

CONSUMER COMPLAINT REPORT

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
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ABADDON PRODUCTS CO.

20041003	498043	ABADDON PRODUCTS	HELMET	9999	N	N	0	0	EQUIPMENT:ELECTRICAL	AL	
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THE CAR DIED WHILE DRIVING DOWN THE ROAD REPEATEDLY. BATTERY LEAKED. BRAKES HAD TO BE REPLACED FOR THE ENTIRE CAR AT 60,000 MILES. THE VENTS ON THE DASHBOARD HAVE POPPED UP AND BROKEN. NOW THE DEFROSTER DOES NOT BLOW THE AIR ON THE WINDSHIELD. THIS VEHICLE WAS STORED IN A GARAGE. THE SEAMS ON THE SEAT COME UNDONE. THE CIGARETTE LIGHTER BROKE AND FLOPS IN THE DASH. THE SWITCH TO OVERRIDE THE TRANSMISSION LOCK IS BROKEN. THE REAR BRAKE LIGHT BROKE WHEN REPLACING THE STRUTS WHICH YOU HAVE TO REMOVE THE BACK DASH TO GET TO. THE BOARD THAT IS UNDER THE CARPET IN THE TRUNK WARPED. THE CARPETS CAME UP FROM THE SIDES OF THE CAR. THE STORAGE BIN IN THE CENTER CONSOLE BROKE, TWICE. THE WIND SHIELD CHIPS AND ERRODES WHEN IN A CAR WASH. I HAVE NEVER SEEN A WINDSHIELD IN THIS BAD SHAPE BEFORE. THE BACK SEAT DOES NOT STAY DOWN. THE HEADLIGHTS HAVE A BAD SEAL AND THERE IS WATER NOW IN THEM. THE RUBBER AROUND THE DOORS COMES OUT REPEATEDLY. GEAR SHIFTER IS CONTINUALLY STUCK. BRAKES TAKE TWICE AS LONG TO STOP MY CAR AS ANY OTHER VEHICLE I HAVE EVER DRIVEN. I HAVE TO DRIVE 2 & 1/2 HOURS TO GET REPAIRS. THE GAS MILAGE IS CLOSER TO 24 MPG THEN THE 35 THAT WAS MARKED ON IT WHEN I BOUGHT IT. THERE ARE NOISES FROM THE ENGINE COMPARTMENT THAT ARE LOUD AND UNPLEASANT. THERE IS A GROUND FAULT WIRE THAT IS BAD THEY WANT \$75 AN HOUR MINIMUM OF 10 HOURS TO REPAIR IT. THE FUSE PANEL COVER BROKE. THE HEADLIGHTS CANNOT BE ALLIGNED. *AK

ACCESSORY DIST., INC.

20040816	501733	ACCESSORY	HELMET	9999	N	N			EQUIPMENT	CA	
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I BOUGHT CLEAR FLOOR MATS FOR MY CAR, BRAND = KRAGAN 8826 FLOOR MAT CLEAR - MODEL NO = PA 6212492. THE FLOOR MAT IS VERY SLIPERY ON THE CAR CARPET. IT DOES NOT GRIP TO THE FLOOR. YOU CAN EASILY SLIP AND FALL WHILE GETING IN THE CAR SINCE FLOOR MAT SKIDS EASILY. I BELIEVE THIS SHOULD BE RECALLED. THE DESIGN HAS VERY POOR GRIP SINCE IT IS MORE ROUNDED RATHER THAN POINTED FOR IT TO GRIP ON THE CARPET. THERE MAY BE SEVERAL KINDS OF FLOOR MATS THAT DO NOT HAVE GRIP BECAUSE IT IS TOO ROUNDED. I BOUGHT IT ON JUNE 15TH AND THE MATS JUST KEEP ON SLIDING WHILE

ALFA LEISURE, INC.

20040115	454492	ALFA LEISURE	FIFTH WHEEL	20060	N	N	0	0	ELECTRICAL SYSTEM:WIRING	CA	
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FIRST, SOME QUALITY-CONTROL ISSUES: "AWNING WOULD NOT LOCK ON ONE SIDE _ FIXED THROUGH WARRANTY "THE STEP BETWEEN THE LIVING ROOM AND BEDROOM WAS SQUEAKING _ FIXED THROUGH WARRANTY "THE FLOOR IN THE BEDROOM SQUEAKED _ STILL SQUEAKING. "THERE WERE TWO 9_ GAS CYLINDERS IN THE OVERHEAD CABINET THAT DID NOT FIT PROPERLY. REPLACED WITH A DIFFERENT MODEL OF GAS CYLINDER AND FITS BETTER BUT STILL NOT CORRECT. "THE SHOWER DRAIN P-TRAP WAS BROKEN DUE TO LACK OF BRACING UNDER TUB PAN _ FIXED MYSELF. "THE DCI BOARD CONTROLLING THE HEATER WAS DEFECTIVE _ FIXED THROUGH WARRANTY. "THE PEDESTAL WHICH SUPPORTS THE MATTRESS IN THE BEDROOM HAD NUMEROUS STAPLES PROTRUDING FROM THE WOOD _ FIXED MYSELF. "STAPLES PROTRUDING THROUGH CARPET _ FIXED MYSELF. "NO HEAT COMES OUT OF THE HEATING VENT IN THE BEDROOM. _ STILL OCCURRING. BUT OUR PRIMARY CONCERN IS THE ELECTRICAL PROBLEM. THE 20-AMP GFI BREAKER IS NUISANCE-TRIPPING EVEN WITH NO LOAD ON ANY OF THE FOUR RECEPTACLES IT CONTROLS _ SEVERAL WORKMEN THROUGH OUR WARRANTY AND A FEW PAID FOR OUT OF OUR POCKET HAVE ATTEMPTED TO DIAGNOSE AND/OR FIX THE PROBLEM TO NO AVAIL. GEWEKE RV IN LODI GAVE US ONE NEW PIGTAIL AND ONE NEW CIRCUIT BREAKER AND WE PURCHASED 3

GFI RECEPTACLES, A GFI BREAKER,
 A STANDARD BREAKER AND SOME GROUND WIRE OUT OF OUR POCKET. THE ELECTRICAL PROBLEM IS OUR PRIMARY CONCERN. THE NUISANCE-TRIPPING OCCURS RAIN OR SHINE, UNDER LOAD OR NO LOAD AT ALL.

WE HAVE TRIED TO CONTACT ALPHA AND THEY WERE EXTREMELY RUDE AND TOLD US IT WAS A WARRANTY PROBLEM. I CONTACTED MBA, OUR WARRANTY SERVICE, AND THEY SAID SINCE THE ELECTRICAL

AMERICAN SUZUKI MOTOR CORP.

20020620	367075	SUZUKI	GRAND VITARA	199		N			OTHER		IN
JS3TD62V4X4		20020618									

9

THIS IS NOT A COMPLAINT ABOUT THE AUTOMOBILE OTHER THAN A WARNING ABOUT A POTENTIALLY SERIOUS SAFETY HAZARD.I HAVE DISCOVERED THAT AFTERMARKET FLOOR MATS CAN BUNCH UP UNDER THE ACCELLERATOR PEDAL,AND STICK IT IN THE WIDE OPEN POSITION.THIS COULD CAUSE A CATASTROPHIC ACCIDENT.THIS RECENTLY HAPPENED TO ME,AND I WAS LUCKY TO AVOID AN ACCIDENT BY TURNING OFF MY

IGNITION AT THE LAST SECOND.MAYBE SUZUKI NEEDS TO REDESIGN THE ACCELLERATOR PEDAL TO PREVENT THIS FROM HAPPENING.*AK

20040413	461476	SUZUKI	XL-7	200		N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION:LEVER AND	NV
JS3TX92V724		20040413	48500								

2

LINKAGE:FLOOR SHIFT

WHEN ON THE FREEWAY AND ACCELLERATING OVER 55MPH, A RATTLING-VIBRATIONS SOUND OCCURS. IT SOUNDS LIKE ITS COMING FROM THE 4WD STICK OR GEAR SHAFT AREA. THE CENTER CONSOLE WAS PULLED OFF AND CARPET AND WIRES WERE CHECKED TO SEE IF SOME THING WAS STUCK BUT NOTHING WAS FOUND.

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040512	472646	SUZUKI	GRAND VITARA	200	N	N			SERVICE BRAKES, HYDRAULIC	HI	
	JS3TY92V834	20040511									
			XL-7	3							
<p>FAILURE ON BRAKES, ACCELERATOR, ALARM, LIGHTS AND PROBLEMS WITH THE CARPET. *MR THE BRAKES AND ACCELERATOR WERE RECALLED. THE BRAKES MADE A LOUD NOISE WHEN TURNING THE STEERING WHEEL. THE ALARMED FAILED. THE VEHICLE HAS BEEN TAKEN TO THE DEALER ABOUT TEN TIMES IN REFERENCE TO THE ALARM. THE DOOR AJAR CHIME DID NOT WORK. THE CARPET WAS LOOSE. THE CONSUMER HAD TO WAIT TWO MONTHS BEFORE IT WAS FIXED. *NM</p>											
20040512	472647	SUZUKI	GRAND VITARA	200	N	N			VEHICLE SPEED CONTROL	HI	
	JS3TY92V834	20040511									
			XL-7	3							
<p>FAILURE ON BRAKES, ACCELERATOR, ALARM, LIGHTS AND PROBLEMS WITH THE CARPET. *MR THE BRAKES AND ACCELERATOR WERE RECALLED. THE BRAKES MADE A LOUD NOISE WHEN TURNING THE STEERING WHEEL. THE ALARMED FAILED. THE VEHICLE HAS BEEN TAKEN TO THE DEALER ABOUT TEN TIMES IN REFERENCE TO THE ALARM. THE DOOR AJAR CHIME DID NOT WORK. THE CARPET WAS LOOSE. THE CONSUMER HAD TO WAIT TWO MONTHS BEFORE IT WAS FIXED. *NM</p>											
20040512	472648	SUZUKI	GRAND VITARA	200	N	N			EQUIPMENT:ELECTRICAL:ANTI-THEFT DEVICES	HI	
	JS3TY92V834	20040511									
			XL-7	3							
<p>FAILURE ON BRAKES, ACCELERATOR, ALARM, LIGHTS AND PROBLEMS WITH THE CARPET. *MR THE BRAKES AND ACCELERATOR WERE RECALLED. THE BRAKES MADE A LOUD NOISE WHEN TURNING THE STEERING WHEEL. THE ALARMED FAILED. THE VEHICLE HAS BEEN TAKEN TO THE DEALER ABOUT TEN TIMES IN REFERENCE TO THE ALARM. THE DOOR AJAR CHIME DID NOT WORK. THE CARPET WAS LOOSE. THE CONSUMER HAD TO WAIT TWO MONTHS BEFORE IT WAS FIXED. *NM</p>											
20040512	472649	SUZUKI	GRAND VITARA	200	N	N			ELECTRICAL SYSTEM	HI	
	JS3TY92V834	20040511									
			XL-7	3							
<p>FAILURE ON BRAKES, ACCELERATOR, ALARM, LIGHTS AND PROBLEMS WITH THE CARPET. *MR THE BRAKES AND ACCELERATOR WERE RECALLED. THE BRAKES MADE A LOUD NOISE WHEN TURNING THE STEERING WHEEL. THE ALARMED FAILED. THE VEHICLE HAS BEEN TAKEN TO THE DEALER ABOUT TEN TIMES IN REFERENCE TO THE ALARM. THE DOOR AJAR CHIME DID NOT WORK. THE CARPET WAS LOOSE. THE CONSUMER HAD TO WAIT TWO MONTHS BEFORE IT WAS FIXED. *NM</p>											
20040512	472650	SUZUKI	GRAND VITARA	200	N	N			OTHER	HI	
	JS3TY92V834	20040511									
			XL-7	3							
<p>FAILURE ON BRAKES, ACCELERATOR, ALARM, LIGHTS AND PROBLEMS WITH THE CARPET. *MR THE BRAKES AND ACCELERATOR WERE RECALLED. THE BRAKES MADE A LOUD NOISE WHEN TURNING THE STEERING WHEEL. THE ALARMED FAILED. THE VEHICLE HAS BEEN TAKEN TO THE DEALER ABOUT TEN TIMES IN REFERENCE TO THE ALARM. THE DOOR AJAR CHIME DID NOT WORK. THE CARPET WAS LOOSE. THE CONSUMER HAD TO WAIT TWO MONTHS BEFORE IT WAS FIXED. *NM</p>											
<p><i>AUTOMATIC EQUIP. MFG. CO.</i></p>											
20040426	481509	UNKNOWN	AUTOMATIC	999	N	N			EQUIPMENT	TX	
				9							
<p>I AM HEARING A POPPPING NOISE FROM THE FRONT END OF CAR 1999 OLDSMOBILE AURORA. THERE IS ALSO TIMES WHEN I APPLY THE BRAKES WHEN TURNING THAT IT VIBRATES IN THE PEDAL AND STEERING COLUMN, ALSO I HAVE BEEN NOTICING WATER UNDER PASSENGER FRONT SEAT IN WHICH THIS IS RUINING MY CARPET AND LEATHER SEATS NOT TO MENTION THE ELECTRIC WIRING SYSTEM UNDER THE SEAT. I CAN GIVE YOU THE VIN.# 1G3GR62C9X4 [REDACTED] SO YOU CAN PULL INFO ON CAR AND LET ME KNOW WHAT INFO AND OUTSTANDING RECALLS THERE ARE. THANK YOU FOR YOUR TIME. *AK</p>											

BAYERISCHE MOTOREN WERKE

19950504 30681 BMW 325 199 N 0 0 OTHER MD

2

DRIVER'S FLOOR MAT DETACHED FROM ITS WINGED SCREW MOORINGS, CAUSING MAT TO MOVE FORWARD OVER THE ACCELERATOR PEDAL, RESULTING IN SUDDEN ACCELERATION. *SKD

19951012 1583 BMW 320 198 N 0 0 STRUCTURE:BODY:ROOF AND PILLARS AL
WBABB2307KE 19941102

9

CONVERTIBLE TOP SEAL FRAYED, CAUSING WATER TO LEAK ONTO CARPET/SEATS.

19970715 75231 BMW 325 198 Y N 1 VEHICLE SPEED CONTROL:LINKAGES NJ
WBAAA230XK4 19970715

9

CONSUMER PLACED THE VEHICLE FROM PARK TO REVERSE AND THE VEHICLE ACCELERATED IN REVERSE, CAUSING THE CONSUMER TO HAVE AN ACCIDENT. CONSUMER CONTACTED THE DEALER, DEALER UNABLE TO FIND THE CAUSE. DEALER STATED THE FLOOR MAT MAY HAVE BEEN THE CAUSE OF THE PROBLEM. *AK

19971110 86073 BMW 318I 199 N N OTHER FL
4USCC8328SL 19971110

5

WHILE DRIVING ALL THE LIGHTS WILL GO OFF AND THE VEHICLE WILL SHUT OFF. DRIVER WOULD HAVE TO START THE VEHICLE UP AGAIN. DEALER SAID SOMETIMES THE DRIVER'S SIDE FLOOR MAT WOULD HIT THE GAS PEDAL, AND THAT WOULD CAUSE THE VEHICLE TO SHUT OFF. *AK

20010305 285070 BMW 323I 200 N STRUCTURE:BODY:DOOR CA
WBAAM3344YK 20010222

0

BOTH FRONT DOORS LEAK WATER INTO THE CABIN WHEN IT RAINS OR GETS WASHED. BOTH FRONT FLOOR MATS GET DAMP ALONG WITH THE FLOOR BOARD. WATER DAMAGE TO INSIDE CARPET, FLOOR MATS, AND ANY OTHER COMPONENTS IN THE AREA. (ELECTRICAL)

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020802	365291	BMW	X5	200	Y				OTHER	CO	
<p>2 DUE TO FLOOR MAT HAVING MOVEMENT MAT SLID AGAINST GAS PEDAL. OWNER WAS IN REVERSE AND ACCELERATED BACKWARDS INTO A CONCRETE GARAGE. GAS PEDAL IS HAS BEEN ATTACHED AT THE FLOOR. PLEASE DESCRIBE DETAILS. *AK</p>											
20021017	380459	BMW	325	199					VISIBILITY:DEFROSTER/DEFOGGER	IN	
<p>WBAAB6400J4 20021017 8 SYSTEM:WINDSHIELD:HEATER CORE CONSUMER STATES THAT WATER IS LEAKING ON THE INSIDE OF VEHICLE ONTO THE CARPET. CONSUMER STATES VEHICLE HAS BEEN OVER HEATING. CONSUMER FEELS ITS THE HEATER CORE. PLEASE PROVIDE ANY FURTHER INFORMATION. TS</p>											
20031119	436009	BMW	318IS	199	N	N			VEHICLE SPEED CONTROL	NY	
<p>3 WHILE DRIVING CAR ACCELERATES BY ITSELF. MADE SURE CARPET WASN'T ON PEDAL. HAPPENED FEW TIMES DURING WINTER. RPM'S GOING VERY HIGH. VERY HARD TO STOP THE CAR. VERY UNSAFE. BMW TOLD ME THERE IS RECALL BUT MY CAR WAS NOT AFFECTED. DIDN'T EVEN LOOK AT CAR. TOLD ME TO CALL BACK WHEN IT HAPPENS AGAIN*AK</p>											
20031123	438478	BMW	325I	200	N	N			STRUCTURE	OR	
<p>WBAEV33422K 20031123 5000 2 WATER LEAKS INTO THE REAR DRIVER'S SIDE PASSENGER COMPARTMENT, FLOODING THE CARPET UNDERNEATH THE FLOOR MAT. HAPPENS NEARLY EVERY TIME IT RAINS HEAVILY OR WHEN I WASH THE CAR. HAVE ALREADY TAKEN CAR BACK TO DEALER FOR REPAIR. THEY REPLACED THE LEFT REAR DOOR SEALS, BUT SAME WATER LEAKS CONTINUE TO HAPPEN. *LA</p>											
20040317	466594	BMW	530I	200	Y	N	0	0	VEHICLE SPEED CONTROL	KS	
<p>WBADT63402C 20040317 25900 2 I OWN A 2002 BMW 530I. RECENTLY, THE CAR ACCELERATED TO FULL THROTTLE BY ITSELF. I REPORTED INCIDENT TO BMW. TO SUMMARIZE, THEY SAID THERE IS NOTHING WRONG WITH THE CAR AND IT WAS PROBABLY THE FLOOR MAT THAT CAUSED THE ACCELERATION (THAT'S RIGHT, THE FLOOR MAT). *NM</p>											
20040415	462443	BMW	318I	199	Y	N	1	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	RI	
<p>4USCC8328SL 20040415 5 WHILE PULLING UP TO THE CURB TO LET A PASSENGER OUT DRIVER'S FRONT FLOOR MAT PUSHED UP AGAINST THE GAS PEDAL AND CAUSED CAR TO ACCELERATE. THE DRIVER STEPPED ON THE BRAKE TO STOP THE CAR, BUT WITH THE FLOOR MAT PRESSED AGAINST THE GAS PEDAL, THE CAR CONTINUED TO ACCELERATE, HITTING THE VEHICLE PARKED IN FRONT OF IT. THE GAS PEDAL EXTENDS DOWN AND ATTACHED TO THE FLOOR SO THAT THE FLOOR MAT HAD NO PLACE TO GO, BUT AGAINST THE GAS PEDAL, IF IT GETS PUSHED FORWARD INADVERTANTLY AS IT DID IN THIS CASE. *AK</p>											
20050228	527924	BMW	525I	200	N	N			STRUCTURE:BODY	CA	
<p>WBADT43482G 20050228 27206 2 THE REAR FLOOR OF MY 2002 BMW(525I) HAS 2 INCHES OF WATER, CARPET SOAKED,MILDEW, THE FRONT CARPET WAS SOAKED , DRIVERS SIDE(FRONT) WETTER THAN THE PASSENGER FRONT .ALEXANDER BMW SAID THEY HAD NO REPORTS OF THIS HAPPENING BEFORE, THIS MUST BE A MANUFACTURE DEFECT IN THE CAR.</p>											
20050302	527534	BMW	325IS	199	N	N			ENGINE AND ENGINE COOLING:COOLING SYSTEM	CA	
<p>3 I HAVE A 1993 325IS BMW. AND THERE ARE A NUMBER OF PROBLEMS. ON RAINY DAYS I CAN HEAR WATER IN THE FLOOR BOARDS. THE DOOR PANELS ARE BOTH COMING UNGLUED AND BUBBLING. MY DRIVER SIDE FLOOR MAT HITS THE GAS PETAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS ALWAYS ON, THE THE COOLANT IS LOW EVEN AFTER I FILL IT. I AM AFAID MY CAR WILL OVERHEAT.*AK</p>											
20050302	527538	BMW	325IS	199	N	N			EXTERIOR LIGHTING:FOG LIGHTS:SWITCH	CA	
<p>3</p>											

I HAVE A 1993 325IS BMW. AND THERE ARE A NUMBER OF PROBLEMS. ON RAINY DAYS I CAN HEAR WATER IN THE FLOOR BOARDS. THE DOOR PANELS ARE BOTH COMING UNGLUED AND BUBBLING. MY DRIVER SIDE

FLOOR MAT HITS THE GAS PETAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS ALWAYS ON, THE THE COOLANT IS LOW EVEN AFTER I FILL IT. I AM AFAID MY CAR WILL OVERHEAT.*AK

20050302 527537 BMW 325IS 199 N N VISIBILITY:WINDSHIELD WIPER/WASHER:LINKAGES CA
3

I HAVE A 1993 325IS BMW. AND THERE ARE A NUMBER OF PROBLEMS. ON RAINY DAYS I CAN HEAR WATER IN THE FLOOR BOARDS. THE DOOR PANELS ARE BOTH COMING UNGLUED AND BUBBLING. MY DRIVER SIDE

FLOOR MAT HITS THE GAS PETAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS ALWAYS ON, THE THE COOLANT IS LOW EVEN AFTER I FILL IT. I AM AFAID MY CAR WILL OVERHEAT.*AK

20050302 527536 BMW 325IS 199 N N LATCHES/LOCKS/LINKAGES CA
3

I HAVE A 1993 325IS BMW. AND THERE ARE A NUMBER OF PROBLEMS. ON RAINY DAYS I CAN HEAR WATER IN THE FLOOR BOARDS. THE DOOR PANELS ARE BOTH COMING UNGLUED AND BUBBLING. MY DRIVER SIDE

FLOOR MAT HITS THE GAS PETAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS ALWAYS ON, THE THE COOLANT IS LOW EVEN AFTER I FILL IT. I AM AFAID MY CAR WILL OVERHEAT.*AK

20050302 527535 BMW 325IS 199 N N EXTERIOR LIGHTING CA
3

I HAVE A 1993 325IS BMW. AND THERE ARE A NUMBER OF PROBLEMS. ON RAINY DAYS I CAN HEAR WATER IN THE FLOOR BOARDS. THE DOOR PANELS ARE BOTH COMING UNGLUED AND BUBBLING. MY DRIVER SIDE

FLOOR MAT HITS THE GAS PETAL. THE CHECK COOLANT LIGHT ON MY COMPUTER IS ALWAYS ON, THE THE COOLANT IS LOW EVEN AFTER I FILL IT. I AM AFAID MY CAR WILL OVERHEAT.*AK

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050819	555316	BMW	M ROADSTER	199	N	N	0	0	STRUCTURE:FRAME AND MEMBERS	OH	
WBSC9339XL	20050819		74000								

9

AFTER OTHERS TOLD ME OF THE DEFECTS IN THEIR Z3 CARS, I DECIDED TO CHECK MY OWN CAR. AFTER REMOVING THE CARPET IN THE TRUNK AND IT REVEALED MULTIPLE BROKEN SPOTWELDS OF THE CROSSMEMBER THAT SUPPORTS THE DIFFERENTIAL AND CONNECTS TO THE TRUNK FLOOR PAN. ALSO THE LEFT SIDE OF THE FLOOR PAN IS PULLING LOOSE FROM THE BODY AND EXTENDS ALONG THE ENTIRE LEFT SIDE OF THE FLOOR PAN. THE LEFT SIDE OF THE TRUNK HAS RECESSED BY ABOUT A HALF INCH. THE DIFFERENTIAL MOUNT THAT CONNECTS THE CROSSMEMBER TO THE DIFFERENTIAL HAS A CRACK IN IT.

20060114	575420	BMW	M ROADSTER	200	N	N	0	0	STRUCTURE:FRAME AND MEMBERS	CA	
WBSC934XYL	20060114										

0

I TOOK A LOOK AT THE SUBFRAME OF MY CAR AROUND THE REAR DIFF MOUNT AND I HAVE 4 POPPED SPOT WELDS. THEN I TOOK ALL OF THE TRUNK CARPET OUT AND I HAVE 8 POPPED WELDS AND THE LEFT SEAM IS SEPARATED. THIS IS NOT THE ONLY BMW Z3 FOR THIS TO HAPPEN TOO. NHTSA NEEDS TO DO SOMETHING ABOUT THIS. ITS JUST A MATTER OF TIME UNTIL SOMEONE THAT DOESN'T KNOW WHAT TO LOOK FOR HAS THERE REAR DIFF FALL OFF WHEN DRIVING. *JB

20060423	586015	BMW	318TI	199	N	N	0	0	VEHICLE SPEED CONTROL	MN	
WBACG8329VK	20060423		149000								

7

MY 1997 BMW 318TI SUFFERED FROM UNINTENDED ACCELERATION. HERE'S HOW IT HAPPENED: I PULLED OUT ONTO THE STREET AFTER GETTING MY CAR WASHED. I PUSHED THE ACCELERATOR DOWN HARD AS I PULLED OUT. THE CAR LUNGED FORWARD AND THE WET TIRES SPUN ON THE PAVEMENT. I LET OFF ON THE ACCELERATOR BUT THE CAR RACED FORWARD ON ITS OWN. I APPLIED BOTH FEET TO THE BRAKES. THE ENGINE CONTINUED TO REV AT ITS MAXIMUM POSSIBLE REVOLUTIONS AND THE WHEELS WERE SCREECHING FORWARD. THE ABS SYSTEM WAS KICKING IN CONTINUALLY IN AN EFFORT TO STOP THE VEHICLE BUT IT WOULD NOT STOP AND I COULD BARELY CONTAIN IT. THE ODOMETER KICKED UP TO 130 MPH EVEN THOUGH I WAS NOT GOING MORE THAN 25 MPH. I TRIED TO PULL THE SHIFT LEVER INTO NEUTRAL BUT THE ENGINE JUST REVVED FASTER AND WOULD NOT STOP LUNGING FORWARD. WHILE STANDING ON THE BRAKES WITH BOTH FEET, I SHUT THE IGNITION OFF. THE ACCELERATION IMMEDIATELY STOPPED AND THE CAR SHUT DOWN. MY HAZARD LIGHTS WERE TURNED ON AT THE TIME BECAUSE THE CAR WASH PEOPLE TOLD ME TO TURN THEM ON (APPARENTLY TO ALERT THE STAFF PEOPLE THAT I HAD PAID EXTRA FOR A CLEAR COAT FINISH...). AFTER I GOT THE CAR SHUT OFF AND TURNED THE HAZARD LIGHTS OFF, THE CAR RESTARTED NORMALLY. I AM AWARE OF A VERY FAMOUS UNINTENDED ACCELERATION CASE ALSO INVOLVING HAZARD LIGHTS CALLED THE "HOLIDAZZLE ACCIDENT" IN MINNEAPOLIS, MINNESOTA ON DECEMBER 5, 1998. THE BEHAVIOR OF MY VEHICLE WAS THE SAME AS THAT REPORTED BY THE MINNEAPOLIS POLICE DURING THIS PARADE ACCIDENT THAT KILLED TWO PEOPLE. THE ULTIMATE FINDING IN THE CASE WAS THAT THE USE OF HAZARD BLINKERS CAUSED THE FORD VAN TO SUFFER UNINTENDED ACCELERATION. I AM NOT AN ENGINEER, BUT I THINK THE HAZARD LIGHTS MIGHT HAVE HAD SOMETHING TO DO WITH THE FACT THAT MY VEHICLE WOULD NOT STOP. THERE WAS ALSO NOTHING OBSTRUCTING THE GAS PEDAL SUCH AS FLOOR MATS OR ANYTHING ELSE. THERE DOES APPEAR TO BE A STICKINESS TO THE GAS PEDAL SWITCH ITSELF THAT WILL BE EXAMINED BY THE DEALER. BY PETER F. BARRY (612) 379-8800. *JB

COACHMEN INDUSTRIES, INC.

19970529	69761	COACHMEN	COACHMEN	199	N	N			FUEL SYSTEM, GASOLINE:CARBURETOR SYSTEM	FL	
				5							

WHILE DRIVING 65 MPH THE PREHEAT TUBE THAT CONNECTS THE CARBURETOR AND THE MANIFOLD OVERHEATED, CAUSING THE WOOD FLOOR AND CARPET TO BURN. PLEASE GIVE FURTHER DETAILS. *AK

CONTINENTAL TIRE NORTH AMERICA, INC.

20021022	381530	CONTINENTAL	GENERAL	999	N	N			TIRES	OH	
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AMERI 9

CONSUMER DISCOVERED CRACKS IN THE SIDEWALL OF THE TIRES DUE TO THEM BEING DRY ROTTED, ALL 4 TIRES WERE REPLACED. THE UPPER STRUT MOUNT WAS LUBRICATED, THE BLOWER RESISTOR IN THE AIR

CONDITION WAS REPLACED, THE CARPET WAS REPLACED, AND THERE WAS A WIND NOISE COMING FROM THE DRIVER SIDE WINDOW.TS *JB

20030708 410944 CONTINENTAL GRABBER AW 999 N N 0 0 TIRES:TREAD/BELT AZ
9

WE WERE ON VACATION AND WERE NEAR PALM SPRINGS, CALIFORNIA TRAVELLING ON THE I-10 W/B WHEN THE RIGHT REAR TIRE SEPARATED AND CAUSED EXTENSIVE DAMAGE TO THE RIGHT REAR QUARTER PANEL.

IF THE SEPARATED TREAD HADN'T HIT THE TAILPIPE AND QUARTER PANEL, THEN THE TIRE MAY HAVE COME UP AND HIT THE REAR PASSENGER. THE TREAD ACTUALLY PUSHED UP THE CARPETING AND INDENTED

THE UNDERCARRIAGE. WE KEPT THE SEPARATED TIRE.TOOK PICTURES.WE BOUGHT NEW TIRES. WE JUST FILED A COMPLAINT WITH CONTINENTAL TIRES AS OF 7-6-03. I THINK THEY EXPECTED US TO DRIVE ON THE

THREE OTHER TIRES UNTIL OUR VACATION WAS OVER. WHEN I TOLD THEM I REPLACED THE OTHER TIRES THEY SAID THERE WASN'T ANYTHING THEY COULD DO, EXCEPT EXAMINE THE BAD TIRE. IS IT GOING TO

TAKE A FATALITY(S) BEFORE SOMETHING IS DONE? CONTINENTAL TIRES SAID MY TIRES { GENERAL GRABBERS AW 275/60/R17 } WERE NOT PART OF THE RECALL. ACCORDING TO MY DOT #. I HOPE THEY WILL AT

LEAST REPLACE MY ONE TIRE AND REPAIR THE DAMAGE TO MY 2001 EXPEDITION. WELL AT LEAST THERE HASN'T BEEN ANY DEATHS/INJURIES. BUT I REMEMBER SEVERAL YEARS AGO FORD HAD PROBLEMS WITH

THE FIRESTONE TIRES, IT TOOK LAWSUITS AND DEATHS TO RECALL THOSE TIRES. I CAN SEE THAT FORD IS HAVING PROBLEMS WITH TIRES AGAIN. I HOPE YOU CAN HELP ME WITH THIS. OR WARN OTHER OWNERS OF

DAEWOO MOTOR DE PUERTO RICO

20041014 503425 DAEWOO LEGANZA 200 N N 0 0 SERVICE BRAKES, HYDRAULIC:FOUNDATION FL
PUERTO RICO 1 COMPONENTS:DISC:ROTOR

TENSIONER PULLEY BROKE AND CAUSED VEHICLE TO STOP SUDDENLY BECAUSE IT THREW TIMING BELT, ALSO MESSED UP HEADS AND VALVES SO NEEDS A WHOLE NEW MOTOR. BRAKES AND ROTORS REPLACED

SO MANY TIMES!!! NOXIOUS SMELL THROUGH AIR CONDITIONER VENT, LEAKAGE ONTO CARPET CAUSING MOLD AND MILDEW BUILD UP. NOT ABLE TO FIND PARTS! *AK

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20041014	503424	DAEWOO PUERTO RICO	LEGANZA	200 1	N	N	0	0	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE:BELTS AND ASSOCIATED PULLEYS	FL	
<p>TENSIONER PULLEY BROKE AND CAUSED VEHICLE TO STOP SUDDENLY BECAUSE IT THREW TIMING BELT, ALSO MESSED UP HEADS AND VALVES SO NEEDS A WHOLE NEW MOTOR. BRAKES AND ROTORS REPLACED SO MANY TIMES!!! NOXIOUS SMELL THROUGH AIR CONDITIONER VENT, LEAKAGE ONTO CARPET CAUSING MOLD AND MILDEW BUILD UP. NOT ABLE TO FIND PARTS! *AK</p>											
<i>DAIMLERCHRYSLER CORPORATION</i>											
19950123	6593	PLYMOUTH 19950123	VOYAGER	199 2		N	0	0	OTHER	CA	
<p>THE UPHOLSTERY AND CARPET ARE HIGHLY FLAMMABLE. PLEASE DESCRIBE DETAILS. TT</p>											
19950302	16743	JEEP	GRAND CHEROKEE	199 4		N	0	0	OTHER	OH	UNK
<p>ACCELERATOR PEDAL STICKS ON FLOOR MAT. *AK</p>											
19950512	32263	DODGE	CARAVAN	199 5			0	0	STRUCTURE:BODY	KY	
<p>WHEN RAIN WATER GET INTO THE VAN AND WET THE CARPET DEALER REPLACE CARPET BUT STILL HAVING THE SAME PROBLEM. TT</p>											
19950720	46525	DODGE	DAYTONA	198 8			0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:MANIFOLD/HEADER/MUFFLER/TAIL PIPE	VA	
<p>THAT EXCESSIVE HEAT IS COMING FROM THE TRUNK ABOVE THE MUFFLER AND IT HAS MELTED THE CARPET IN THE TRUNK. PLEASE DESCRIBE. TT</p>											
19951107	11456	PLYMOUTH 19951107	VOYAGER	199 4		N	0	0	SEATS	IL	
<p>THE BOLT THAT HOLDS THE SEAT DOWN WASN'T THERE. TT THE NUTS THAT HOLD THE PASSENGER MIDDLE BUCKET SEAT STRIKER BAR WERE MISSING, CONSUMER STATES THE ONLY THING HOLDING SEAT DOWN WAS WEIGHT AND CARPET, THE SEAT MOUNT WOULD COME UP OUT OF THE CARPET WITH THE STRIKER BAR ATTACHED, THE SEAT BELT WOULD CAUSE THE SEAT TO TWIST TO THE RIGHT PLACING THE PASSENGER HEAD THROUGH THE RIGHT SLIDING DOOR WINDOW.*JB</p>											
19960930	96018	DODGE 1B4GH44R3RX	CARAVAN	199 4		N	0	0	STRUCTURE:BODY	00	
<p>VEHICLE FLOODS INSIDE WHEN IT RAINS, LEAVING FOUL ODOR IN CARPET.</p>											
19970306	131938	JEEP 1J4SY19P0RP	WRANGLER	199 4	N	Y			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION CONTROL:CATALYTIC CONVERTOR	AZ	
<p>BRUSHED AND GOT CAUGHT UNDER THE CATALYTIC CONVERTER, THE CATALYTIC CONVERTER CAUGHT ON FIRE AND BURNED ALL WIRES UNDER THE VEHICLE/THE 4 WHEEL DRIVE SYSTEMS AND THE CARPET. VEHICLE WAS REPAIRED. *AK</p>											
19970814	78132	DODGE 1B3ED46T8RF	INTREPID	199 4	N	N	0	0	STRUCTURE:BODY:TRUNK LID	MD	
<p>WATER ENTERING VEHICLE FROM OUTSIDE INTO TRUNK. LOCATION IS SPARE TIRE & JACK AREA. JACK WAS RUSTY & CORRODED WHEN RETRIEVED. CARPET WAS RUSTY & MOLDED. *AK</p>											
19970821	78871	PLYMOUTH 1P3AP28D5RN	SUNDANCE	199 4		N		0	OTHER	IL	
<p>FLOOR MAT BECAME ENTANGLED IN THE STEERING MECHANISM, CAUSING PARTIAL LOSS OF STEERING AND BRAKES.</p>											

19970904 80562 CHRYSLER MASERATI 198 N N STRUCTURE:BODY:ROOF AND PILLARS CA
ZC2FP1104BK 19970904

9

THE OPERA WINDOWS IN THE CONVERTIBLE TOP CONCENTRATE THE SUNLIGHT AND BURN THE CARPET WHICH COULD CAUSE A FIRE. *AK

19970917 81832 CHRYSLER CIRRUS 199 N N STEERING:WHEEL AND HANDLE BAR MI
1C3EJ56H4TN 19970917

6

CONSUMER STATES THAT WHERE THE STEERING COLUMN MEETS THE FLOORBOARD THERE IS A KNUCKLE. THE KNUCKLE IS NOT COVERED. THE FLOOR MAT SLIDES INTO THE KNUCKLE, RESULTING IN LOSS OF STEERING. THE DEALER HAS RECOMMENDED THAT THE OWNER USE MANUFACTURER'S FLOOR MATS TO PREVENT SLIDING. *AK

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19971204	88745	DODGE	DAKOTA	199	N	N			STRUCTURE:BODY	VA	
1B7FL26X8PS	19971204										
3											
PASSENGER'S SIDE DOOR MOULDING HAS CAUSED WATER DAMAGE TO CARPET. DOOR JAM PLASTIC MOULDING SET DOWN WITH 5 SCREWS, PENETRATING THROUGH SHEET METAL NO RUBBER WASHERS/OTHER COMPONENTS WERE UTILIZED TO PREVENT OUTSIDE WATER FROM SEEPING UP IN THE SCREW HOLES. IN ADDITION, UTILIZED TOO MUCH TORQUE WITH THESE SCREWS, CAUSING OVERSIZED SCREW HOLES TO BE CREATED FURTHER CREATING HARMFUL ROAD SALTS WHICH ENTERED TRUCK BODY. *AK											
19971218	59738	JEEP	CHEROKEE	199		Y		0	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	OH	
1J4FJ77S5PL	19971016										
3											
ELECTRICAL WIRING LOCATED UNDER THE CARPET OF THE DRIVER'S SIDE CAUGHT ON FIRE AND MELTED.											
19980205	65570	DODGE	STRATUS	199		N		0	STEERING:WHEEL AND HANDLE BAR	IA	
1B3EJ46XXTN	19971125										
6											
DESIGN OF THE STEERING COLUMN ALLOWS DRIVER'S FLOOR MAT TO GET SUCKED OR WEDGED DOWN INTO STEERING COLUMN. THEN THE STEERING LOCKS UP.											
19980220	67558	DODGE	DAYTONA	198		N	0	0	STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS	CA	
1B3CA44E8JG	19970112										
8											
CARPET IN HATCH BACK AREA MELTED DUE TO NO HEAT SHIELD BETWEEN EXHAUST AND CARPETING.											
19980604	104732	CHRYSLER	SEBRING	199	N	N			STEERING	RI	
3C3EL45X7WT	19980604										
8											
WHEN DRIVING AND TURNING THE FLOOR MAT GETS CAUGHT IN THE BOTTOM OF THE STEERING COLUMN BECAUSE THERE IS NO BOOT SURROUNDING THE STEERING COLUMN, WHICH MAKES IT IMPOSSIBLE TO TURN. ALSO, THE STEERING LOCKS UP. DEALER SAYS THAT IT IS JUST THE WAY IT'S MADE. *AK											
19980604	104731	CHRYSLER	SEBRING	199	N	N			OTHER	RI	
3C3EL45X7WT	19980604										
8											
WHEN DRIVING AND TURNING THE FLOOR MAT GETS CAUGHT IN THE BOTTOM OF THE STEERING COLUMN BECAUSE THERE IS NO BOOT SURROUNDING THE STEERING COLUMN, WHICH MAKES IT IMPOSSIBLE TO TURN. ALSO, THE STEERING LOCKS UP. DEALER SAYS THAT IT IS JUST THE WAY IT'S MADE. *AK											
19980713	114162	CHRYSLER	MASERATI	198					VISIBILITY:GLASS, SIDE/REAR	TX	
ZC2FP1108KB	19980630										
9											
OPERA GLASS WINDOWS CAUSE BURNS IN THE CARPETS.											
19980727	117994	CHRYSLER	SEBRING	199	N	N			OTHER	NJ	
3C3EL55H1WT	19980727										
8											
FLOOR MAT ON THE DRIVER'S SIDE PUSHED UP UNDER THE GAS PEDAL AND BECAME ENTANGLED WITH THE STEERING COLUMN UNIVERSAL JOINTS THAT PIERCE THE FIREWALL, BINDING VEHICLE CONTROL. THE DEALER JUST REPOSITIONED THE FLOOR MAT. *AK											
19981020	99794	DODGE	CARAVAN	199					OTHER	MN	
2											
FLOOR MAT WEDGED THE ACCELERATOR PEDAL INTO FULL THROTTLE POSITION.											
19981106	108049	JEEP	CHEROKEE	199	N	N			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	MI	
1J4FJ68S5RL	19981106										
4											
CONTROL:CATALYTIC CONVERTOR											

THERE IS A HOLE IN THE FLOORBOARD DUE TO THE EXHAUST NOT HAVING A HEAT SHIELD. THE FLOORBOARD RUSTED OUT, THE CARPET DROPS THROUGH THE HOLE ONTO THE CATALYTIC ONVERTER. DEALER SAID

THEY WILL NOT FIX DUE TO EXPIRED WARRANTY. *AK

19981204	120221	JEEP	CHEROKEE	199	Y	N		OTHER	MD
1J4FJ68S0WL		19981204							

8

THE DRIVER'S FLOOR MAT SLID UNDERNEATH THE ACCLERATOR PEDAL, CAUSING THE VEHICLE TO ACCELERATE UNEXPECTEDLY WHICH CAUSED AN ACCIDENT. *ML

19981217	127971	CHRYSLER	SEBRING	199		N	0	0	STEERING:WHEEL AND HANDLE BAR	NY
3C3EL45H4VT		19981217								

7

FLOOR MAT BECAME JAMMED IN THE BOTTOM OF THE STEERING COLUMN. STEERING WHEEL WOULD NOT TURN. WAS EXTREMELY DIFFCULT TO REMOVE FLOOR MAT, HAD IT HAPPENED ON THE HIGHWAY INSTEAD OF

THE DRIVEWAY, I WOULD NOT HAVE BEEN ABLE TO DRIVE AT ALL.

19990112	136043	CHRYSLER	SEBRING	199					STEERING:WHEEL AND HANDLE BAR	OH
3C3EL55H4WT		19981214								

8

DESIGN OF THE STEERING WHEEL COLUMN IS UNCOVERED ABOVE THE GAS AND BRAKE PEDAL WHICH CAUSED FLOOR MAT THE BE STUCK RESULTING IN LOSS OF STEERING ABILITY.

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19990210	149629	DODGE	STRATUS	199	N	N			STEERING:WHEEL AND HANDLE BAR	IL	

8

FLOOR MAT STARTED MOVING WHILE MAKING A TURN. STEERING LOCKED BECAUSE FLOOR MAT WAS JAMMED AROUND THE COLUMN DUE TO STEERING COLUMN MECHANISM NOT BEING COVERED. DEALER CONTACTED, AND STATED IT WAS DESIGN OF VEHICLE. PROBLEM STILL EXISTS. PROVIDE FURTHER INFORMATION. *AK

19990216	134107	DODGE	STRATUS	199		N	0	0	VISIBILITY:REARVIEW MIRRORS/DEVICES	IA	
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7

THE MOVING STEERING SHAFT BETWEEN THE STEERING WHEEL AND FLOOR OF THE PASSENGER COMPARTMENT IS EXPOSED. A CLAMP ON THE STEERING SHAFT CAUGHT THE FLOOR MAT AND MADE IT ALMOST IMPOSSIBLE TO STEER THE CAR. I TALKED TO THE DEALER AND WAS TOLD ALL STRATUS ARE MADE THIS WAY. THE STEERING SHAFT NEEDS A SHIELD. IF CHRYSLER DOESN'T FIX THIS, I MAY SELL THE CAR. I HAVE HAD NUMEROUS OTHER PROBLEMS, INCLUDING TIMING BELTS/IGNITION KEY/ HEAD RESTS/BODY, ELECTRIC MIRRORS,ETC.. THIS MAY BE THE LAST STRAW. I AM A MECHANICAL ENGINEER WITH 20 YEARS EXPERIENCE AND I HAVE WORKED ON CARS SINCE GRADE SCHOOL. A DESIGN FLAW LIKE THIS BORDERS ON CRIMINAL!!! IF THERE IS AN ACCIDENT CAUSED BY THIS DESIGN, I WOULD BE GLAD TO TESTIFY. IT WOULD BE AN OPEN AND SHUT CASE!!! I WOULD APPRECIATE A REPLY TO THIS MESSAGE IF POSSIBLE. *AK

19990216	134106	DODGE	STRATUS	199		N	0	0	ELECTRICAL SYSTEM:IGNITION:SWITCH	IA	
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7

THE MOVING STEERING SHAFT BETWEEN THE STEERING WHEEL AND FLOOR OF THE PASSENGER COMPARTMENT IS EXPOSED. A CLAMP ON THE STEERING SHAFT CAUGHT THE FLOOR MAT AND MADE IT ALMOST IMPOSSIBLE TO STEER THE CAR. I TALKED TO THE DEALER AND WAS TOLD ALL STRATUS ARE MADE THIS WAY. THE STEERING SHAFT NEEDS A SHIELD. IF CHRYSLER DOESN'T FIX THIS, I MAY SELL THE CAR. I HAVE HAD NUMEROUS OTHER PROBLEMS, INCLUDING TIMING BELTS/IGNITION KEY/ HEAD RESTS/BODY, ELECTRIC MIRRORS,ETC.. THIS MAY BE THE LAST STRAW. I AM A MECHANICAL ENGINEER WITH 20 YEARS EXPERIENCE AND I HAVE WORKED ON CARS SINCE GRADE SCHOOL. A DESIGN FLAW LIKE THIS BORDERS ON CRIMINAL!!! IF THERE IS AN ACCIDENT CAUSED BY THIS DESIGN, I WOULD BE GLAD TO TESTIFY. IT WOULD BE AN OPEN AND SHUT CASE!!! I WOULD APPRECIATE A REPLY TO THIS MESSAGE IF POSSIBLE. *AK

19990216	134249	DODGE	STRATUS	199		N	0	0	STRUCTURE:FRAME AND MEMBERS	IA	
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7

THE MOVING STEERING SHAFT BETWEEN THE STEERING WHEEL AND FLOOR OF THE PASSENGER COMPARTMENT IS EXPOSED. A CLAMP ON THE STEERING SHAFT CAUGHT THE FLOOR MAT AND MADE IT ALMOST IMPOSSIBLE TO STEER THE CAR. I TALKED TO THE DEALER AND WAS TOLD ALL STRATUS ARE MADE THIS WAY. THE STEERING SHAFT NEEDS A SHIELD. IF CHRYSLER DOESN'T FIX THIS, I MAY SELL THE CAR. I HAVE HAD NUMEROUS OTHER PROBLEMS, INCLUDING TIMING BELTS/IGNITION KEY/ HEAD RESTS/BODY, ELECTRIC MIRRORS,ETC.. THIS MAY BE THE LAST STRAW. I AM A MECHANICAL ENGINEER WITH 20 YEARS EXPERIENCE AND I HAVE WORKED ON CARS SINCE GRADE SCHOOL. A DESIGN FLAW LIKE THIS BORDERS ON CRIMINAL!!! IF THERE IS AN ACCIDENT CAUSED BY THIS DESIGN, I WOULD BE GLAD TO TESTIFY. IT WOULD BE AN OPEN AND SHUT CASE!!! I WOULD APPRECIATE A REPLY TO THIS MESSAGE IF POSSIBLE. *AK

19990216	134248	DODGE	STRATUS	199		N	0	0	SEATS:FRONT ASSEMBLY:HEAD RESTRAINT	IA	
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7

THE MOVING STEERING SHAFT BETWEEN THE STEERING WHEEL AND FLOOR OF THE PASSENGER COMPARTMENT IS EXPOSED. A CLAMP ON THE STEERING SHAFT CAUGHT THE FLOOR MAT AND MADE IT ALMOST IMPOSSIBLE TO STEER THE CAR. I TALKED TO THE DEALER AND WAS TOLD ALL STRATUS ARE MADE THIS WAY. THE STEERING SHAFT NEEDS A SHIELD. IF CHRYSLER DOESN'T FIX THIS, I MAY SELL THE CAR. I HAVE HAD NUMEROUS OTHER PROBLEMS, INCLUDING TIMING BELTS/IGNITION KEY/ HEAD RESTS/BODY, ELECTRIC MIRRORS,ETC.. THIS MAY BE THE LAST STRAW. I AM A MECHANICAL ENGINEER WITH 20 YEARS

EXPERIENCE AND I HAVE WORKED ON CARS SINCE GRADE SCHOOL. A DESIGN FLAW LIKE THIS BORDERS ON CRIMINAL!!! IF THERE IS AN ACCIDENT CAUSED BY THIS DESIGN, I WOULD BE GLAD TO TESTIFY. IT WOULD BE AN OPEN AND SHUT CASE!!! I WOULD APPRECIATE A REPLY TO THIS MESSAGE IF POSSIBLE. *AK

19990216 134105 DODGE STRATUS 199 N 0 0 ENGINE AND ENGINE COOLING:ENGINE IA
1B3EJ46X4VN 19990216

7

THE MOVING STEERING SHAFT BETWEEN THE STEERING WHEEL AND FLOOR OF THE PASSENGER COMPARTMENT IS EXPOSED. A CLAMP ON THE STEERING SHAFT CAUGHT THE FLOOR MAT AND MADE IT ALMOST IMPOSSIBLE TO STEER THE CAR. I TALKED TO THE DEALER AND WAS TOLD ALL STRATUS ARE MADE THIS WAY. THE STEERING SHAFT NEEDS A SHIELD. IF CHRYSLER DOESN'T FIX THIS, I MAY SELL THE CAR. I HAVE

HAD NUMEROUS OTHER PROBLEMS, INCLUDING TIMING BELTS/IGNITION KEY/ HEAD RESTS/BODY, ELECTRIC MIRRORS,ETC.. THIS MAY BE THE LAST STRAW. I AM A MECHANICAL ENGINEER WITH 20 YEARS

EXPERIENCE AND I HAVE WORKED ON CARS SINCE GRADE SCHOOL. A DESIGN FLAW LIKE THIS BORDERS ON CRIMINAL!!! IF THERE IS AN ACCIDENT CAUSED BY THIS DESIGN, I WOULD BE GLAD TO TESTIFY. IT WOULD

BE AN OPEN AND SHUT CASE!!! I WOULD APPRECIATE A REPLY TO THIS MESSAGE IF POSSIBLE. *AK

19990216 134104 DODGE STRATUS 199 N 0 0 STEERING:GEAR BOX (OTHER THAN RACK AND PINION) IA
1B3EJ46X4VN 19990216

7

THE MOVING STEERING SHAFT BETWEEN THE STEERING WHEEL AND FLOOR OF THE PASSENGER COMPARTMENT IS EXPOSED. A CLAMP ON THE STEERING SHAFT CAUGHT THE FLOOR MAT AND MADE IT ALMOST IMPOSSIBLE TO STEER THE CAR. I TALKED TO THE DEALER AND WAS TOLD ALL STRATUS ARE MADE THIS WAY. THE STEERING SHAFT NEEDS A SHIELD. IF CHRYSLER DOESN'T FIX THIS, I MAY SELL THE CAR. I HAVE

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EXPERIENCE AND I HAVE WORKED ON CARS SINCE GRADE SCHOOL. A DESIGN FLAW LIKE THIS BORDERS ON CRIMINAL!!! IF THERE IS AN ACCIDENT CAUSED BY THIS DESIGN, I WOULD BE GLAD TO TESTIFY. IT WOULD

BE AN OPEN AND SHUT CASE!!! I WOULD APPRECIATE A REPLY TO THIS MESSAGE IF POSSIBLE. *AK

19990218 141953 DODGE STRATUS 199 STRUCTURE:FRAME AND MEMBERS NC
1B3EJ46X2SN 19990208

5

WATER LEAKS INTO FLOOR BOARD CONTINUALLY, UNABLE TO RECTIFY LEAKAGE RESULTING IN DAMAGE TO CARPETING.

19990226 146607 JEEP CHEROKEE 199 ELECTRICAL SYSTEM:WIRING MI

4

DESIGN LOCATION OF WIRING RESULTED IN SHORTING OUT AND BURNING CARPET AND HOLE IN THE FRAME OF VEHICLE, WIRES LOCATED UNDER CARPET UNDER DRIVER'S FOOT NEAR ACCELERATOR PEDAL.

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19990228	145617	DODGE	GRAND CARAVAN	199					VISIBILITY:WINDSHIELD WIPER/WASHER	VA	
	1B4GP44RXTB	19990228									
6											
<p>WE HAVE HAD MULTIPLE PROBLEMS IN MOST COMPONENTS OF THIS VEHICLE INCLUDING BUT NOT LIMITED TO BOTH REAR SLIDING DOORS, FRONT AND REAR WIPERS, COOLANT LEAKAGE, ENGINE FAN & BELT MALFUNCTIONS, INTERMITTENT STALLING, TRANSMISSION FAILURE AND CONTINUOUS MALFUNCTION, MULTIPLE PARKING BRAKE MALFUNCTION AND ADJUSTMENT PROBLEMS, MULTIPLE INTERIOR LIGHT MALFUNCTION, REAR QUAD SEAT ATTACHMENT PROBLEM, AND OTHER MORE COSMETIC RELATED PROBLEMS WITH CRACKING DOOR PANEL & POORLY INSTALLED CARPET & SEAT COVERS.</p>											
19990228	145760	DODGE	GRAND CARAVAN	199					POWER TRAIN:MANUAL TRANSMISSION	VA	
	1B4GP44RXTB	19990228									
6											
<p>WE HAVE HAD MULTIPLE PROBLEMS IN MOST COMPONENTS OF THIS VEHICLE INCLUDING BUT NOT LIMITED TO BOTH REAR SLIDING DOORS, FRONT AND REAR WIPERS, COOLANT LEAKAGE, ENGINE FAN & BELT MALFUNCTIONS, INTERMITTENT STALLING, TRANSMISSION FAILURE AND CONTINUOUS MALFUNCTION, MULTIPLE PARKING BRAKE MALFUNCTION AND ADJUSTMENT PROBLEMS, MULTIPLE INTERIOR LIGHT MALFUNCTION, REAR QUAD SEAT ATTACHMENT PROBLEM, AND OTHER MORE COSMETIC RELATED PROBLEMS WITH CRACKING DOOR PANEL & POORLY INSTALLED CARPET & SEAT COVERS.</p>											
19990228	145763	DODGE	GRAND CARAVAN	199					STRUCTURE:BODY:DOOR	VA	
	1B4GP44RXTB	19990228									
6											
<p>WE HAVE HAD MULTIPLE PROBLEMS IN MOST COMPONENTS OF THIS VEHICLE INCLUDING BUT NOT LIMITED TO BOTH REAR SLIDING DOORS, FRONT AND REAR WIPERS, COOLANT LEAKAGE, ENGINE FAN & BELT MALFUNCTIONS, INTERMITTENT STALLING, TRANSMISSION FAILURE AND CONTINUOUS MALFUNCTION, MULTIPLE PARKING BRAKE MALFUNCTION AND ADJUSTMENT PROBLEMS, MULTIPLE INTERIOR LIGHT MALFUNCTION, REAR QUAD SEAT ATTACHMENT PROBLEM, AND OTHER MORE COSMETIC RELATED PROBLEMS WITH CRACKING DOOR PANEL & POORLY INSTALLED CARPET & SEAT COVERS.</p>											
19990228	145761	DODGE	GRAND CARAVAN	199					PARKING BRAKE	VA	
	1B4GP44RXTB	19990228									
6											
<p>WE HAVE HAD MULTIPLE PROBLEMS IN MOST COMPONENTS OF THIS VEHICLE INCLUDING BUT NOT LIMITED TO BOTH REAR SLIDING DOORS, FRONT AND REAR WIPERS, COOLANT LEAKAGE, ENGINE FAN & BELT MALFUNCTIONS, INTERMITTENT STALLING, TRANSMISSION FAILURE AND CONTINUOUS MALFUNCTION, MULTIPLE PARKING BRAKE MALFUNCTION AND ADJUSTMENT PROBLEMS, MULTIPLE INTERIOR LIGHT MALFUNCTION, REAR QUAD SEAT ATTACHMENT PROBLEM, AND OTHER MORE COSMETIC RELATED PROBLEMS WITH CRACKING DOOR PANEL & POORLY INSTALLED CARPET & SEAT COVERS.</p>											
19990228	145618	DODGE	GRAND CARAVAN	199					ENGINE AND ENGINE COOLING:COOLING SYSTEM	VA	
	1B4GP44RXTB	19990228									
6											
<p>WE HAVE HAD MULTIPLE PROBLEMS IN MOST COMPONENTS OF THIS VEHICLE INCLUDING BUT NOT LIMITED TO BOTH REAR SLIDING DOORS, FRONT AND REAR WIPERS, COOLANT LEAKAGE, ENGINE FAN & BELT MALFUNCTIONS, INTERMITTENT STALLING, TRANSMISSION FAILURE AND CONTINUOUS MALFUNCTION, MULTIPLE PARKING BRAKE MALFUNCTION AND ADJUSTMENT PROBLEMS, MULTIPLE INTERIOR LIGHT MALFUNCTION, REAR QUAD SEAT ATTACHMENT PROBLEM, AND OTHER MORE COSMETIC RELATED PROBLEMS WITH CRACKING DOOR PANEL & POORLY INSTALLED CARPET & SEAT COVERS.</p>											
19990228	145619	DODGE	GRAND CARAVAN	199					ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	VA	
	1B4GP44RXTB	19990228									
6											
<p>WE HAVE HAD MULTIPLE PROBLEMS IN MOST COMPONENTS OF THIS VEHICLE INCLUDING BUT NOT LIMITED TO BOTH REAR SLIDING DOORS, FRONT AND REAR WIPERS, COOLANT LEAKAGE, ENGINE FAN & BELT MALFUNCTIONS, INTERMITTENT STALLING, TRANSMISSION FAILURE AND CONTINUOUS MALFUNCTION, MULTIPLE PARKING BRAKE MALFUNCTION AND ADJUSTMENT PROBLEMS,</p>											

MULTIPLE INTERIOR LIGHT

MALFUNCTION, REAR QUAD SEAT ATTACHMENT PROBLEM, AND OTHER MORE COSMETIC RELATED PROBLEMS WITH CRACKING DOOR PANEL & POORLY INSTALLED CARPET & SEAT COVERS.

19990228 145762 DODGE GRAND CARAVAN 199 N INTERIOR LIGHTING VA
1B4GP44RXTB 19990228

6

WE HAVE HAD MULTIPLE PROBLEMS IN MOST COMPONENTS OF THIS VEHICLE INCLUDING BUT NOT LIMITED TO BOTH REAR SLIDING DOORS, FRONT AND REAR WIPERS, COOLANT LEAKAGE, ENGINE FAN & BELT

MALFUNCTIONS, INTERMITTENT STALLING, TRANSMISSION FAILURE AND CONTINUOUS MALFUNCTION, MULTIPLE PARKING BRAKE MALFUNCTION AND ADJUSTMENT PROBLEMS, MULTIPLE INTERIOR LIGHT

MALFUNCTION, REAR QUAD SEAT ATTACHMENT PROBLEM, AND OTHER MORE COSMETIC RELATED PROBLEMS WITH CRACKING DOOR PANEL & POORLY INSTALLED CARPET & SEAT COVERS.

19990311 150664 JEEP GRAND 199 N 0 0 ENGINE AND ENGINE COOLING:COOLING SYSTEM CA
1J4GZ58S3WC 19990311

CHEROKEE

8

I AM A FRIEND WHO WILL DESCRIBE THE PROBLEMS THAT [REDACTED] HAS ENCOUNTERED WITH HER GRAND CHEROKEE LAREDO. THE FIRST, SHE NOTICED A SPRAYING OF OILY FLUID NEAR THE TOP OF THE RADIATOR

MORE TOWARDS THE AREA NEAR THE BATTERY. AT THAT POINT, SHE NOTICED THAT THE INTERIOR PORTION OF THE HOOD HAD SOME DARK OILY SPOT. I HAS SUSPICION THAT IT HAD ORIGINATED FROM A LEAKING

3/8 -1/2" FITTING ATTACHED TO THE SIDE OF THE RADIATOR AND LEADING TOWARDS THE BOTTOM OF THE TRANSMISSION. SHE BROUGHT IT IN THE DEALERSHIP FOR AN INSPECTION. MASTER MECHANIC

INSPECTED THE SUSPECTED AREA. DUE TO THE FACT THAT THE TRANSMISSION FLUID LINE CONNECTS TO THE RADIATOR TO ALLOW THE OIL TO COOL OR SOMETHING LIKE THAT. ANYWAYS, THEY WENT AHEAD AND

PLACED TEFLON TAPE AT THE AREA. PROBLEM #2, I NOTICE SOME OIL ON THE FRONT DRIVER SIDE FLOOR MAT. THE LOCATION OF THE SPILL HAD OCCURRED UNDERNEATH, TO THE LEFT, OF THE STEERING WHEEL

COLUMN OR UNDERNEATH WHERE THEY WOULD PLACE THE CONNECTOR TO PERFORM THE COMPUTER DIAGNOSTIC. THE AREA WOULD BE WHERE THE LEFT FOOT WOULD NORMAL REST ON THE MAT. THE AREA OF

THE SPILL WAS ABOUT 8" IN LENGTH AND 3" IN WIDTH. THE VISCOSITY WOULD BE OF A DIRTY BRAKE FLUID OIL, HYDRAULIC, OR POWER STEERING FLUID. THE AMOUNT WOULD BE ABOUT 1 - 1 1/2 TABLESPOON FULL. I

AM CONCERNED THAT IT COULD BE DAMAGING SOMETHING IF THE OIL VACATED A RESERVOIR/FLUID LINE OR THE RISK THAT THE BRAKES CAN FAIL IF IT IS BRAKE FLUID. PROBLEM #3 - RIGHT REAR PASSENGER

WINDOW INTERMITTENTLY DOES NOT MOVE UP OR DOWN WHEN IT IS OPENED OR CLOSED. THXS IN ADVANCE...PLEASE HELP.

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19990311	150665	JEEP	GRAND	199	N		0	0	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	CA	
	1J4GZ58S3WC	19990311	CHEROKEE	8							

I AM A FRIEND WHO WILL DESCRIBE THE PROBLEMS THAT [REDACTED] HAS ENCOUNTERED WITH HER GRAND CHEROKEE LAREDO. THE FIRST, SHE NOTICED A SPRAYING OF OILY FLUID NEAR THE TOP OF THE RADIATOR MORE TOWARDS THE AREA NEAR THE BATTERY. AT THAT POINT, SHE NOTICED THAT THE INTERIOR PORTION OF THE HOOD HAD SOME DARK OILY SPOT. I HAS SUSPICION THAT IT HAD ORIGINATED FROM A LEAKING 3/8 -1/2" FITTING ATTACHED TO THE SIDE OF THE RADIATOR AND LEADING TOWARDS THE BOTTOM OF THE TRANSMISSION. SHE BROUGHT IT IN THE DEALERSHIP FOR AN INSPECTION. MASTER MECHANIC INSPECTED THE SUSPECTED AREA. DUE TO THE FACT THAT THE TRANSMISSION FLUID LINE CONNECTS TO THE RADIATOR TO ALLOW THE OIL TO COOL OR SOMETHING LIKE THAT. ANYWAYS, THEY WENT AHEAD AND PLACED TEFLON TAPE AT THE AREA. PROBLEM #2, I NOTICE SOME OIL ON THE FRONT DRIVER SIDE FLOOR MAT. THE LOCATION OF THE SPILL HAD OCCURRED UNDERNEATH, TO THE LEFT, OF THE STEERING WHEEL COLUMN OR UNDERNEATH WHERE THEY WOULD PLACE THE CONNECTOR TO PERFORM THE COMPUTER DIAGNOSTIC . THE AREA WOULD BE WHERE THE LEFT FOOT WOULD NORMAL REST ON THE MAT. THE AREA OF THE SPILL WAS ABOUT 8" IN LENGTH AND 3" IN WIDTH. THE VISCOSITY WOULD BE OF A DIRTY BRAKE FLUID OIL, HYDRAULIC, OR POWER STEERING FLUID. THE AMOUNT WOULD BE ABOUT 1 - 1 1/2 TABLESPOON FULL. I AM CONCERNED THAT IT COULD BE DAMAGING SOMETHING IF THE OIL VACATED A RESERVOIR/FLUID LINE OR THE RISK THAT THE BRAKES CAN FAIL IF IT IS BRAKE FLUID. PROBLEM #3 - RIGHT REAR PASSENGER WINDOW INTERMITTENTLY DOES NOT MOVE UP OR DOWN WHEN IT IS OPENED OR CLOSED. THXS IN ADVANCE...PLEASE HELP.

19990330	153095	JEEP	LAREDO	199					OTHER	IN	
	1J4GZ58SOSC	19990318		5							

THROTTLE STICKS FULL ON DURING ACCELERATION WHEN THE FACTORY FLOOR MAT MOVES SLIGHTLY AND LOCKS THE THROTTLE IN THE FULL ON POSITION.

19990517	160010	DODGE	STRATUS	199	N	N			POWER TRAIN:DRIVELINE:CONSTANT VELOCITY JOINT	NC	
	1B3EJ46X0VN	19990517		7							

IE99034, BOOT DOES NOT FIT ON THE JOINTS. IF ON THE FLOOR MAT, IT WILL CAUSE JOINTS TO STICK, AND THERE WILL BE NO STEERING CONTROL. PLEASE PROVIDE FURTHER INFORMATION. *AK

19990528	160253	PLYMOUTH	BREEZE	199	N	N			OTHER	FL	
	1P3EJ46C6VN	19990528		7							

STEERING LOCKS UP DUE TO FLOOR MAT GRABBING STEERING COLUMN FROM FLOOR BASE BECAUSE IT IS ALL OPEN. DEALER NOTIFED, AND INFORMED CONSUMER THAT NOTHING COULD BE DONE BECAUSE OF THE DESIGN OF THE VEHICLE. *AK

19990723	171259	CHRYSLER	SEBRING	199	N	N			OTHER	NH	
				8							

FLOOR MAT RAISED UP UNDER THE GAS PEDAL. THERE IS A BOLT FROM STEERING ON THE BOTTOM TO THE FLOOR. THE BOLT GOT CAUGHT ON THE FLOOR MAT WHICH DIDN'T ALLOW IT TO TURN. *AK

19990805	175625	CHRYSLER	SEBRING	199	N	N			STEERING	PA	
	3C3EL55H3WT	19990805		8							

FLOOR MAT GOES UP THE UNIVERSAL JOINT. IT FRAYS AND IT PULLS THE FLOOR MAT. DRIVER NOT ABLE TO STEER.CONSUMER HAS CONTACTED DEALER AND MANUFACTURER. *AK

19990805	175624	CHRYSLER	SEBRING	199	N	N			OTHER	PA	
	3C3EL55H3WT	19990805		8							

FLOOR MAT GOES UP THE UNIVERSAL JOINT. IT FRAYS AND IT PULLS THE FLOOR MAT. DRIVER NOT ABLE TO STEER.CONSUMER HAS CONTACTED DEALER AND MANUFACTURER. *AK

19990823 178492 CHRYSLER SEBRING 199 STEERING:GEAR BOX (OTHER THAN RACK AND PINION) FL
 3C3EL45X4TT 19990716

6

LOWER COLUMN SHAFT DESIGN DOES NOT HAVE A COVER OVER OPENING IN FLOOR BOARD AND AS A RESULT THE CARPET GOT STUCK IN OPENING, LOCKING STEERING AND CONSUMER HIT A TREE. NLM

19990825 180753 DODGE RAM 199 N STEERING:COLUMN LOCKING:ANTI-THEFT DEVICE CA
 3B7HC12Z8WM 19990825

8

1. MIRROR VIBRATION ON DRIVERS SIDE TO THE DEGREE THAT YOU CANNOT SEE TO MAKE SAFE LANE CHANGES. 2. ALARM INOPERABLE AT TIMES AND DOME LIGHT DOES NOT ILLUMINATE SO YOU CANNOT SEE IF SOMEONE IS HIDING IN YOUR VEHICLE. 3. ROUGH RIDE 4. POPPING NOISE IN FRONT SUSPENSION 5. NUTS THAT HOLD DOWN THE SEATS DAMAGED WHEN CARPET REPAIRED 6. BRAKE FAILURE WHILE PULLING OUR BOAT 7. PINGING NOISE IN ENGINE LIKE IT IS ABOUT TO BLOW UP

19990825 181553 DODGE RAM 199 N N STEERING:HYDRAULIC POWER ASSIST SYSTEM OH
 1B7KC23COTJ 19990825

6

WHEN APPLYING THE BRAKES, VEHICLE HAS NO POWER. ALSO, THE POWER STEERING FAILED, CAUSING CONSUMER TO PUT VEHICLE INTO NEUTRAL, AND REV THE ENGINE. TOOK SIX MONTHS TO GET PART AFTER REPEATED CALLS. FRONT BRAKES WEARING OUT PREMATURELY BECAUSE REAR BRAKES ARE NOT SELF ADJUSTING. VERY UNSAFE WHEN BRAKING AT HIGHER SPEEDS. *YC THE LEFT REAR AXLE SEAL WAS LEAKING. WATER COLLECTS NEAR THE PASSENGER DOOR UNDERNEATH THE CARPET. *YH

19990825 181554 DODGE RAM 199 N N SERVICE BRAKES, HYDRAULIC:ANTILOCK OH
 1B7KC23COTJ 19990825

6

WHEN APPLYING THE BRAKES, VEHICLE HAS NO POWER. ALSO, THE POWER STEERING FAILED, CAUSING CONSUMER TO PUT VEHICLE INTO NEUTRAL, AND REV THE ENGINE. TOOK SIX MONTHS TO GET PART AFTER REPEATED CALLS. FRONT BRAKES WEARING OUT PREMATURELY BECAUSE REAR BRAKES ARE NOT SELF ADJUSTING. VERY UNSAFE WHEN BRAKING AT HIGHER SPEEDS. *YC THE LEFT REAR AXLE SEAL WAS LEAKING. WATER COLLECTS NEAR THE PASSENGER DOOR UNDERNEATH THE CARPET. *YH

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19990825	180751	DODGE	RAM	199		N			SERVICE BRAKES, HYDRAULIC:POWER ASSIST	CA	
	3B7HC12Z8WM	19990825									
				8							
<p>1. MIRROR VIBRATION ON DRIVERS SIDE TO THE DEGREE THAT YOU CANNOT SEE TO MAKE SAFE LANE CHANGES. 2. ALARM INOPERABLE AT TIMES AND DOME LIGHT DOES NOT ILLUMINATE SO YOU CANNOT SEE IF SOMEONE IS HIDING IN YOUR VEHICLE. 3. ROUGH RIDE 4. POPPING NOISE IN FRONT SUSPENSION 5. NUTS THAT HOLD DOWN THE SEATS DAMAGED WHEN CARPET REPAIRED 6. BRAKE FAILURE WHILE PULLING OUR BOAT 7. PINGING NOISE IN ENGINE LIKE IT IS ABOUT TO BLOW UP</p>											
19990825	180752	DODGE	RAM	199		N			VISIBILITY:REARVIEW MIRRORS/DEVICES:EXTERIOR	CA	
	3B7HC12Z8WM	19990825									
				8							
<p>1. MIRROR VIBRATION ON DRIVERS SIDE TO THE DEGREE THAT YOU CANNOT SEE TO MAKE SAFE LANE CHANGES. 2. ALARM INOPERABLE AT TIMES AND DOME LIGHT DOES NOT ILLUMINATE SO YOU CANNOT SEE IF SOMEONE IS HIDING IN YOUR VEHICLE. 3. ROUGH RIDE 4. POPPING NOISE IN FRONT SUSPENSION 5. NUTS THAT HOLD DOWN THE SEATS DAMAGED WHEN CARPET REPAIRED 6. BRAKE FAILURE WHILE PULLING OUR BOAT 7. PINGING NOISE IN ENGINE LIKE IT IS ABOUT TO BLOW UP</p>											
19990825	181555	DODGE	RAM	199	N	N			POWER TRAIN:AXLE ASSEMBLY:AXLE SHAFT:SEAL	OH	
	1B7KC23COTJ	19990825									
				6							
<p>WHEN APPLYING THE BRAKES, VEHICLE HAS NO POWER. ALSO, THE POWER STEERING FAILED, CAUSING CONSUMER TO PUT VEHICLE INTO NEUTRAL, AND REV THE ENGINE. TOOK SIX MONTHS TO GET PART AFTER REPEATED CALLS. FRONT BRAKES WEARING OUT PREMATURELY BECAUSE REAR BRAKES ARE NOT SELF ADJUSTING. VERY UNSAFE WHEN BRAKING AT HIGHER SPEEDS. *YC THE LEFT REAR AXLE SEAL WAS LEAKING. WATER COLLECTS NEAR THE PASSENGER DOOR UNDERNEATH THE CARPET. *YH</p>											
19990825	181556	DODGE	RAM	199	N	N			VISIBILITY:GLASS, SIDE/REAR	OH	
	1B7KC23COTJ	19990825									
				6							
<p>WHEN APPLYING THE BRAKES, VEHICLE HAS NO POWER. ALSO, THE POWER STEERING FAILED, CAUSING CONSUMER TO PUT VEHICLE INTO NEUTRAL, AND REV THE ENGINE. TOOK SIX MONTHS TO GET PART AFTER REPEATED CALLS. FRONT BRAKES WEARING OUT PREMATURELY BECAUSE REAR BRAKES ARE NOT SELF ADJUSTING. VERY UNSAFE WHEN BRAKING AT HIGHER SPEEDS. *YC THE LEFT REAR AXLE SEAL WAS LEAKING. WATER COLLECTS NEAR THE PASSENGER DOOR UNDERNEATH THE CARPET. *YH</p>											
19990831	182796	JEEP	WRANGLER	199		N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	SC	
				8							
<p>CHRYSLER HAS BEEN CONTACTED ABOUT THE WATER LEAKAGE. WATER WILL LEAK INTO THE CAR ON THE PASSENGER SIDE WHEN IT RAINS AND WHEN YOU WASH IT. ALSO THE AIR CONDITIONING IS LEAKING WATER UNDER THE CARPET ON THE PASSENGER SIDE. I'M THINKING IT'S NOT DRAINING PROPERLY. CHRYSLER'S SERVICE DEPT. WANTS NOTHING TO DO TO HELP ME WITH THESE REPAIRS. IT HAS GONE TO THEM 4 TIMES FOR THE WATER LEAK AND IT WILL BE GOING BACK FOR A SECOND TIME FOR THE AIR CONDITIONER. THE ELECTRICAL PROBLEM WHICH WAS CAUSED BY THE ONE DEALER I WENT WAS FIXED BY ANOTHER DEALER. THEY ARE QUICK TO SELL YOU THE NEW CAR BUT WILL NOT GO BY THEIR WARRANTY.</p>											
19990922	184842	JEEP	GRAND	199		N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	CA	
	1J4GZ78S2SC	19990922									
			CHEROKEE	5							
<p>WATER IN AIR VENT SYSTEM ALSO LEAKS UNDER PSNGR SEAT SOAKING CARPET. SELECTRAC TRANSMISSION FAILED TO SHIFT FROM FULL TIME TO 2WD AND STUCK IN PART TIME RESULTING IN UNSAFE HANDLING.</p>											
19990930	168639	DODGE	DAKOTA	199					PARKING BRAKE:CONVENTIONAL:MECHANICAL:LINKAGE	CA	
	1B7GL22X2WS	19990201									
				8					AND CABLE		
<p>LEAKY PARKING BRAKE CABLE GROMET AND REAR WINDOW CAUSED FLOOR MATS TO BE REPLACED. YH</p>											

19990930 168640 DODGE DAKOTA 199 VISIBILITY:WINDSHIELD CA
 1B7GL22X2WS 19990201

8

LEAKY PARKING BRAKE CABLE GROMET AND REAR WINDOW CAUSED FLOOR MATS TO BE REPLACED. YH

19991103 202439 JEEP CHEROKEE 199 N STRUCTURE:FRAME AND MEMBERS MA
 1J4FF68S8XL 19991103

9

SEAM LEAK WATER SOAKED CARPET&DASH. DEALER SEALED.LEAKS AGAIN

19991103 202699 CHRYSLER SEBRING 199 N 0 0 STRUCTURE:BODY:TRUNK LID FL
 3C3EL45H5VT 19991103

7

TRUNK AND TRUNK LID ASSEMBLY WITH WATERPROOF SEALS HAVE FAILED REPEATEDLY. SEALS, 3RD TAILLIGHT ASSEMBLY, SIDE WEATHERSTRIP, DECK LID WEATHER STRIP, TOP WEATHER STRIP HAVE BEEN REPLACED REPEATEDLY. NEW CARPET IN TRUNK, NEW TAIL LIGHT ASSEMBLIES HAVE BEEN REPLACED REPEATEDLY. TRUNK CONTINUES TO LEAK. DRAIN HOLES HAVE BEEN CLEARED REPEATEDLY. PROBLEM CAN NOT BE FIXED BY DEALERSHIP. ANOTHER APPT. IS SCHEDULED FOR THIS MONTH. WATER IS STANDING IN TRUNK EVEN WHEN THERE HAS BEEN NO RAIN FOR DAYS/WEEKS.

19991114 207615 JEEP WRANGLER 199 N STRUCTURE:BODY MI
 9

THE FLOOR LEAKED FROM THE TIME OF PURCHASE, THE CARPET WAS RUINED, THE DEALERSHIP HAS REPLACED THE CARPET AND "FIXED" THE LEAK TWICE, I STILL DO NOT KNOW IF IT HAS BEEN PROPERLY REPAIRED AS FOR IT HAS NOT RAINED SINCE THE LAST REPAIR WAS COMPLETED. THE DEALERSHIP ALSO CONFIRMED THAT THEY HAVE SEEN SEVERAL JEEPS WITH THE SAME PROBLEM RETURNED FOR REPAIR. IF THE DEALERSHIP IS AWARE OF THIS PROBLEM THEN WHY HAS THERE NOT BEEN A RECALL ISSUED BY CHRYSLER ???

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19991124	210522	DODGE	STRATUS	199					VISIBILITY:WINDSHIELD WIPER/WASHER	PA	

5

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98
 TOOK TO MIDAS, WAS TOLD THAT CAR WOULD NEED TO HAVE \$800 IN REPAIRS DONE TO THE BRAKE LINE, WAS GIVEN A LONG LIST OF THINGS NEEDED TO BE DONE, TOLD DEALER, THEY FIXED ONE PROBLEM REAR
 WHEEL CYLINDERS LEAKED WHICH MADE REAR BRAKES GO BAD, DEALER HAD ANOTHER NISSAN DEALER IN PA TO INSPECT WAS CHARGED \$60 TO REPLACE WINDSHIELD WIPERS AND INSPECT, CAR ALREADY HAD NEW
 WIPERS COULD NOT PASS WITHOUT THEM. WINDSHIELD WASHER DOES NOT WORK DID NOT KNOW WHEN CAR WAS BROUGHT TOLD DEALER, DEALER SAID THERE WOULD BE A CHARGE TO FIX ONLY, HAD CAR FOR LESS
 THAN 2 WEEKS. CAR KEEPS CUTTING OFF WHEN STEERING WHEEL IS TURNED ALL THE WAY TO THE LEFT. WHEN STOPPED CAR SEEMS LIKE IT WILL CUT OFF, HAD TUNE UP BY DEALER TO FIX PROBLEM, STILL
 KEEPS CUTTING OFF. DRIVER SIDE FLOOR MAT GETS STUCK BETWEEN WHERE THE FLOOR AND STEERING COLUMN MEETS, HAVE TO TURN CAR OFF IN TRAFFIC TO RELEASE MAT. NEEDED POWER STEERING PUMP
 AT 58,000 MILES WAS REPLACED BY DEALER. TAPE DECK MAKES IRRITATING NOISE AND KEEPS EATING TAPES. NEED TO KNOW CAN CAR BE A POSSIBLE LEMON? HAD CAR ONLY 18 MONTHS CAR HAS HAD

19991124	210382	DODGE	STRATUS	199					ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	PA	
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5

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19991124	210381	DODGE	STRATUS	199					PARKING BRAKE:CONVENTIONAL	PA	
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5

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98
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19991124	210523	DODGE	STRATUS	199					OTHER	PA	
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1B3EJ46X5SN 19991124

5

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98

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19991124 210521	DODGE	STRATUS	199	N	ELECTRICAL	PA
1B3EJ46X5SN	19991124					

5

SYSTEM:ALTERNATOR/GENERATOR/REGULATOR

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19991124	210380	DODGE	STRATUS	199		N			OTHER	PA	

5

KEEP BLOWING FUSES TO THE STARTER, CATALYST CONVERTER NEEDS TO BE REPLACED, HAD CAR LESS THAN 2 YEARS FAILED PA STATE INSPECTION TWICE IN 1998 ,6/98 & 7/98, AND 5/99. WHEN INSPECTED IN 98 TOOK TO MIDAS, WAS TOLD THAT CAR WOULD NEED TO HAVE \$800 IN REPAIRS DONE TO THE BRAKE LINE, WAS GIVEN A LONG LIST OF THINGS NEEDED TO BE DONE, TOLD DEALER, THEY FIXED ONE PROBLEM REAR WHEEL CYLINDERS LEAKED WHICH MADE REAR BRAKES GO BAD, DEALER HAD ANOTHER NISSAN DEALER IN PA TO INSPECT WAS CHARGED \$60 TO REPLACE WINDSHIELD WIPERS AND INSPECT, CAR ALREADY HAD NEW WIPERS COULD NOT PASS WITHOUT THEM. WINDSHIELD WASHER DOES NOT WORK DID NOT KNOW WHEN CAR WAS BROUGHT TOLD DEALER, DEALER SAID THERE WOULD BE A CHARGE TO FIX ONLY, HAD CAR FOR LESS THAN 2 WEEKS. CAR KEEPS CUTTING OFF WHEN STEERING WHEEL IS TURNED ALL THE WAY TO THE LEFT. WHEN STOPPED CAR SEEMS LIKE IT WILL CUT OFF, HAD TUNE UP BY DEALER TO FIX PROBLEM, STILL KEEPS CUTTING OFF. DRIVER SIDE FLOOR MAT GETS STUCK BETWEEN WHERE THE FLOOR AND STEERING COLUMN MEETS, HAVE TO TURN CAR OFF IN TRAFFIC TO RELEASE MAT. NEEDED POWER STEERING PUMP AT 58,000 MILES WAS REPLACED BY DEALER. TAPE DECK MAKES IRRITATING NOISE AND KEEPS EATING TAPES. NEED TO KNOW CAN CAR BE A POSSIBLE LEMON? HAD CAR ONLY 18 MONTHS CAR HAS HAD

19991130	184780	JEEP	GRAND	199		N	N		OTHER	IN	
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CHEROKEE

5

WHILE EXITING FROM HIGHWAY SHIFTING INTO NEUTRAL, CONSUMER WAS ABLE TO STOP VEHICLE. THROTTLE PEDAL STUCK IN THE FULL ON POSITION, RERULTING IN UNWANTED ACCELERATION DUE TO FLOOR MAT INTERFERENCE. ONLY AFTER

19991130	184779	JEEP	GRAND	199		N	N		VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IN	
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CHEROKEE

5

WHILE EXITING FROM HIGHWAY SHIFTING INTO NEUTRAL, CONSUMER WAS ABLE TO STOP VEHICLE. THROTTLE PEDAL STUCK IN THE FULL ON POSITION, RERULTING IN UNWANTED ACCELERATION DUE TO FLOOR MAT INTERFERENCE. ONLY AFTER

19991211	190736	DODGE	STRATUS	199					OTHER	NC	
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7

CARPETED FLOOR MAT GOT CAUGHT IN COTTER PIN IN BOTTOM OF STEERING COLUMN WHILE TURNING IN A PARKING LOT. *AK

19991211	189231	DODGE	NEON	199					ENGINE AND ENGINE COOLING:EXHAUST SYSTEM	MD	
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6

, BUT I CAN NOT FIND ANY WET CARPET OR SEATS. I HAVE HAD THE INTERIOR STEAMED CLEANED AND DEORDORIZED, BUT THE SMELL RETURNS IN A DAY OR SO. MY DAUGHTER,WHO DRIVES THE CAR,SMELLS FROM BEING IN THE CAR. THE SMELL IS SO BAD THAT IT IS IMPOSSIBLE TO DRIVE ANY LENGHT OF TIME. *AK

20000118	200158	JEEP	WRANGLER	199			N		ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	TX	
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8

THE VEHICLE HAS DEVELOPED AN ODOR ASSOCIATED WITH LEAKING ANITFREEZE. 3 DIFFERENT TRIPS TO MAKE REPAIRS, NO ACTION ON FIRST TRIP, SECOND TRIP, DEALER REPLACED THERMOSTAT HOUSING, THIRD TRIP, DEALER REPLACED RADIATOR. VEHICLE STILL HAS ODOR AT DIFFERENT TIMES. SEAT BELTS HAVE BEEN REPLACED 3 TIMES ON RIGHT HAND SIDE AND ONCE ON LEFT HAND SIDE DUE TO BELTS GETTING PINCHED IN HARDTOP DOORS AND DAMAGING BELTS. BELT ON RIGHT HAND HAS HAD FAILURE OF SEAT BELT INERTIA LOCK DURING HARD STOP. ELECTRICAL SYSTEM: AIRBAG LIGHT ILLUMINATED AT VARIOUS TIMES, AND AT THE SAME TIME THE SPEEDOMETER AND TACHOMETER FAILED MOMENTARILY. FIX WAS TO CLEAN AND GREASE CONNECTORS. SYSTEM IS STARTING TO REPEAT SAME PROBLEM, AND DEALER CANNOT FIND A PROBLEM. STEERING COLUMN LOWER BUSHING HAS DEVELOPED NOISE, AFTER RAIN OR ONSET OF COLD WEATHER. DEALER STATES FIX IS TO LUBE BUSHING, BUT PROBLEM PERSISTS AFTER 4

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20000118	200458	JEEP	WRANGLER	199	N	SERVICE BRAKES, HYDRAULIC:FOUNDATION	TX
1J4FY49S7WP		20000118					
				8		COMPONENTS:DRUM:SHOES/LININGS	

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000118	200306	JEEP	WRANGLER	199					SEAT BELTS:FRONT:BUCKLE ASSEMBLY	TX	
1J4FY49S7WP		20000118									

8

THE VEHICLE HAS DEVELOPED AN ODOR ASSOCIATED WITH LEAKING ANITFREEZE. 3 DIFFERENT TRIPS TO MAKE REPAIRS, NO ACTION ON FIRST TRIP, SECOND TRIP, DEALER REPLACED THERMOSTAT HOUSING, THIRD TRIP, DEALER REPLACED RADIATOR. VEHICLE STILL HAS ODOR AT DIFFERENT TIMES. SEAT BELTS HAVE BEEN REPLACED 3 TIMES ON RIGHT HAND SIDE AND ONCE ON LEFT HAND SIDE DUE TO BELTS GETTING PINCHED IN HARDTOP DOORS AND DAMAGING BELTS. BELT ON RIGHT HAND HAS HAD FAILURE OF SEAT BELT INERTIA LOCK DURING HARD STOP. ELECTRICAL SYSTEM: AIRBAG LIGHT ILLUMINATED AT VARIOUS TIMES, AND AT THE SAME TIME THE SPEEDOMETER AND TACHOMETER FAILED MOMENTARILY. FIX WAS TO CLEAN AND GREASE CONNECTORS. SYSTEM IS STARTING TO REPEAT SAME PROBLEM, AND DEALER CANNOT FIND A PROBLEM. STEERING COLUMN LOWER BUSHING HAS DEVELOPED NOISE, AFTER RAIN OR ONSET OF COLD WEATHER. DEALER STATES FIX IS TO LUBE BUSHING, BUT PROBLEM PERSISTS AFTER 4 DEALER VISITS. REAR AXLE SEALS ON LEFT HAND AND RIGHT HAND WERE LEAKING, RESULTING IN REAR WHEEL LOCKUP WITH MODERATE BRAKE APPLICATION ON DAMP PAVEMENT OR SANDY ROAD SURFACES. DEALER REPLACED BOTH SEALS, BUT NOTHING WAS SAID ABOUT POSSIBLE BRAKE LINING CONTAMINATION OR CLEANING. VEHICLE HAS HAD REPEATED WATER LEAKAGE FROM AROUND WINDSHIELD ON LEFT AND RIGHT HAND SIDES, RIGHT HAND HARDTOP DOOR HINGE ATTACH BOLTS, THRU SEALS ON COWL AND AROUND DOORS. DEALER HAS REPLACED ALL SEALS, RTV'D GAPS, AND INSTALLED UPDATED DOOR SEALS, BUT VEHICLE STILL LEAKS. ALSO, CARPETS WERE WATER DAMAGED IN FRONT PASSENGER AREA DUE TO WATER LEAKAGE FROM VEHICLE BODY AND AIRCONDITIONING SYSTEM. VEHICLE HAS BEEN KEPT FOR UP TO

20000118	200307	JEEP	WRANGLER	199					STRUCTURE:BODY	TX	
1J4FY49S7WP		20000118									

8

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20000118	200308	JEEP	WRANGLER	199					POWER TRAIN:AXLE ASSEMBLY:AXLE SHAFT:SEAL	TX	
1J4FY49S7WP		20000118									

8

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20000118	200459	JEEP	WRANGLER	199	N	AIR BAGS:SIDE/WINDOW	TX
1J4FY49S7WP		20000118					

8

THE VEHICLE HAS DEVELOPED AN ODOR ASSOCIATED WITH LEAKING ANITFREEZE. 3 DIFFERENT TRIPS TO MAKE REPAIRS, NO ACTION ON FIRST TRIP, SECOND TRIP, DEALER REPLACED THERMOSTAT HOUSING,

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000118	200157	JEEP	WRANGLER	199		N			ENGINE AND ENGINE COOLING:COOLING SYSTEM:RADIATOR	TX	
1J4FY49S7WP		20000118									
				8					ASSEMBLY		

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20000118	200013	JEEP	WRANGLER	199		N			ENGINE AND ENGINE COOLING:COOLING SYSTEM:RADIATOR	TX	
1J4FY49S7WP		20000118									
				8					ASSEMBLY		

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20000118	200156	JEEP	WRANGLER	199		N			ENGINE AND ENGINE COOLING:COOLING SYSTEM	TX	
1J4FY49S7WP		20000118									
				8							

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20000127	205269	CHRYSLER	SEBRING	199	N	N	1	0	ELECTRICAL SYSTEM	CA
3C3EL55H8TT	20000127									

6

WHEN DRIVER GOT INSIDE AND STARTED VEHICLE HE TURN ON THE RADIO, BUT THE RADIO WAS NOT WORKING. THEN WHEN HE TURNED OFF THE ENGINE, HE RECEIVED A VERY STRONG ELECTRICAL SHOCK.

ACCORDING TO THE DEALER, THE WATER LEAKED FROM AREAS RELATED TO 6TSB'S FOR THE VEHICLE. WATER SETTLED UNDER THE CARPET GATHERING 3-4 INCHES OVERNIGHT, AFFECTING TRANSFORMER UNDER

PASSENGER SEAT WHICH BECAME INUNDATED WITH WATER. THIS PROBLEM HAS BEEN UNABLE TO BE FIXED AFTER SEVERAL ATTEMPTS. *AK *ML

20000210	213596	DODGE	STRATUS	199	N	N			STEERING:WHEEL AND HANDLE BAR	CA
1B3EJ46X3WN	20000210									

8

WHILE DRIVING INTO A PARKING LOT THE RUBBER BOOT IS TOO SMALL THAT IT WON'T SLIDE OVER THE COUPLING MECHANISM TO KEEP SOMETHING FROM GETTING INTO IT. THE FACTORY ISSUED FLOOR MAT GOT

CAUGHT IN THE TURN COUPLING, AND DRIVER COULDN'T TURN THE WHEEL. AVOIDED A NEAR MISS. CONTACTED DEALER. *AK

20000210	213717	DODGE	STRATUS	199	N	N			OTHER	CA
1B3EJ46X3WN	20000210									

8

WHILE DRIVING INTO A PARKING LOT THE RUBBER BOOT IS TOO SMALL THAT IT WON'T SLIDE OVER THE COUPLING MECHANISM TO KEEP SOMETHING FROM GETTING INTO IT. THE FACTORY ISSUED FLOOR MAT GOT

CAUGHT IN THE TURN COUPLING, AND DRIVER COULDN'T TURN THE WHEEL. AVOIDED A NEAR MISS. CONTACTED DEALER. *AK

20000302	224700	DODGE	DAKOTA	199	Y	N	0	0	ENGINE AND ENGINE COOLING:ENGINE	WA
1B7GG22Y7WS	20000302									

8

1. FRONT CRANK SEAL LEAKING AT FIRST OIL CHANGE, DEALER FINALLY REPLACED. 2. LEAKING FRONT RIGHT SHOCK ABSORBER NOTICED AT FIRST OIL CHANGE. DEALER REPLACED BOTH AT OWNERS REQUEST. 3.

THERE IS A LOUD POPPING SOUND COMING FROM THE FRONT STEERING COMPONENTS WHEN THE VEHICLE IS IN MOTION AND YOU TURN THE STEERING WHEEL LOCK TO LOCK. THE SOUND IS MADE WHEN TURNING

LEFT OR RIGHT. 4. WATER LEAK THROUGH BACK SLIDER WINDOW RESULTED IN TWO NEW CARPET/PAD ASSEMBLIES TO INSTALLED. DEALER FINALLY FIXED AFTER 4TH VISIT AND THREAT OF FILING FOR LEMON LAW

PROTECTION. 5. DRIVERS SIDE AIR BAG FAILED TO DEPLOY AT 25 MPH IN A FRONT END COLLISION.

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000302	224840	DODGE	DAKOTA	199	Y	N	0	0	VISIBILITY:GLASS, SIDE/REAR	WA	
1B7GG22Y7WS	20000302										

8

1. FRONT CRANK SEAL LEAKING AT FIRST OIL CHANGE, DEALER FINALLY REPLACED. 2. LEAKING FRONT RIGHT SHOCK ABSORBER NOTICED AT FIRST OIL CHANGE. DEALER REPLACED BOTH AT OWNERS REQUEST. 3. THERE IS A LOUD POPPING SOUND COMING FROM THE FRONT STEERING COMPONENTS WHEN THE VEHICLE IS IN MOTION AND YOU TURN THE STEERING WHEEL LOCK TO LOCK. THE SOUND IS MADE WHEN TURNING LEFT OR RIGHT. 4. WATER LEAK THROUGH BACK SLIDER WINDOW RESULTED IN TWO NEW CARPET/PAD ASSEMBLIES TO INSTALLED. DEALER FINALLY FIXED AFTER 4TH VISIT AND THREAT OF FILING FOR LEMON LAW PROTECTION. 5. DRIVERS SIDE AIR BAG FAILED TO DEPLOY AT 25 MPH IN A FRONT END COLLISION.

20000302	224701	DODGE	DAKOTA	199	Y	N	0	0	SUSPENSION:FRONT:SHOCK ABSORBER	WA	
1B7GG22Y7WS	20000302										

8

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20000302	224841	DODGE	DAKOTA	199	Y	N	0	0	AIR BAGS:FRONTAL	WA	
1B7GG22Y7WS	20000302										

8

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20000302	224839	DODGE	DAKOTA	199	Y	N	0	0	STEERING	WA	
1B7GG22Y7WS	20000302										

8

1. FRONT CRANK SEAL LEAKING AT FIRST OIL CHANGE, DEALER FINALLY REPLACED. 2. LEAKING FRONT RIGHT SHOCK ABSORBER NOTICED AT FIRST OIL CHANGE. DEALER REPLACED BOTH AT OWNERS REQUEST. 3. THERE IS A LOUD POPPING SOUND COMING FROM THE FRONT STEERING COMPONENTS WHEN THE VEHICLE IS IN MOTION AND YOU TURN THE STEERING WHEEL LOCK TO LOCK. THE SOUND IS MADE WHEN TURNING LEFT OR RIGHT. 4. WATER LEAK THROUGH BACK SLIDER WINDOW RESULTED IN TWO NEW CARPET/PAD ASSEMBLIES TO INSTALLED. DEALER FINALLY FIXED AFTER 4TH VISIT AND THREAT OF FILING FOR LEMON LAW PROTECTION. 5. DRIVERS SIDE AIR BAG FAILED TO DEPLOY AT 25 MPH IN A FRONT END COLLISION.

20000306	227747	PLYMOUTH	VOYAGER	199		N	1	0	VISIBILITY:WINDSHIELD WIPER/WASHER	MO	
2P4GH4533NR	20000306										

2

LEAKAGE OF REAR WINDSHIELD WIPER WASHER RESERVOIR OVERFLOWED UNDERNEATH CARPETING. A SEVERE MOLD FORMED AND INFESTED ALL UPHOLSTERED INTERIOR COMPONENTS INCLUDING SEATS, CARPETING, SIDE PANELS, AND HEADLINER. THESE ITEMS COULD NOT BE CLEANED. THE RESULTANT ODOR CAUSED OCCUPANTS TO HAVE RESPIRATORY DISTRESS SUFFICIENT TO REQUIRE PRESCRIPTION

20000411	198616	JEEP	WRANGLER	199		N	0	0	STRUCTURE:BODY	FL	
1J4FY49S7XP	20000404										

9

MY 99' JEEP HAS LEAKED WATER UNDER THE SEATS FROM THE DAY I BOUGHT THE CAR. I HAD 4 REPAIR ATTEMPTS WHERE THEY REPLACED THE DOOR SEALS X 2, SANDED THE

DOOR FRAME, RESEALED THE WINDSHIELD, SEALED THE SEAMS UNDER THE WHEELS AND REPLACED THE CARPET 3 TIMES. THE CAR STILL LEAKED. I HAVE SENT A LETTER OF DEFECT TO THE MANUFACTURE AND AFTER THE 5 AND FINIAL REPAIR ATTEMPT THE JEEP STILL LEAKED WATER UNDER THE SEATS. CHRYSLER EVEN HAD AN ENGINEER FLY DOWN TO THE SERVICE SHOP AND LOOK AT THE JEEP. HE TOLD ME THE LEAK WAS FIXED. YESTERDAY IT RAINED AND AFTER DRIVING THROUGH SOME PUDDLES WATER STILL LEAKED UNDER THE SEATS. *AK

20000411 197525 PLYMOUTH GRAND 199 N 0 0 ELECTRICAL SYSTEM TX
2P4GP44R0TR 20000403

VOYAGER 6
CAR LEAKS AT DRIVERS SIDE DURING HEAVY RAINS. DELAER BEEN UNABLE TO CORRECT THE PROBLEM. THE CARPET HAS BEEN REPLACED. CAR IS NOW EXPERIENCING ELECTRICAL DEFECTS AS A RESULT OF A) THE LEAK ITSELF, OR B) REMOVING AND REINSTALLING THE DASH ON NUMEROUS OCCASIONS TO TRY AND FIND THE LEAK. I AM ALLSO CONCERNED ABOUT LONG TERM RUST AS A RESULT OF THE CONTINUING LEAKS. THE CAR IS NOT ABLE TO BE SOLD NOW AS A RESULT OF THE LEAK AND CONTINUING PROBLEMS. *AK

20000411 197524 PLYMOUTH GRAND 199 N 0 0 STRUCTURE:BODY TX
2P4GP44R0TR 20000403

VOYAGER 6
CAR LEAKS AT DRIVERS SIDE DURING HEAVY RAINS. DELAER BEEN UNABLE TO CORRECT THE PROBLEM. THE CARPET HAS BEEN REPLACED. CAR IS NOW EXPERIENCING ELECTRICAL DEFECTS AS A RESULT OF A) THE LEAK ITSELF, OR B) REMOVING AND REINSTALLING THE DASH ON NUMEROUS OCCASIONS TO TRY AND FIND THE LEAK. I AM ALLSO CONCERNED ABOUT LONG TERM RUST AS A RESULT OF THE CONTINUING LEAKS. THE CAR IS NOT ABLE TO BE SOLD NOW AS A RESULT OF THE LEAK AND CONTINUING PROBLEMS. *AK

20000427 207292 DODGE NEON 199 N STRUCTURE:FRAME AND MEMBERS NY
1B3ES47C3TD 20000420

6
EVERY TIME IT RAINS, WATER COMES IN THROUGH THE AREA WHERE THE BACK PASSENGER DOOR MEETS WITH THE BODY OF THE CAR, CAUSING RAIN TO POOL ON THE FLOOR OF THE BACK SEAT AND THEN THE SEAT GETS WET AND THE BACK OF THE SEAT ALSO. I HAVE MADE SURE THAT WINDOW AND DOOR ARE SECURELY CLOSED. I CAN SEE NO OBVIOUS REASON FOR THE RAIN TO BE GETTING INTO THE CAR. IT ONLY DOES IT ON THE BACK PASSENGER SIDE. PLEASE ADVISE ME OF WAYS TO REMEDY THIS SITUATION AS SOON AS POSSIBLE. THE CAR IS IN MINT CONDITION AND I WOLD LIKE TO KEEP IT THAT WAY. NOW THE CARPET AND SEAT SMELLS MUSY AND I CAN'T LET MY CHILDREN RIDE IN THE CAR. *AK

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000427	206823	DODGE	NEON	199					STRUCTURE:BODY	MA	
	1B3ES42C2WD	20000423									
				8							
				LEAK IN TRUNK. REPLACED CARPET, RESEALED IT THREE TIMES, STILL LEAKS, FLOWING INTO INTERIOR OF CAR 1 1/2 INCH DEEP THROUGH OUT THE CAB. *AK							
20000531	222919	DODGE	RAM	200					EQUIPMENT:ELECTRICAL:AIR CONDITIONER	FL	
	3B7HF13Y3YG	20000524									
				0							
				AFTER 2555 MILES, I STARTED GETTING A VERY MUSTY ODOR COMING FROM MY A/C VENTS. I BROUGHT IT TO CLOSEST DEALER (MASSEY-YARDLEY). WORK DONE STATES "CHECK FOR A LEAK, EVAPORATOR LEAKING,REPLACE EVAPORATOR." AT 5099 MILEAGE, I WENT TO THE DEALER BECAUSE I WAS STILL GETTING A MUSTY ODOR. I STATED I HAD ALLERGY TESTING DONE WHICH CAME BACK POSITIVE FOR MOLD & MILDEW AND I WAS HAVING HEALTH PROBLEMS DUE TO THIS CONDITION AND COULD NOT USE MY VEHICLE. THIS TIME THE DEALER CLEANED AND DEODERIZED THE CARPET AND TOLD ME TO REMOVE THE RUBBER MATS, WHICH I DID. THERE WAS NO MOISTURE UNDER THE MATS. I DO NOT HAVE PETS NOR DO I SMOKE, NO CHILDREN. THIS IS A PERSONAL VEHICLE THAT IS NOT USED FOR WORK. I AM A RETIRED LAW ENFORCEMENT OFFICER. THE INSIDE AND OUTSIDE OF VEHICLE IS ALWAYS KEPT IMMACUATELY CLEAN. THE RUBBER MATS I HAD BOUGHT WERE OF GOOD QUALITY AND ARE AFTERALL, MADE OF INERT RUBBER WHICH DID NOT GIVE OFF ANY ODOR WHATSOEVER. ON MAY 24TH I WENT TO THE DEALER, STATED THAT I HAVE KEPT THE MATS OUT AND THAT IT DIDN'T MAKE ANY DIFFERENCE AND I WAS STILL GETTING A MUSTY ODOR WHICH WAS MAKING ME SICK. DEALER SPRAYED A FOAMING PRODUCT MANUFACTURED BY PETRO CHEMICAL PRODUCTS, INC. INTO THE DRAIN OUTLET AND ALSO SPRAYED SOME CONDITION AIR AUTOMOTIVE REFRESHENER ALSO BY THAT SAME COMPANY. I WAS ALSO TOLD BY THE DEALER NOT TO USE THE MAX A/C SETTING BUT TO USE THE OUTSIDE AIR WHICH IS IN CONTRADICTION TO THE INSTRUCTIONS IN THE OWNER'S MANUAL WHICH STATES, "SELECT MAX A/C WHEN THE OUTSIDE AIR CONTAINS SMOKE, ODORS OR HIGH HUMIDITY. THIS FEATURE ALLOWS FOR RECIRCULATION OF INTERIOR AIR ONLY." TWO OTHER DEALERS THAT I CALLED UP TO GET THEIR OPINION ON MY PROBLEM, INFORMED ME TO SPRAY A CAN OF LYSOL INTO THE INTAKE (I'M SURE THE EPA WOULD FIND THIS A DANGEROUS PRACTICE TO BE INHALING THIS WITHIN A CONFINED AREA). IF CHRYSLER INTENDS FOR ME TO USE THE OUTSIDE AIR, IN CONTRADICTION TO THE OWNERS MANUAL. OUTSIDE AIR INTAKES ARE LARGE ENOUGH TO SUCK IN INSECTS, ETC. *AK							
20000623	232553	DODGE	NEON	199					STRUCTURE:BODY:TRUNK LID	CT	
	1B3ES27C3VD	20000618									
				7							
				EVERY TIME IT RAINS OUR TRUNK GETS SOAKED AND THE WATER MOVES THROUGH THE FLOOR BOARD CARPET AND SOAKES THE FLOOR FROM FRONT TO BACK. *AK							
20000630	215844	JEEP	GRAND	199					EQUIPMENT:ELECTRICAL:AIR CONDITIONER	NC	
	1J4GZ78S7SC	20000627									
			CHEROKEE	5							
			A/C EVAPORATOR DRAIN BLOCKAGE. CAUSED 1/2" WATER TO OVERFLOW ON THE PASSENGER SIDE FLOORBOARD. BOTH SEATS HAD TO BE TAKEN OUT AND CARPET TAKEN UP IN ORDER TO DRY OUT. *AK								
20000707	217489	JEEP	GRAND	199		N	N		EQUIPMENT:ELECTRICAL:AIR CONDITIONER	AR	
	PLEASE FILL	20000707									
			CHEROKEE	5							
			AIR CONDITIONER LEAKS WATER ONTO THE PASSENGER CARPET, CAUSING THE CARPET TO BE SOAKED. DEALER CANNOT DETERMINE CAUSE OF THE PROBLEM. PLEASE PROVIDE FURTHER INFORMATION.*AK								
20000807	229428	DODGE	STRATUS	199					STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS	AR	
	1B3EJ46X7TN	20000718									
				6							
			THE FLOOR MAT WAS DAMAGED BY STEERING COLUMN BECAUSE THERE IS NO PROTECTIVE COVER FOR THE STEERING COLUMN ON THE FLOOR. YH								
20000822	239387	JEEP	GRAND	199			0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	FL	
	1J4GZ78Y8TC	20000724									

CHEROKEE 6
 A/C DRAIN CLOGGED UP, SOAKING CARPET AND ALL INTERIOR OF VEHICLE. SMELL TERRIBLE. DEALER FIXED 2 PREVIOUS TIMES BUT NOW SAYS OUT OF WARRANTY. *AK
 20000823 242925 CHRYSLER TOWN AND 199 N 0 0 POWER TRAIN:AUTOMATIC TRANSMISSION MD
 1C4GP54LXTB 20000709 COUNTRY 6

WE PURCHASED OUR TOWN AND COUNTRY VAN NEW AND HAVE NUMEROUS PROBLEMS WITH DIFFERENT COMPONENTS OF THE VAN. THIS PROBLEM WAS THE ICING ON THE CAKE. ALTHOUGH THE VAN HAS 111,000+ MILES, WE WOULD NOT EXPECT TO HAVE THIS TYPE OF A PROBLEM ALREADY. ESPECIALLY CONSIDERING THE COST OF THE VEHICLE. AFTER DOING SOME RESEARCH ON THE INTERNET, IT IS OBVIOUS THAT CHRYSLER DEFINITELY HAS A PROBLEM THAT THEY ARE UNWILLING WITH THE TRANSMISSION THAT THEY ARE UNWILLING TO ADMIT OR MAKE RIGHT WITH CONSUMERS. CORPORATIONS SHOULD BE HELD RESPONSIBLE FOR THEIR ACTIONS, NOT BE ABLE TO SWEEP THEM UNDER THE CARPET. WE ARE AWAITING ESTIMATES FOR THE REPAIR OF OUR VEHICLE. I WILL CONTACT CHRYSLER TOMORROW TO VOICE MY DISSATISFACTION. I HAVE RECEIVED TWO RECALL NOTICES ON THIS VEHICLE--NONE OF WHICH INDICATED A PROBLEM WITH THE TRANSMISSION.*AK

20000831 251220 DODGE STRATUS 199 N N ENGINE AND ENGINE COOLING:ENGINE AR
 6

WHILE DRIVING DOWN THE DRIVEWAY FLOOR MAT BECAME ENTANGLED WITHIN THE STEERING COLUMN WHERE IT WENT DOWN TO THE FLOOR BECAUSE THERE WAS NO PROTECTIVE COVER TO PREVENT THIS FROM HAPPENING. *AK HEAD GASKET AND TIMING BELT FAILED ALSO. *YH

20000831 251219 DODGE STRATUS 199 N N OTHER AR
 6

WHILE DRIVING DOWN THE DRIVEWAY FLOOR MAT BECAME ENTANGLED WITHIN THE STEERING COLUMN WHERE IT WENT DOWN TO THE FLOOR BECAUSE THERE WAS NO PROTECTIVE COVER TO PREVENT THIS FROM HAPPENING. *AK HEAD GASKET AND TIMING BELT FAILED ALSO. *YH

20000927 238709 JEEP WRANGLER 200 N N 0 0 OTHER NJ
 1J4FA49S3YP 20000927 0

UNDER DASHBOARD IT'S LEAKING. WATER IS GETTING INSIDE OF VEHICLE ON DRIVER/PASSENGER SIDES. CARPET IN VEHICLE WOULD BE SOAKED DUE TO LEAKAGE. PROBLEM CAN HAPPEN EVEN IF IT'S WASSNOWING. HAVE TAKEN VEHICLE TO DEALERSHIP 3 TIMES FOR THE LEAKAGE PROBLEM & THE PROBLEM STILL EXISTS. *AK

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20001010	243893	CHRYSLER	CONCORDE	199		Y	0	0	ELECTRICAL SYSTEM:WIRING: REAR COMPARTMENT/TRUNK	NC	
	1C3HD56T8SF	20000930									

5

TRUNK HAD BEEN OPENED AND REMAINED SO FOR APPROX. 45 MIN. LIGHT IN REAR WINDSHIELD MELTED, DROPPED HOT MATERIAL ONTO CONTENTS OF TRUNK, AND CAUGHT ON FIRE. CONTENTS ALL RUINED, TRUNK INTERIOR SCORCHED, BURNED, AND WIRING MELTED. INSIDE, REAR DASH CARPET BURNED, REAR WINDOW (WITH DEFOGGER) BURNED BADLY, UPPER TAILLIGHT COMPLETELY MELTED, LEATHER SEAT RUINED FROM HEAT AND SMOKE, LEATHER HARDENED, CONDITION OF SPEAKER SYSTEM IS UNKNOWN AT THIS TIME, ENTIRE INTERIOR FILLED WITH DAMAGING SMOKE PARTICLES. THIS WAS A NON-SMOKING VEHICLE DUE TO RESPIRATORY SENSITIVITY OF DRIVER/OWNER. DAMAGE ESTIMATE INCOMPLETE DUE TO WIRING TRACE NOT YET COMPLETED.*AK

20001012	246719	JEEP	CHEROKEE	199		N	N		STRUCTURE:BODY	CA	NOT
	AVAILAB 20001012										

8

WHENEVER IT RAINS WATER ENTERS INTO PASSENGER'S COMPARTMENT, WETTING MATS AND CARPET, WHICH COULD CAUSE MOLD TO GROW INSIDE PASSENGER'S COMPARTMENT. THIS COULD RESULT IN A HEALTH HAZARD TO OCCUPANTS OF VEHICLE. ALSO, PROBLEM COULD CAUSE VARIOUS ELECTRICAL PROBLEMS. CONSUMER HAS CONTACTED DEALER. DEALER HAS SEALED WINDOWS, BUT PROBLEM HAS REOCCURRED, DEALER BELIEVED PROBLEM WAS LINKED TO BLOWER UNIT. PLEASE PROVIDE ANY FURTHER DETAILS. *AK

20001012	246720	JEEP	CHEROKEE	199		N	N		VISIBILITY:DEFROSTER/DEFOGGER SYSTEM	CA	NOT
	AVAILAB 20001012										

8

WHENEVER IT RAINS WATER ENTERS INTO PASSENGER'S COMPARTMENT, WETTING MATS AND CARPET, WHICH COULD CAUSE MOLD TO GROW INSIDE PASSENGER'S COMPARTMENT. THIS COULD RESULT IN A HEALTH HAZARD TO OCCUPANTS OF VEHICLE. ALSO, PROBLEM COULD CAUSE VARIOUS ELECTRICAL PROBLEMS. CONSUMER HAS CONTACTED DEALER. DEALER HAS SEALED WINDOWS, BUT PROBLEM HAS REOCCURRED, DEALER BELIEVED PROBLEM WAS LINKED TO BLOWER UNIT. PLEASE PROVIDE ANY FURTHER DETAILS. *AK

20001013	247961	DODGE	CARAVAN	199		N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM	NC
	2B4FP2535XR	20001013									

9

CONSUMER STATES THAT ENGINE MAKES LOUD NOISE AND IT IDLES ERRATICALLY, VEHICLE HAS STALLED WHILE TRAVELLING 60 MPH, ON ONE OCCASION, DEALER FOUND THAT A PISTON HAD FAILED, HOWEVER PROBLEM STILL EXIST. BRAKES SQUEALED, DEALER CLEANED AND SANDED PADS AND ROTORS. VEHICLE SHOOK AT SPEEDS ABOVE 70 MPH, DEALER BALANCED AND ROTATED TIRES. CONSUMER SMELLED STRONG ODORS THROUGH THE VENTILATION SYSTEM. PASSENGER SIDE SLIDING DOOR INOPERABLE. ALTERNATOR BELT CAME APART. ACCELERATOR RATTLES. VEHICLE EXPERIENCES DECELERATION. CARPET

20001013	247960	DODGE	CARAVAN	199		N	N	0	0	ELECTRICAL	NC
	2B4FP2535XR	20001013									

9

CONSUMER STATES THAT ENGINE MAKES LOUD NOISE AND IT IDLES ERRATICALLY, VEHICLE HAS STALLED WHILE TRAVELLING 60 MPH, ON ONE OCCASION, DEALER FOUND THAT A PISTON HAD FAILED, HOWEVER PROBLEM STILL EXIST. BRAKES SQUEALED, DEALER CLEANED AND SANDED PADS AND ROTORS. VEHICLE SHOOK AT SPEEDS ABOVE 70 MPH, DEALER BALANCED AND ROTATED TIRES. CONSUMER SMELLED STRONG ODORS THROUGH THE VENTILATION SYSTEM. PASSENGER SIDE SLIDING DOOR INOPERABLE. ALTERNATOR BELT CAME APART. ACCELERATOR RATTLES. VEHICLE EXPERIENCES DECELERATION. CARPET

20001013	247962	DODGE	CARAVAN	199		N	N	0	0	TIRES	NC
	2B4FP2535XR	20001013									

9

CONSUMER STATES THAT ENGINE MAKES LOUD NOISE AND IT IDLES ERRATICALLY, VEHICLE HAS STALLED WHILE TRAVELLING 60 MPH, ON ONE OCCASION, DEALER FOUND THAT A PISTON HAD FAILED, HOWEVER PROBLEM STILL EXIST. BRAKES SQUEALED, DEALER CLEANED AND SANDED PADS AND ROTORS. VEHICLE SHOOK AT SPEEDS ABOVE 70 MPH, DEALER BALANCED AND ROTATED TIRES. CONSUMER SMELLED STRONG

ODORS THROUGH THE VENTILATION SYSTEM. PASSENGER SIDE SLIDING DOOR INOPERABLE. ALTERNATOR BELT CAME APART. ACCELERATOR RATTLES. VEHICLE EXPERIENCES DECELERATION. CARPET

20001013 247958	DODGE	CARAVAN	199	N	N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS	NC
2B4FP2535XR	20001013								

9

CONSUMER STATES THAT ENGINE MAKES LOUD NOISE AND IT IDLES ERRATICALLY, VEHICLE HAS STALLED WHILE TRAVELLING 60 MPH, ON ONE OCCASION, DEALER FOUND THAT A PISTON HAD FAILED, HOWEVER PROBLEM STILL EXIST. BRAKES SQUEALED, DEALER CLEANED AND SANDED PADS AND ROTORS. VEHICLE SHOOK AT SPEEDS ABOVE 70 MPH, DEALER BALANCED AND ROTATED TIRES. CONSUMER SMELLED STRONG

ODORS THROUGH THE VENTILATION SYSTEM. PASSENGER SIDE SLIDING DOOR INOPERABLE. ALTERNATOR BELT CAME APART. ACCELERATOR RATTLES. VEHICLE EXPERIENCES DECELERATION. CARPET

20001013 248088	DODGE	CARAVAN	199	N	N	0	0	VEHICLE SPEED CONTROL	NC
2B4FP2535XR	20001013								

9

CONSUMER STATES THAT ENGINE MAKES LOUD NOISE AND IT IDLES ERRATICALLY, VEHICLE HAS STALLED WHILE TRAVELLING 60 MPH, ON ONE OCCASION, DEALER FOUND THAT A PISTON HAD FAILED, HOWEVER PROBLEM STILL EXIST. BRAKES SQUEALED, DEALER CLEANED AND SANDED PADS AND ROTORS. VEHICLE SHOOK AT SPEEDS ABOVE 70 MPH, DEALER BALANCED AND ROTATED TIRES. CONSUMER SMELLED STRONG

ODORS THROUGH THE VENTILATION SYSTEM. PASSENGER SIDE SLIDING DOOR INOPERABLE. ALTERNATOR BELT CAME APART. ACCELERATOR RATTLES. VEHICLE EXPERIENCES DECELERATION. CARPET

20001013 247959	DODGE	CARAVAN	199	N	N	0	0	STRUCTURE:BODY:DOOR	NC
2B4FP2535XR	20001013								

9

CONSUMER STATES THAT ENGINE MAKES LOUD NOISE AND IT IDLES ERRATICALLY, VEHICLE HAS STALLED WHILE TRAVELLING 60 MPH, ON ONE OCCASION, DEALER FOUND THAT A PISTON HAD FAILED, HOWEVER PROBLEM STILL EXIST. BRAKES SQUEALED, DEALER CLEANED AND SANDED PADS AND ROTORS. VEHICLE SHOOK AT SPEEDS ABOVE 70 MPH, DEALER BALANCED AND ROTATED TIRES. CONSUMER SMELLED STRONG

ODORS THROUGH THE VENTILATION SYSTEM. PASSENGER SIDE SLIDING DOOR INOPERABLE. ALTERNATOR BELT CAME APART. ACCELERATOR RATTLES. VEHICLE EXPERIENCES DECELERATION. CARPET

20001013 249870	DODGE	CARAVAN	199	N	N	0	0	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	NC
2B4FP2535XR	20001013								

9

CONSUMER STATES THAT ENGINE MAKES LOUD NOISE AND IT IDLES ERRATICALLY, VEHICLE HAS STALLED WHILE TRAVELLING 60 MPH, ON ONE OCCASION, DEALER FOUND THAT A PISTON HAD FAILED, HOWEVER PROBLEM STILL EXIST. BRAKES SQUEALED, DEALER CLEANED AND SANDED PADS AND ROTORS. VEHICLE SHOOK AT SPEEDS ABOVE 70 MPH, DEALER BALANCED AND ROTATED TIRES. CONSUMER SMELLED STRONG

ODORS THROUGH THE VENTILATION SYSTEM. PASSENGER SIDE SLIDING DOOR INOPERABLE. ALTERNATOR BELT CAME APART. ACCELERATOR RATTLES. VEHICLE EXPERIENCES DECELERATION. CARPET

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20001013	247963	DODGE	CARAVAN	199	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	NC	
2B4FP2535XR		20001013									

9

CONSUMER STATES THAT ENGINE MAKES LOUD NOISE AND IT IDLES ERRATICALLY, VEHICLE HAS STALLED WHILE TRAVELLING 60 MPH, ON ONE OCCASION, DEALER FOUND THAT A PISTON HAD FAILED, HOWEVER

PROBLEM STILL EXIST. BRAKES SQUEALED, DEALER CLEANED AND SANDED PADS AND ROTORS. VEHICLE SHOOK AT SPEEDS ABOVE 70 MPH, DEALER BALANCED AND ROTATED TIRES. CONSUMER SMELLED STRONG

ODORS THROUGH THE VENTILATION SYSTEM. PASSENGER SIDE SLIDING DOOR INOPERABLE. ALTERNATOR BELT CAME APART. ACCELERATOR RATTLES. VEHICLE EXPERIENCES DECELERATION. CARPET

20001013	248087	DODGE	CARAVAN	199	N	N	0	0	EQUIPMENT	NC	
2B4FP2535XR		20001013									

9

CONSUMER STATES THAT ENGINE MAKES LOUD NOISE AND IT IDLES ERRATICALLY, VEHICLE HAS STALLED WHILE TRAVELLING 60 MPH, ON ONE OCCASION, DEALER FOUND THAT A PISTON HAD FAILED, HOWEVER

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ODORS THROUGH THE VENTILATION SYSTEM. PASSENGER SIDE SLIDING DOOR INOPERABLE. ALTERNATOR BELT CAME APART. ACCELERATOR RATTLES. VEHICLE EXPERIENCES DECELERATION. CARPET

20001025	293962	JEEP	GRAND	200		N	0	0	VEHICLE SPEED CONTROL:LINKAGES	CA	
1J4G248S8YC		20001017									

CHEROKEE 0

I WAS CRUISING AT 50 MPH WHEN SUDDENLY THE VEHICLE STARTED TO ACCELERATE UNCONTROLLABLY, I STEPPED ON THE BRAKES, BUT THE VEHICLE CONTINUED TO ACCELERATE..I HAD TO TURN OF THE ENGINE

TO STOP. AND WHEN I TRIED TO RESTART THE VEHICLE.IT JUST REVVED REALLY HIGH..I CHECK THE FLOORMATS AND IT WAS IN PLACE THE GAS PEDAL WAS NOT STUCK IN THE FLOORMAT. *AK

20001114	259993	DODGE	DAKOTA	199	Y	N	0	0	TIRES	OH	
1B7GG22X0WS		20001114									

8

ENGINE EXPERIENCES ROUGH AND LOW IDLE, AND STALLING, DEALER HAS REPLACED THROTTLE BODY, MANIFOLD GASKETS, AND VALVE BODY, HOWEVER STALLING STILL EXISTS, DEALER STATED THE

COMBINATION OF STOPPING, SHIFTING, AND THE TURNING OF THE STEERING WHEEL CAUSES THE ENGINE TO STALL, THERE WAS ALSO AN OIL PAN LEAK AND COOLANT LEAK, PURGE SOLENOID WAS ALSO NOISY.

REVERSE LIGHTS HAD A DEFECTIVE SWITCH AND THE HEADLIGHTS HAD A DEFECTIVE SWITCH. EXHAUST WAS NOISY AND THE EXHAUST BOLTS WERE BROKEN. MOLDINGS WERE LEAKING, DEALER HAD TO ALSO

REPLACE CARPET. BRAKES LOCKED UP, DEALER FOUND THEY WERE FULL OF BRAKE DUST, FRONT ROTORS GOUGED, DEALER REPLACED BRAKES AND ROTORS. STEERING GEAR BOX AND POWER STEERING GEAR

ASSEMBLY BOTH LEAKED. TRANSMISSION EXPERIENCED MANY PROBLEMS, A DEFECTIVE LEAKING PRESSURE LINE, VIBRATION IN DRIVELINE, VEHICLE WOULD SLAM IN REVERSE WHEN GOING FROM DRIVE,

DIFFERENTIAL WAS REPLACED DUE TO A HUMMING NOISE, AND THE GEAR SHIFT BROKE. NEW TIRES (NO SIZE OR BRAND) DUE TO VIBRATION IN FRONT END. *SLC

20001114	259994	DODGE	DAKOTA	199	Y	N	0	0	STEERING:HYDRAULIC POWER ASSIST SYSTEM	OH	
1B7GG22X0WS		20001114									

8

ENGINE EXPERIENCES ROUGH AND LOW IDLE, AND STALLING, DEALER HAS REPLACED THROTTLE BODY, MANIFOLD GASKETS, AND VALVE BODY, HOWEVER STALLING STILL EXISTS, DEALER STATED THE

COMBINATION OF STOPPING, SHIFTING, AND THE TURNING OF THE STEERING WHEEL CAUSES THE ENGINE TO STALL, THERE WAS ALSO AN OIL PAN LEAK AND COOLANT LEAK, PURGE SOLENOID WAS ALSO NOISY.

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WHEN GOING FROM DRIVE,
 DIFFERENTIAL WAS REPLACED DUE TO A HUMMING NOISE, AND THE GEAR SHIFT BROKE. NEW TIRES (NO SIZE OR BRAND) DUE TO VIBRATION IN FRONT END. *SLC
 20001114 260124 DODGE DAKOTA 199 Y N 0 0 SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS OH
 1B7GG22X0WS 20001114

8

ENGINE EXPERIENCES ROUGH AND LOW IDLE, AND STALLING, DEALER HAS REPLACED THROTTLE BODY, MANIFOLD GASKETS, AND VALVE BODY, HOWEVER STALLING STILL EXISTS, DEALER STATED THE COMBINATION OF STOPPING, SHIFTING, AND THE TURNING OF THE STEERING WHEEL CAUSES THE ENGINE TO STALL, THERE WAS ALSO AN OIL PAN LEAK AND COOLANT LEAK, PURGE SOLENOID WAS ALSO NOISY. REVERSE LIGHTS HAD A DEFECTIVE SWITCH AND THE HEADLIGHTS HAD A DEFECTIVE SWITCH. EXHAUST WAS NOISY AND THE EXHAUST BOLTS WERE BROKEN. MOLDINGS WERE LEAKING, DEALER HAD TO ALSO REPLACE CARPET. BRAKES LOCKED UP, DEALER FOUND THEY WERE FULL OF BRAKE DUST, FRONT ROTORS GOUGED, DEALER REPLACED BRAKES AND ROTORS. STEERING GEAR BOX AND POWER STEERING GEAR ASSEMBLY BOTH LEAKED. TRANSMISSION EXPERIENCED MANY PROBLEMS, A DEFECTIVE LEAKING PRESSURE LINE, VIBRATION IN DRIVELINE, VEHICLE WOULD SLAM IN REVERSE WHEN GOING FROM DRIVE,

DIFFERENTIAL WAS REPLACED DUE TO A HUMMING NOISE, AND THE GEAR SHIFT BROKE. NEW TIRES (NO SIZE OR BRAND) DUE TO VIBRATION IN FRONT END. *SLC
 20001114 260125 DODGE DAKOTA 199 Y N 0 0 ENGINE AND ENGINE COOLING:EXHAUST SYSTEM OH
 1B7GG22X0WS 20001114

8

ENGINE EXPERIENCES ROUGH AND LOW IDLE, AND STALLING, DEALER HAS REPLACED THROTTLE BODY, MANIFOLD GASKETS, AND VALVE BODY, HOWEVER STALLING STILL EXISTS, DEALER STATED THE COMBINATION OF STOPPING, SHIFTING, AND THE TURNING OF THE STEERING WHEEL CAUSES THE ENGINE TO STALL, THERE WAS ALSO AN OIL PAN LEAK AND COOLANT LEAK, PURGE SOLENOID WAS ALSO NOISY. REVERSE LIGHTS HAD A DEFECTIVE SWITCH AND THE HEADLIGHTS HAD A DEFECTIVE SWITCH. EXHAUST WAS NOISY AND THE EXHAUST BOLTS WERE BROKEN. MOLDINGS WERE LEAKING, DEALER HAD TO ALSO REPLACE CARPET. BRAKES LOCKED UP, DEALER FOUND THEY WERE FULL OF BRAKE DUST, FRONT ROTORS GOUGED, DEALER REPLACED BRAKES AND ROTORS. STEERING GEAR BOX AND POWER STEERING GEAR ASSEMBLY BOTH LEAKED. TRANSMISSION EXPERIENCED MANY PROBLEMS, A DEFECTIVE LEAKING PRESSURE LINE, VIBRATION IN DRIVELINE, VEHICLE WOULD SLAM IN REVERSE WHEN GOING FROM DRIVE,
 DIFFERENTIAL WAS REPLACED DUE TO A HUMMING NOISE, AND THE GEAR SHIFT BROKE. NEW TIRES (NO SIZE OR BRAND) DUE TO VIBRATION IN FRONT END. *SLC

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20001114	260126	DODGE	DAKOTA	199	Y	N	0	0	ENGINE AND ENGINE COOLING	OH	
1B7GG22X0WS	20001114										

8

ENGINE EXPERIENCES ROUGH AND LOW IDLE, AND STALLING, DEALER HAS REPLACED THROTTLE BODY, MANIFOLD GASKETS, AND VALVE BODY, HOWEVER STALLING STILL EXISTS, DEALER STATED THE COMBINATION OF STOPPING, SHIFTING, AND THE TURNING OF THE STEERING WHEEL CAUSES THE ENGINE TO STALL, THERE WAS ALSO AN OIL PAN LEAK AND COOLANT LEAK, PURGE SOLENOID WAS ALSO NOISY. REVERSE LIGHTS HAD A DEFECTIVE SWITCH AND THE HEADLIGHTS HAD A DEFECTIVE SWITCH. EXHAUST WAS NOISY AND THE EXHAUST BOLTS WERE BROKEN. MOLDINGS WERE LEAKING, DEALER HAD TO ALSO REPLACE CARPET. BRAKES LOCKED UP, DEALER FOUND THEY WERE FULL OF BRAKE DUST, FRONT ROTORS GOUGED, DEALER REPLACED BRAKES AND ROTORS. STEERING GEAR BOX AND POWER STEERING GEAR ASSEMBLY BOTH LEAKED. TRANSMISSION EXPERIENCED MANY PROBLEMS, A DEFECTIVE LEAKING PRESSURE LINE, VIBRATION IN DRIVELINE, VEHICLE WOULD SLAM IN REVERSE WHEN GOING FROM DRIVE, DIFFERENTIAL WAS REPLACED DUE TO A HUMMING NOISE, AND THE GEAR SHIFT BROKE. NEW TIRES (NO SIZE OR BRAND) DUE TO VIBRATION IN FRONT END. *SLC

20001114	260254	DODGE	DAKOTA	199	Y	N	0	0	EXTERIOR LIGHTING:BACK UP LIGHTS:SWITCH	OH	
1B7GG22X0WS	20001114										

8

ENGINE EXPERIENCES ROUGH AND LOW IDLE, AND STALLING, DEALER HAS REPLACED THROTTLE BODY, MANIFOLD GASKETS, AND VALVE BODY, HOWEVER STALLING STILL EXISTS, DEALER STATED THE COMBINATION OF STOPPING, SHIFTING, AND THE TURNING OF THE STEERING WHEEL CAUSES THE ENGINE TO STALL, THERE WAS ALSO AN OIL PAN LEAK AND COOLANT LEAK, PURGE SOLENOID WAS ALSO NOISY. REVERSE LIGHTS HAD A DEFECTIVE SWITCH AND THE HEADLIGHTS HAD A DEFECTIVE SWITCH. EXHAUST WAS NOISY AND THE EXHAUST BOLTS WERE BROKEN. MOLDINGS WERE LEAKING, DEALER HAD TO ALSO REPLACE CARPET. BRAKES LOCKED UP, DEALER FOUND THEY WERE FULL OF BRAKE DUST, FRONT ROTORS GOUGED, DEALER REPLACED BRAKES AND ROTORS. STEERING GEAR BOX AND POWER STEERING GEAR ASSEMBLY BOTH LEAKED. TRANSMISSION EXPERIENCED MANY PROBLEMS, A DEFECTIVE LEAKING PRESSURE LINE, VIBRATION IN DRIVELINE, VEHICLE WOULD SLAM IN REVERSE WHEN GOING FROM DRIVE, DIFFERENTIAL WAS REPLACED DUE TO A HUMMING NOISE, AND THE GEAR SHIFT BROKE. NEW TIRES (NO SIZE OR BRAND) DUE TO VIBRATION IN FRONT END. *SLC

20001114	260255	DODGE	DAKOTA	199	Y	N	0	0	EXTERIOR LIGHTING:HEADLIGHTS:SWITCH	OH	
1B7GG22X0WS	20001114										

8

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20001114	260127	DODGE	DAKOTA	199	Y	N	0	0	TIRES	OH	
1B7GG22X0WS	20001114										

8

ENGINE EXPERIENCES ROUGH AND LOW IDLE, AND STALLING, DEALER HAS REPLACED THROTTLE BODY, MANIFOLD GASKETS, AND VALVE BODY, HOWEVER STALLING STILL EXISTS, DEALER STATED THE COMBINATION OF STOPPING, SHIFTING, AND THE TURNING OF THE STEERING WHEEL CAUSES THE ENGINE TO STALL, THERE WAS ALSO AN OIL PAN LEAK AND COOLANT LEAK, PURGE SOLENOID WAS ALSO NOISY. REVERSE LIGHTS HAD A DEFECTIVE SWITCH AND THE HEADLIGHTS HAD A DEFECTIVE SWITCH. EXHAUST WAS NOISY AND THE EXHAUST BOLTS WERE BROKEN. MOLDINGS WERE LEAKING, DEALER HAD TO ALSO REPLACE CARPET. BRAKES LOCKED UP, DEALER FOUND THEY WERE FULL OF BRAKE DUST, FRONT ROTORS GOUGED, DEALER REPLACED BRAKES AND ROTORS. STEERING

GEAR BOX AND POWER STEERING GEAR

ASSEMBLY BOTH LEAKED. TRANSMISSION EXPERIENCED MANY PROBLEMS, A DEFECTIVE LEAKING PRESSURE LINE, VIBRATION IN DRIVELINE, VEHICLE WOULD SLAM IN REVERSE WHEN GOING FROM DRIVE,

DIFFERENTIAL WAS REPLACED DUE TO A HUMMING NOISE, AND THE GEAR SHIFT BROKE. NEW TIRES (NO SIZE OR BRAND) DUE TO VIBRATION IN FRONT END. *SLC

20001115	262548	JEEP	WRANGLER	200	N	STRUCTURE:FRAME AND MEMBERS	NJ
1J4FA49S0YP		20001110					

0

WHEN IT RAINS VEHICLE FLOODS IN THE FRONT AND IN THE BACK ON THE PASSENGER SIDE. I HAVE BROUGHT IT TO THE DEALER 2 TIMES TO BE FIXED YET THE PROBLEM KEEPS REOCCURRING. THEY HAVE

REPLACED ALMOST EVERYTING ON THE PASSENGER SIDE TO STOP IT BUT IT STILL HAPPENS. MY CARPET IS GETTTING RUINED AND MY CAR IS STARTING TO SMELL LIKE MILDUE. *AK

20010118	281912	JEEP	CHEROKEE	199	Y	VEHICLE SPEED CONTROL:LINKAGES	CA
1J4FJ78S4NL		20001222					

2

SUDDEN UNINTENDED ACCELERATION (UA) - TURNING RIGHT IN SERVICE STATION; ACCELERATOR WENT ALL THE WAY TO FLOOR. ALMOST NO BRAKES. BARELY MISSED GAS PUMPS AND GAS DELIVERY TANKER. GOT

ON STRAIGHTAWAY AND TURNED OFF IGNITION, STOPPING WITH AID OF PARKING BRAKE. JEEP SERVICE DEPT. REPORTED NOTHING WRONG WITH VEHICLE --"MUST HAVE BEEN CAUSED BY FLOOR MAT". THE PROBLEM

IS OBVIOUSLY IN THE CRUISE CONTROL AS IT IS THE ONLY DEVICE THAT CAN PULL THE ACCELERATOR CABLE TO WIDE OPEN THROTTLE. HAVE DISCONNECTED THE CRUISE CONTROL AND WOULD ADVISE ALL

CHEROKEE OWNERS TO DO THE SAME. *AK

20010126	268144	JEEP	GRAND	199	N	N	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	TX
1J4GZ78S2VC		20010126						

CHEROKEE 7

UPON BEING TOWED BY MOTOR HOME, STEERING WHEEL LOCKED UP THREE DIFFERENT TIMES, CAUSING PREMATURE WEAR OF TIRE TREAD. CONSUMER HAS CONTACTED DEALER. *AK THE FRONT OF VEHICLE

HAS ABOUT 1/2 DEGREE CAMBER AND DEALER STATED THERE IS NOTHING THAT CAN BE DONE EXCEPT TO CHANGE THE ENTIRE AXLE AND THAT WOULD EITHER MAKE PROBLEM WORSE OR STAY THE SAME.

CONSUMER STATES THAT HE PUTS THE TRANSFER CASE IN NEUTRAL AND THE TRANSMISSION IN PARK WHENEVER TOWING VEHICLE, HOWEVER ON SEVERAL OCCASIONS THE STEERING WHEELS WERE FOUND IN

LOCKED POSITION CAUSING SEVERE DAMAGE TO THE TIRES, CONSUMER STATES THAT VEHICLE HAD BEEN TOWED 40000 MILES BEFORE THIS PROBLEM STARTED OCCURRING, ON ONE OCCASION CONSUMER

STATES HE HAD A DIFFICULT TIME GETTING STEERING LOCK TO RELEASE AND FOUND THE WHEELS WERE COCKED ABOUT 10 OR 15 DEGREES TO THE RIGHT AND THE FRONT TIRE WAS IN SHREADS, EVEN THE STEEL

CORD WAS TORN, POSSIBLE INTERLOCK SYSTEM FAILURE CAUSING LOCKING AND WEAR OF TIRES AND AXLE BEING OUT OF ALIGNMENT. CONSUMER STATES SOMETIMES WHILE DRIVING IN 4-WHEEL DRIVE, THERE

IS AJERKING AND ROUGHNESS IN TURNS ON DRY PAVEMENT, DEALER STATED THIS WAS THE WAY THE VEHICLES WERE DESIGNED. AIR CONDITIONER FREEZES UP AND SOAKS THE CARPETS, VEHICLE NEEDED NEW

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010126	268143	JEEP	GRAND	199	N	N			POWER TRAIN:TRANSFER CASE (4-WHEEL DRIVE)	TX	
	1J4GZ78S2VC	20010126									

CHEROKEE 7

UPON BEING TOWED BY MOTOR HOME, STEERING WHEEL LOCKED UP THREE DIFFERENT TIMES, CAUSING PREMATURE WEAR OF TIRE TREAD. CONSUMER HAS CONTACTED DEALER. *AK THE FRONT OF VEHICLE HAS ABOUT 1/2 DEGREE CAMBER AND DEALER STATED THERE IS NOTHING THAT CAN BE DONE EXCEPT TO CHANGE THE ENTIRE AXLE AND THAT WOULD EITHER MAKE PROBLEM WORSE OR STAY THE SAME. CONSUMER STATES THAT HE PUTS THE TRANSFER CASE IN NEUTRAL AND THE TRANSMISSION IN PARK WHENEVER TOWING VEHICLE, HOWEVER ON SEVERAL OCCASIONS THE STEERING WHEELS WERE FOUND IN LOCKED POSITION CAUSING SEVERE DAMAGE TO THE TIRES, CONSUMER STATES THAT VEHICLE HAD BEEN TOWED 40000 MILES BEFORE THIS PROBLEM STARTED OCCURRING, ON ONE OCCASION CONSUMER STATES HE HAD A DIFFICULT TIME GETTING STEERING LOCK TO RELEASE AND FOUND THE WHEELS WERE COCKED ABOUT 10 OR 15 DEGREES TO THE RIGHT AND THE FRONT TIRE WAS IN SHREADS, EVEN THE STEEL CORD WAS TORN, POSSIBLE INTERLOCK SYSTEM FAILURE CAUSING LOCKING AND WEAR OF TIRES AND AXLE BEING OUT OF ALIGNMENT. CONSUMER STATES SOMETIMES WHILE DRIVING IN 4-WHEEL DRIVE, THERE IS AJERKING AND ROUGHNESS IN TURNS ON DRY PAVEMENT, DEALER STATED THIS WAS THE WAY THE VEHICLES WERE DESIGNED. AIR CONDITIONER FREEZES UP AND SOAKS THE CARPETS, VEHICLE NEEDED NEW

20010126	268142	JEEP	GRAND	199	N	N			POWER TRAIN:MANUAL TRANSMISSION:COLUMN SHIFT	TX	
	1J4GZ78S2VC	20010126									
			CHEROKEE	7					ASSEMBLY		

UPON BEING TOWED BY MOTOR HOME, STEERING WHEEL LOCKED UP THREE DIFFERENT TIMES, CAUSING PREMATURE WEAR OF TIRE TREAD. CONSUMER HAS CONTACTED DEALER. *AK THE FRONT OF VEHICLE HAS ABOUT 1/2 DEGREE CAMBER AND DEALER STATED THERE IS NOTHING THAT CAN BE DONE EXCEPT TO CHANGE THE ENTIRE AXLE AND THAT WOULD EITHER MAKE PROBLEM WORSE OR STAY THE SAME. CONSUMER STATES THAT HE PUTS THE TRANSFER CASE IN NEUTRAL AND THE TRANSMISSION IN PARK WHENEVER TOWING VEHICLE, HOWEVER ON SEVERAL OCCASIONS THE STEERING WHEELS WERE FOUND IN LOCKED POSITION CAUSING SEVERE DAMAGE TO THE TIRES, CONSUMER STATES THAT VEHICLE HAD BEEN TOWED 40000 MILES BEFORE THIS PROBLEM STARTED OCCURRING, ON ONE OCCASION CONSUMER STATES HE HAD A DIFFICULT TIME GETTING STEERING LOCK TO RELEASE AND FOUND THE WHEELS WERE COCKED ABOUT 10 OR 15 DEGREES TO THE RIGHT AND THE FRONT TIRE WAS IN SHREADS, EVEN THE STEEL CORD WAS TORN, POSSIBLE INTERLOCK SYSTEM FAILURE CAUSING LOCKING AND WEAR OF TIRES AND AXLE BEING OUT OF ALIGNMENT. CONSUMER STATES SOMETIMES WHILE DRIVING IN 4-WHEEL DRIVE, THERE IS AJERKING AND ROUGHNESS IN TURNS ON DRY PAVEMENT, DEALER STATED THIS WAS THE WAY THE VEHICLES WERE DESIGNED. AIR CONDITIONER FREEZES UP AND SOAKS THE CARPETS, VEHICLE NEEDED NEW

20010207	274397	DODGE	CARAVAN	199	N	0	0		POWER TRAIN:AUTOMATIC TRANSMISSION	CA	
	2B4GH45R4NR	20010131									
				2							

LAST YEAR, THE VAN STARTED REFUSING TO UP SHIFT WHILE DRIVING. I WOULD HAVE TO PULL OVER, STOP THE ENGINE, AND RESTART IT TO GET THE TRANSMISSION TO START TO WORK. I HAD THE TRANS REBUILT (DODGE KIT) FOR \$1700. LESS THAN 6 MONTHS LATER, WHILE DRIVING 55 ON THE FREEWAY, THE VAN STOPS MOVING FORWARD AND THE TRANS IS DEAD AGAIN. I HAVE SEARCHED THE INTERNET AND FOUND NUMEROUS COMPLAINTS ABOUT OTHER YEARS AND OTHER MODELS OF DODGE TRANSMISSIONS (WWW.AEI.CA/~GREGOIRE/CLAUDE.HTML). SOMETHING NEEDS TO BE DONE ABOUT DODGE AND THEIR TRANSMISSION PROBLEMS. OUR MECHANIC NOW WANTS \$1200 MORE TO FIX OUR VAN. WE JUST CAN'T AFFORD IT AFTER THE \$1700 LAST YEAR. I WOULD LIKE TO SEE A CLASS ACTION SUIT FILED AGAINST DODGE. THIS PROBLEM SHOULD HAVE BEEN CORRECTED, NOT SWEEPED UNDER THE CARPET. I TRY TO BUY AMERICAN, BUT INCIDENTS LIKE THIS MAKE WE WISH I HADN'T.*AK

20010405	286233	CHRYSLER	SEBRING	199	Y	N			STEERING:WHEEL AND HANDLE BAR	NM	
	3C3EL45H6WT	20010326									
				8							

ON JAN 1999 I WAS GOING TO WORK AN MY STEERING WHEEL LOCKED AND I COULD NOT STEER THE CAR SO I LOST CONTROL AND HIT AN ENBANKMENT. I TOOK THE CAR IN TO BE SERVICED AND THE SAID IT WAS MY

FAULT BECAUSE THERE WAS A WIRE UNDERNEITH THE CAR THAT CAUSED THE BELT TO COME OFF BUT THE WIRE WAS THERE DUE TO ME HITTING THE ENBANKMENT.ALSO INSIDE THE CAR UNDER THE STEERING THE CARPET IS BURNED,AND THE CAR 'S STEERING IS NOT RIGHT IV'E TAKEN IT TO BE BALANCED AND ALIGNED AND NOTHING SEEMS TO HELP.ALSO THERE IS A RECENT RECALL. I WOULD LIKE PREVIOUS DAMAGE TO VEHICLE FIXED.DUE TO THE STEERING. I ALSO DON'T KNOW IF IT IS SAFE TOBE TRAVELING IN THE VEHICLE.*AK

20010420 297839	JEEP	WRANGLER	199			STRUCTURE:FRAME AND MEMBERS	NJ
1J4FY49S0XP	20010126						

9

A BODY SEAL ON THE PASSENGER SIDE ALLOWS WATER TO ENTER THE PASSENGER SIDE COMPARTMENT (FRONT AND REAR) CAUSING INCHES OF WATER TO ACCUMULATE RUINING THE INTERIOR CARPET. NLM

20010625 300192	DODGE	RAM	200	N	N	STRUCTURE:BODY:BUMPERS	MO
3B7HC13Y7YG	20010625						

0

WHILE WHEEL ALIGNMENT WAS DONE MECHANIC NOTICED FRONT ROTORS WERE WORN DOWN TO NOTHING, METAL TO METAL. REPLACED ROTORS AND FRONT DISC PADS. AT THIS TIME, ROTORS NEED TO BE REPLACED AGAIN. *AK BALL JOINTS AND TIRES WERE REPLACED, CONSUMER STATES PROBLEMS WITH THE REAR BUT DID NOT SPECIFY, ALSO DID NOT SPECIFY TYPES OF TIRES. VEHICLE EXPERIENCING

PROBLEMS WITH THE TRANSMISSION. INTAKE GASKET REPLACED. NEW CARPET IN THE CAB WAS INSTALLED. NEW BUMPER AND GRILL WAS INSTALLED. CONSUMER ALSO STATES PROBLEM WITH THE ABS ALONG

20010625 300191	DODGE	RAM	200	N	N	EQUIPMENT	MO
3B7HC13Y7YG	20010625						

0

WHILE WHEEL ALIGNMENT WAS DONE MECHANIC NOTICED FRONT ROTORS WERE WORN DOWN TO NOTHING, METAL TO METAL. REPLACED ROTORS AND FRONT DISC PADS. AT THIS TIME, ROTORS NEED TO BE REPLACED AGAIN. *AK BALL JOINTS AND TIRES WERE REPLACED, CONSUMER STATES PROBLEMS WITH THE REAR BUT DID NOT SPECIFY, ALSO DID NOT SPECIFY TYPES OF TIRES. VEHICLE EXPERIENCING

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20010625 300059	DODGE	RAM	200	N	N	FUEL SYSTEM, GASOLINE:CARBURETOR SYSTEM	MO
3B7HC13Y7YG	20010625						

0

WHILE WHEEL ALIGNMENT WAS DONE MECHANIC NOTICED FRONT ROTORS WERE WORN DOWN TO NOTHING, METAL TO METAL. REPLACED ROTORS AND FRONT DISC PADS. AT THIS TIME, ROTORS NEED TO BE REPLACED AGAIN. *AK BALL JOINTS AND TIRES WERE REPLACED, CONSUMER STATES PROBLEMS WITH THE REAR BUT DID NOT SPECIFY, ALSO DID NOT SPECIFY TYPES OF TIRES. VEHICLE EXPERIENCING

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010625	300056	DODGE	RAM	200	N	N			SERVICE BRAKES, HYDRAULIC:FOUNDATION	MO	
	3B7HC13Y7YG	20010625									
				0					COMPONENTS:DISC		
<p>WHILE WHEEL ALIGNMENT WAS DONE MECHANIC NOTICED FRONT ROTORS WERE WORN DOWN TO NOTHING, METAL TO METAL. REPLACED ROTORS AND FRONT DISC PADS. AT THIS TIME, ROTORS NEED TO BE REPLACED AGAIN. *AK BALL JOINTS AND TIRES WERE REPLACED, CONSUMER STATES PROBLEMS WITH THE REAR BUT DID NOT SPECIFY, ALSO DID NOT SPECIFY TYPES OF TIRES. VEHICLE EXPERIENCING PROBLEMS WITH THE TRANSMISSION. INTAKE GASKET REPLACED. NEW CARPET IN THE CAB WAS INSTALLED. NEW BUMPER AND GRILL WAS INSTALLED. CONSUMER ALSO STATES PROBLEM WITH THE ABS ALONG</p>											
20010625	300057	DODGE	RAM	200	N	N			SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS	MO	
	3B7HC13Y7YG	20010625									
				0							
<p>WHILE WHEEL ALIGNMENT WAS DONE MECHANIC NOTICED FRONT ROTORS WERE WORN DOWN TO NOTHING, METAL TO METAL. REPLACED ROTORS AND FRONT DISC PADS. AT THIS TIME, ROTORS NEED TO BE REPLACED AGAIN. *AK BALL JOINTS AND TIRES WERE REPLACED, CONSUMER STATES PROBLEMS WITH THE REAR BUT DID NOT SPECIFY, ALSO DID NOT SPECIFY TYPES OF TIRES. VEHICLE EXPERIENCING PROBLEMS WITH THE TRANSMISSION. INTAKE GASKET REPLACED. NEW CARPET IN THE CAB WAS INSTALLED. NEW BUMPER AND GRILL WAS INSTALLED. CONSUMER ALSO STATES PROBLEM WITH THE ABS ALONG</p>											
20010625	300058	DODGE	RAM	200	N	N			SUSPENSION	MO	
	3B7HC13Y7YG	20010625									
				0							
<p>WHILE WHEEL ALIGNMENT WAS DONE MECHANIC NOTICED FRONT ROTORS WERE WORN DOWN TO NOTHING, METAL TO METAL. REPLACED ROTORS AND FRONT DISC PADS. AT THIS TIME, ROTORS NEED TO BE REPLACED AGAIN. *AK BALL JOINTS AND TIRES WERE REPLACED, CONSUMER STATES PROBLEMS WITH THE REAR BUT DID NOT SPECIFY, ALSO DID NOT SPECIFY TYPES OF TIRES. VEHICLE EXPERIENCING PROBLEMS WITH THE TRANSMISSION. INTAKE GASKET REPLACED. NEW CARPET IN THE CAB WAS INSTALLED. NEW BUMPER AND GRILL WAS INSTALLED. CONSUMER ALSO STATES PROBLEM WITH THE ABS ALONG</p>											
20010625	300193	DODGE	RAM	200	N	N			POWER TRAIN:AUTOMATIC TRANSMISSION	MO	
	3B7HC13Y7YG	20010625									
				0							
<p>WHILE WHEEL ALIGNMENT WAS DONE MECHANIC NOTICED FRONT ROTORS WERE WORN DOWN TO NOTHING, METAL TO METAL. REPLACED ROTORS AND FRONT DISC PADS. AT THIS TIME, ROTORS NEED TO BE REPLACED AGAIN. *AK BALL JOINTS AND TIRES WERE REPLACED, CONSUMER STATES PROBLEMS WITH THE REAR BUT DID NOT SPECIFY, ALSO DID NOT SPECIFY TYPES OF TIRES. VEHICLE EXPERIENCING PROBLEMS WITH THE TRANSMISSION. INTAKE GASKET REPLACED. NEW CARPET IN THE CAB WAS INSTALLED. NEW BUMPER AND GRILL WAS INSTALLED. CONSUMER ALSO STATES PROBLEM WITH THE ABS ALONG</p>											
20010628	301065	DODGE	NEON	199		N	0	0	STRUCTURE:BODY:TRUNK LID	MD	
	1B3ES47YXVD	20010626									
				7							
<p>TRUNK IS SOAKED WITH WATER EVERY TIME IT RAINS, CAUSING ALL CARPETING TO BE MILDEWED AND MOLDY, JACK AND SPARE TIRE RIM TO RUST.*AK</p>											
20010629	300765	CHRYSLER	NEW YORKER	198	N	N	0	0	PARKING BRAKE:CONVENTIONAL	TX	
	1C3BU6631JD	20010629									
				8							
<p>WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF</p>											

55-60, CONSUMER HEARS AN ENGINE

BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISSION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

20010629	301005	CHRYSLER	NEW YORKER	198	N	N	0	0	STRUCTURE	TX
1C3BU6631JD		20010629								

8

WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN

LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF 55-60, CONSUMER HEARS AN ENGINE

BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISSION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010629	301004	CHRYSLER	NEW YORKER	198	N	N	0	0	EQUIPMENT	TX	
1C3BU6631JD		20010629									

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WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF 55-60, CONSUMER HEARS AN ENGINE BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

20010629	300766	CHRYSLER	NEW YORKER	198	N	N	0	0	STEERING:HYDRAULIC POWER ASSIST SYSTEM	TX	
1C3BU6631JD		20010629									

8

WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF 55-60, CONSUMER HEARS AN ENGINE BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

20010629	300640	CHRYSLER	NEW YORKER	198	N	N	0	0	SUSPENSION:FRONT	TX	
1C3BU6631JD		20010629									

8

WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF 55-60, CONSUMER HEARS AN ENGINE BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

20010629	300639	CHRYSLER	NEW YORKER	198	N	N	0	0	SERVICE BRAKES, HYDRAULIC:ANTILOCK	TX
1C3BU6631JD		20010629								

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WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF 55-60, CONSUMER HEARS AN ENGINE BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010629	301245	CHRYSLER	NEW YORKER	198	N	N	0	0	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	TX	

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WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF 55-60, CONSUMER HEARS AN ENGINE BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

20010629	301129	CHRYSLER	NEW YORKER	198	N	N	0	0	ELECTRICAL SYSTEM	TX	
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WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF 55-60, CONSUMER HEARS AN ENGINE BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

20010629	301128	CHRYSLER	NEW YORKER	198	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM	TX	
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WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF 55-60, CONSUMER HEARS AN ENGINE BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

20010629	300886	CHRYSLER	NEW YORKER	198	N	N	0	0	FUEL SYSTEM, GASOLINE	TX
1C3BU6631JD		20010629								

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WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF 55-60, CONSUMER HEARS AN ENGINE BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010629	300885	CHRYSLER	NEW YORKER	198	N	N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS	TX	

8

WHEN TRAVELING, APPLIED BRAKES AND PEDAL WENT TO THE FLOOR. ABS AND PARKING BRAKE LIGHTS COME ON DASHBOARD. *AK POWER STEERING NOISY, FAULTY POWER STEERING PUMP, NOISE STILL CONTINUES, DEALER TIGHTENED STEERING RACK. FLAT GOODYEAR TIRE, STEEL BELT WAS SHOWING, GOODYEAR STATED FRONT TIRES WERE WEARING DUE TO FRONT END OUT OF ALIGNMENT, HOLE DRILLED IN LEFT FRONT STRUT. ABS LIGHT ILLUMINATED, BRAKES ARE SPONGY, ABS HYDRAULIC ACCUMULATER WAS REPLACED. AFTER RELEASING EMERGENCY BRAKE, BRAKE LIGHT WOULD REMAIN ILLUMINATED. VEHICLE EXPERIENCED HESITATION, LOW OIL PRESSURE, PRESSURE SENSOR WAS REPLACED, FAULTY PRESSURE SENDING UNIT CAUSED OIL LEAK, VALVE TAPPING NOISE AT SPEEDS OF 55-60, CONSUMER HEARS AN ENGINE BACKFIRE NOISE, AN OIL LEAK IN REAR MAIN SEAL, MINOR LEAK FOUND AT BELL HOUSING AREA. VEHICLE STALLED AND WOULD NOT RESTART DUE TO LEAKING INJECTORS AND FAULTY FUEL PUMP, VEHICLE GETS POOR GAS MILEAGE, THERE IS AN EXHAUST LEAK, AUTOMATIC IDLE SPEED MOTOR REPLACED, MAP SENSOR REPLACED, FUEL SMELL FROM ENGINE, VEHICLE ALSO EXPERIENCES ROUGH IDLE. TRANSMISION JERKS WHEN PUT IN GEAR AND ON DOWNSHIFT, EXPERIENCES SHIFTING PROBLEMS, CV JOINT TORE, VEHICLE ROLLS BACKWARD WHEN ON AN INCLINE, INSPECTOR STATES THIS IS NORMAL. BATTERY REPLACED, CONSUMER FEELS THIS WAS DUE TO VOLTAGE PROBLEMS, OVERHEAD COMPUTER WOULD GIVE FALSE READINGS WITHOUT TEMPERATURE AND DIRECTION, AND IT WOULD NOT STATE A PROBLEM WHEN TEHRE WAS ONE WITH THE OIL LEAK, DEALER REPLACED WIRING HARNESS. HEAT INOPERABLE AT TIMES, HORN WOULD BLOW WITH AC ON, LEFT SIDE OF DASH DEFOGGER VENT WOULD BLOW HOT AIR WHEN AC WAS ON. TRUNK WOULD NOT OPEN AUTOMATICALLY, ANTENNA WOULD NOT GO UP OR DOWN, MOLDING ON BOTTOM DECK LID WAS WARPED, WIND NOISE, RIGHT REAR DOOR COULD NOT BE OPENED FROM THE OUTSIDE, CHROME MOLDING ON FENDER WAS LOOSE, TRIM BY FRONT PASSENGER DOOR IS WAPRED AND LOOSE. TRUNK SPARE TIRE COVER FALLS DOWN, CARPET IN REAR TRUNK KEEPS FALLING DOWN. *SLC

20010629	301244	CHRYSLER	NEW YORKER	198	N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	TX	
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8

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20010711	306833	JEEP	CHEROKEE	199		N			POWER TRAIN:AUTOMATIC TRANSMISSION:PARK/NEUTRAL	IL	
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9

START SWITCH

I AM EXPERIENCING A PROBLEM WHERE THE MY AUTO IS IDLING IN PARK AND THEN LURCHES INTO REVERSE. I HAVE CONTACTED THE DEALERSHIP AND THEY ARE TREATING ME LIKE WHAT I DESCRIBE IS

IMPOSSIBLE AND IGNORING MY COMPLAINT. I HAVE A DATE SCHEDULED FOR REPAIR AND ITS MY GUESS THE PEOPLE AT CHRYSLER KNOW THAT THIS IS A MAJOR DEFECT IN THE AUTO AND ARE TRYING TO SWEEP IT

UNDER THE CARPET. ALSO MY TRANSMISSION IS DRAGGING THEY ACKNOWLEDGED THAT PROBLEM AND ARE TO REPAIR IT SOON. I WISH I HAD NEVER BOUGHT THIS DEATH TRAP. I HAVE ALSO TALKED WITH

SEVERAL OTHER JEEP OWNERS AND MOST REPORT SOME PROBLEMS WHEN THE AUTO IS IN REVERSE.

20010813 392784	DODGE	NEON	199	N	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	CA
1B3ES47C7WD	20010808					

8

I PURCHASED THIS DODGE NEON USED WITH 23,000 MILES. I HAVE HAD NOTHING BUT PROBLEMS WITH IT SINCE THE VERY BEGINNING. FIRST THE FUEL PUMP WENT OUT. WE HAD CONTINUOUS PROBLEMS WITH OIL

LEAKING AND OVERHEATING. THE AIR-CONDITIONING HAS STARTED TO WORK ONLY OCCASSIONALLY. THE SEALS ON THE WINDOWS ARE VERY POOR AND IT ALWAYS SOUNDS LIKE THE WINDOW NEEDS TO BE

ROLLED UP. THE TRUNK DIDN'T HAVE ANY SEAL TO PROTECT AGAINST THE RAIN AND MY INTERIOR WAS FLOODED SEVERAL TIMES DURING THE WINTER, OVER A COUPLE OF YEARS UNTIL WE WERE ABLE TO FIGURE

OUT WHERE THE PROBLEM WAS. I ACTUALLY HAD TO REMOVE THE BACK SEAT AND ALL INTERIOR CARPET FOR THE RAINY SEASON. NOW THE WATER PUMP AND MY HEAD GASKET HAVE GIVEN OUT. I HAD HEARD

ABOUT THE HEAD GASKET PROBLEMS ON MY MANY SERVICE VISITS, BUT ALWAYS HELD OUT HOPE UNTIL NOW THAT IS. THESE REPAIRS WILL COST ME WELL OVER \$1,000. AND THE CAR IS BARELY 4 YEARS OLD.

VERY BIG MISTAKE I MADE PURCHASING THE DODGE NEON, NOT ONLY IS IT ALWAYS IN NEED OF REPAIR, BUT THEY HAVE THE ABSOLUTE WORSE DEALER CUSTOMER RELATIONS AND SERVICE DEPARTMENT THAT I

HAVE EVER DEALT WITH. I STOPPED GOING TO DODGE FOR SERVICE AFTER MY FIRST COUPLE OF ENCOUNTERS WITH THEM.

20010813 392673	DODGE	NEON	199	N	FUEL SYSTEM, GASOLINE:DELIVERY:FUEL PUMP	CA
1B3ES47C7WD	20010808					

8

I PURCHASED THIS DODGE NEON USED WITH 23,000 MILES. I HAVE HAD NOTHING BUT PROBLEMS WITH IT SINCE THE VERY BEGINNING. FIRST THE FUEL PUMP WENT OUT. WE HAD CONTINUOUS PROBLEMS WITH OIL

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010816	392361	DODGE	NEON	199					FUEL SYSTEM, GASOLINE:DELIVERY:FUEL PUMP	CA	
	1B3ES47C7WD	20010808									

8

I PURCHASED THIS DODGE NEON USED WITH 23,000 MILES. I HAVE HAD NOTHING BUT PROBLEMS WITH IT SINCE THE VERY BEGINNING. FIRST THE FUEL PUMP WENT OUT. WE HAD CONTINUOUS PROBLEMS WITH OIL

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HAVE EVER DEALT WITH. I STOPPED GOING TO DODGE FOR SERVICE AFTER MY FIRST COUPLE OF ENCOUNTERS WITH THEM.

20010816	392362	DODGE	NEON	199					VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	CA	
	1B3ES47C7WD	20010808									

8

I PURCHASED THIS DODGE NEON USED WITH 23,000 MILES. I HAVE HAD NOTHING BUT PROBLEMS WITH IT SINCE THE VERY BEGINNING. FIRST THE FUEL PUMP WENT OUT. WE HAD CONTINUOUS PROBLEMS WITH OIL

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20010828	304350	DODGE	RAM	199			0	0	VISIBILITY:GLASS, SIDE/REAR	TN	
	1B7HC16Y1VJ	20010826									

7

DAMAGE FROM RAIN LEAKAGE OF BACK GLASS TO VEHICAL'S INTERIOR HEADLINER AND CARPET. *AK

20010828	302331	JEEP	GRAND	199			0	0	FUEL SYSTEM, GASOLINE:DELIVERY:FUEL PUMP	FL	
	1J4GZ58S6TC	20010824									

CHEROKEE

6

JEEP IS ONLY 5 YEARS OLD WHEN FUEL PUMP WAS REPLACED, A/C IS DRAINING WATER INSIDE THE PASSENGER, RIGHT REAR, CARPET.

20010828	302332	JEEP	GRAND	199			0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	FL	
	1J4GZ58S6TC	20010824									

CHEROKEE

6

JEEP IS ONLY 5 YEARS OLD WHEN FUEL PUMP WAS REPLACED, A/C IS DRAINING WATER INSIDE THE PASSENGER, RIGHT REAR, CARPET.

20010830	305995	DODGE	NEON	199			0	0	STRUCTURE:BODY:TRUNK LID	TX	
	1B3ES42YXWD	20010828									

8

TRUNK IS LEAKING AROUND TAIL LIGHTS CAUSING SERIOUS WATER DAMAGE. IT HAS LEAKED DOWN THE TRUNK INTO THE CAB, RUINING THE CARPET, PADDING AND FOAM IN THE REAR SEAT. THERE ARE LARGE

GAPS BETWEEN THE TAIL LIGHTS AND THE SEAL. THE CAR HAS NEVER BEEN IN AN ACCIDENT, WHICH INDICATES THAT THIS IS A MANUFACTURING/DESIGN PROBLEM. *AK

20010906 307365 JEEP CHEROKEE 200 N POWER TRAIN:MANUAL TRANSMISSION AK
 1J4FA49SXYP 20010903

0

TRANSMISSION GRINDS WHEN SHIFTING, GROWLS WHEN CLUTCH NOT DEPRESSED, POPS OUT OF GEAR, AT HIGHWAY SPEEDS WHEN RAINING PASS. SIDE LEAKS ONTO FEET AND SOAKING CARPET, ALL COMPLAINTS

MADE TO DEALER AND CAN EITHER FIND NO PROBLEM OR SAYS THAT THE NOISES ARE NORMAL, AND REFUSES TO DO ANYMORE WITH VEHICLE. *AK

20011012 321506 DODGE DURANGO 199 N 0 0 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL HI
 1B4HS28Y1XF 20010925

9

1999 DODGE DURANGO 5.2. ENGINE ACCELERATED WITH THROTTLE STUCK FULL OPEN I WAS UNABLE TO BRAKE. I WAS TRAVELING AROUND A BEND AROUND 45MPH DOWNHILL AS I GOT TO THE TURN IN THE BEND

MY CAR ACCELERATED TREMENDOUSLY I APPLIED THE BRAKES TO SLOW DOWN AND WAS UNABLE TOO. I CHECKED THE MAT, IT FELT LIKE THE GAS PEDAL WAS STUCK TO THE FLOOR THE WAY THE CAR SOUNDED. I

CHECKED TO SEE IF ANYTHING ELSE WAS IN THE WAY SHOES, CARPET. NOTHING! THEY WERE NO CHECK ENGINE LIGHT ON NOR THE CRUISE CONTROL ON. THE CAR STARTED TO REALLY RACE. I HAD A CLIFF ON

ONE SIDE OF ME AND AN EMBANKMENT ON THE OTHER. I WAS CATCHING UP WITH THE CARS IN FRONT OF ME SO I NEEDED TO STOP IMMEDIATELY. I PLACED TWO FEET FORCEBLY ON THE BRAKES AND DIDN'T

NOTICE ANY SLOWING DOWN AT ALL AND I WAS NEARING THE EMBANKMENT. I STEERED OUT OF TRAFFIC ONLY TO NOTICE MY CAR GOING FASTER AS WE ARE NOW COMING TO A LEVEL HIGHWAY. I STEERED OFF

TO THE SIDE AND PUT THE GEAR IN NEUTRAL AND APPLIED THE BRAKES NO LUCK! I STEPPED ON THE PARKING BRAKE, PLACED THE CAR IN PARK AND TURNED OFF THE ENGINE. THIS FINALLY STOPPED THE CAR.

TOWED THE CAR TO MY MECHANIC COULDN'T FIND OUT ANYTHING BECAUSE THEY COULD NOT DUPLICATE THE PROBLEM. 2 WEEKS AGO THIS HAPPENED AGAIN, IT WENT STRAIGHT TO THE DEALERS AND THEY

CAN'T FIND ANYTHING. THEY INSTALLED A CO-PILOT TO PICK UP THE ERROR CODES THE NEXT TIME THIS HAPPENS. BASICALLY A BLACK BOX. I AM AFRAID TO DRIVE IT. I WAS LUCKY I DIDN'T GET INTO 2 ACCIDENTS,

THOUGH I CAME REALLY CLOSE. MY CAR IS STILL AT THE DEALERSHIP. I WANT THEM TO REALLY DIAGNOSE EVERY PART OF THIS CAR. THEY STILL CANNOT FIND ANYTHING WRONG THEY WANTED ME TO PICK IT

UP, KNOWING WHAT HAD HAPPENED. THIS IS NOT DRIVER ERROR. I REGULARLY MAINTAIN MY CAR. THIS IS A DEFECT, AND PLACES EVERYONE IN HARMS WAY. CAR RACING UNCONTROLLABLY AND UNABLE TO STOP

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20011016	326264	JEEP	GRAND CHEROKEE	200 1		N			EQUIPMENT	CA	
<p>CONSUMER REQUESTED THAT FACTORY RUNNING BOARDS BE INSTALLED IN THE VEHICLE FOR MEDICAL REASONS, WHICH WERE PROMISED BY THE DEALERSHIP AT THE TIME OF PURCHASE, HOWEVER WHEN CONSUMER ARRIVED TO PICKED UP THE VEHICLE, THE RUNNING BOARDS HAD NOT BEEN INSTALLED, BUT THE DEALER HAD INSTALLED WHAT WAS CALLED SIDE STEPS, WHICH WERE THEN INSTALLED INCORRECTLY, CONSUMER WAS INFORMED THAT NEW HOLES WOULD BE DRILLED TO MAKE THE SIDE STEPS STRAIGHT, WHEN THE VEHICLE WAS BROUGHT BACK OUT THE SIDE STEP WERE STILL CROOKED AND IT LOOKED AS THOUGH SOMEONE HAD TAKEN A HAMMER AND POUNDED ON THE EDGE TO STRAIGHTEN IT OUT, CONSUMER WAS INFORMED TO TAKE THE VEHICLE HOME AND SHE WOULD BE CALLED WHEN THE RUNNING BOARD CAME IN, CONSUMER WAS NEVER CONTACTED AND WHEN SHE FINALLY SPOKE TO SOMEONE, SHE WAS TOLD THAT ONCE THE VEHICLE IS DRIVEN OFF THE LOT, SHE HAS THEN ACCEPTED THE TERMS AND CONDITIONS OF VEHICLE, CONSUMER STATES SHE STILL HAS NOT RECEIVED THE FLOOR MATS, CARGO COVER OR THE SECOND IGNITION KEY THAT WAS PROMISED IN THE CONTRACT.*JB</p>											
20011016	325332	DODGE	STRATUS	999 9		N			STEERING:WHEEL AND HANDLE BAR	AR	
<p>WHILE DRIVING INTO THE DRIVEWAY, CONSUMER NOTICED THE FLOORMAT WAS SUCKED INTO THE STEERING COLUMN, CONSUMER BELIEVES IT WAS DUE TO MANUFACTURERS NEGLIGENCE TO PUT A PROTECTIVE COVER WHERE THE STEERING COLUMN GOES INTO THE FLOOR. *JB</p>											
20011109	323920	PLYMOUTH	BREEZE	199 7		N	N	0	0	STEERING	OH
<p>CONSUMER WAS PULLING OUT ONTO A HIGHWAY, STEERING LOCKED UP, CONSUMER WAS ABLE TO GET OUT FROM VEHICLE, BUT FLOORMAT GOT TANGLED UP IN STEERING COLUMN. IT TOOK HER TEN MINUTES TO WORK IT OUT, DEALERSHIP WAS AWARE OF PROBLEM.*AK *SLC</p>											
20011219	334816	PLYMOUTH	NEON	200 0		N		0	0	VEHICLE SPEED CONTROL	TX
<p>I HAVE TAKEN THIS CAR TO CHARLIE THOMAS SERVICE DEPT. MULTIPLE TIMES FOR REPAIRS ON THIS THROTTLE BODY THAT STICKS OPEN AND ACCELERATES MY VEHICLE TO WHERE I HAVE TO SLAM ON THE BRAKES. THERE IS A RECALL FOR THE INJECTION SYSTEM THAT CAUSES THE THROTTLE BODY TO BECOME "CARBONED UP" BUT THE SERVICE DEPT WILL NOT HONOR THIS RECALL. I AM ALSO HAVING PROBLEMS WITH THE BRAKES AND THE SERVICE DEPT SAYS THIS IS NORMAL. THEY ARE MAKING A VERY LOUD SQUEALING NOISE WHEN I FIRST START DRIVING, YET THEY CHARGED ME TO REPAIR THE PROBLEM AND THEN TELL ME THAT IT IS NORMAL. WHO DO I CONTACT TO SEE ABOUT BEING REIMBURSED FOR THOSE CHARGES. I WOULD LIKE TO ALSO REPORT THAT MY CAR HAS A WATER LEAK THAT TOOK THEM ALMOST 2 1/2 WEEKS TO LOCATE AND IT HAS RUINED MY CARPET PADDING. WHO DO I REPORT THIS TO. THE LEAK WAS COMING FROM THE TRUNK. I WOULD LIKE TO REPORT THIS SERVICE DEPT TO THE CORRECT ORGANIZATION ABOUT THEIR SERVICE. I AM QUITE SURE IT IS NOT NORMAL TO HAVE MY ACCELERATOR STICK WHILE I AM DRIVING YET THAT IS WHAT THIS SERVICE DEPT IS SAYING IS NORMAL WHEN THE CAR IS COLD. WELL IT HAPPENS WHEN THE CAR HAS WARMED UP AND BEEN DRIVEN FOR AWHILE. THANK YOU FOR READING MY COMPLAINT AND PLEASE CONTACT ME VIA EMAIL, PHONE, OR MAIL.</p>											
20011219	334817	PLYMOUTH	NEON	200 0		N		0	0	FUEL SYSTEM, GASOLINE:FUEL INJECTION SYSTEM	TX
<p>I HAVE TAKEN THIS CAR TO CHARLIE THOMAS SERVICE DEPT. MULTIPLE TIMES FOR REPAIRS ON THIS THROTTLE BODY THAT STICKS OPEN AND ACCELERATES MY VEHICLE TO WHERE I HAVE TO SLAM ON THE BRAKES. THERE IS A RECALL FOR THE INJECTION SYSTEM THAT CAUSES THE THROTTLE BODY TO BECOME "CARBONED UP" BUT THE SERVICE DEPT WILL NOT HONOR THIS RECALL. I AM ALSO HAVING PROBLEMS WITH THE BRAKES AND THE SERVICE DEPT SAYS THIS IS NORMAL. THEY ARE MAKING A VERY LOUD SQUEALING NOISE WHEN I FIRST START DRIVING, YET THEY CHARGED ME TO REPAIR THE PROBLEM AND THEN TELL ME THAT IT IS NORMAL. WHO DO I CONTACT TO SEE ABOUT BEING REIMBURSED FOR THOSE CHARGES. I WOULD LIKE TO ALSO REPORT THAT MY CAR HAS A WATER LEAK</p>											

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20020131 345748	DODGE	GRAND CARAVAN 199	N	STRUCTURE:BODY	PA
1B4GP44R9TB	20020129				

6

SERVICE AGENT DETERMINED/CONFIRMED ANTI-FREEZE COOLANT LEAK INTO THE PASSENGER SIDE CARPET AND DOOR SILL AREA. THE LEAK MADE AN OFFENSIVE ODOR, FERMENTING THE CARPET, AND THE RESIDUAL SMELL/ANTIFREEZE FUMES APPEARS UNHEALTHY TO BREATHE IN. THE LEAK WAS DETECTED BY VISIBLE SUBSTANTIAL WETNESS OF THE CARPET AREA ABOUT THE SILL AREA. CARPET BECAME SLIGHTLY DISCOLORED/STAINED BY THE ANTI-FREEZE LEAK. THE ACTUAL LOCATION OF THE LEAK COULD NOT BE DETECTED WITHOUT THE COMPLETE DISASSEMBLY OF THE REAR INTERIOR TRIM. A QUOTE OF OVER \$230 IN MATERIALS AND \$430 IN LABOR WAS GIVEN TO REPAIR THE LEAKING CORE. THIS IS AN EXORBITANT AMOUNT OF COST, AND OFFERS A POTENTIAL UNHEALTHY SITUATION IF LEFT UNREPAIRED. THE OWNER CANNOT FORESEE EXPENDITURE OF SUCH MAGNITUDE OF COSTS, AND MUST TRY TO SEEK A LESS EXPENSIVE REMEDY. NOTE, THE SERVICE AGENT WOULD NOT DISCONNECT/SHORT CIRCUIT THE HEATER CORE LINES TO DISCONNECT/REMOVE THIS HEATER CORE FROM SERVICE; HENCE AN IMPASSE REMAINS. THE OWNER WILL BE FORCED TO DO SAME TO ELIMINATE THE PERSISTENT LEAK.*AK

20020220 350429	DODGE	INTREPID 200	N	STRUCTURE:BODY:DOOR	CA
2B3HD46R92H	20020216				

2

AFTER SEVERAL DAYS OF OWNING THE VEHICLE THE DRIVER SIDE DOOR HAS BECOME NOTICEABLY OUT OF ALIGNMENT. THE DEALER WAS ABLE TO CORRECT THIS AND REALIGN THE DOOR ASSEMBLY. ALSO, I NOTICED THAT THE REAR LIGHT PIECE ON THE TOP PART OF THE TRUNK SEEMS TO HAVE BEEN CUT SLOPPY FROM THE FACTORY. THE BOTTOM EDGE IS JAGGED AND SEEMS TO HAVE BEEN POORLY TRIMMED FROM THE FACTORY. I NOTICE THIS WHEN OPENING MY TRUNK AND WHEN WASHING THE VEHICLE AND FEEL THAT IT IS TACKY. SELLING DEALER STATED THAT NO ONE USUALLY SEES THAT SO THEY ARE CUT LIKE THAT FROM THE FACTORY. THE TRUNK ALSO MAKES A RUBBING SOUND WHEN OPENING, WHICH SOUNDS LIKE THE WIRE COVER RUBBING. VEHICLE INCLUDES A TRUNK CARGO NET WITH THE FLOOR MOUNTING HOOKS NOT EXPOSED AND SEEMS AS IF YOU ARE SUPPOSED TO TEAR HOLES IN THE CARPET FROM LOOKING AT THE CARGO NET INSTRUCTIONS. I WOULD LIKE TO BE ABLE TO USE THE CARGO NET FOR GROCERIES BUT I DO NOT FEEL COMFORTABLE TEARING HOLES IN MY CARPET. I EXPECTED A QUALITY VEHICLE FOR THE PRICE I PAID AND IT SO FAR DOES NOT SEEM THAT I HAVE RECIEVED A DECENT QUALITY VEHICLE WITH ALL

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020226	335078	PLYMOUTH	VOYAGER	199					STRUCTURE:BODY	FL	
	2P4GP45G0XR	20020226									
				9							
<p>WATER IS COMING INSIDE OF VEHICLE. WATER LAYS IN VEHICLE SOMETIMES SHORTENING OUT THE COMPONENTS. FLOOR IS RUSTING, AND WHERE SEATS AND CARPET ARE, IT IS GETTING WET. A MILDEW ODOR. DEALER CONTACTED. *AK</p>											
20020305	337119	DODGE	RAM	199	N	N	0	0	STRUCTURE:FRAME AND MEMBERS	MI	
				4							
<p>DRIVER SIDE FLOOR CORRODED THRU ALLOWING WATER TO SOAK CARPET.</p>											
20020311	338969	DODGE	GRAND CARAVAN	199					STRUCTURE:BODY	CA	
	1B4GP54L5VB	20020311									
				7							
<p>WHEN IT RAINS IT LEAKS INSIDE OF VEHICLE. HAD TO REMOVE CARPET BECAUSE OF ODOR. TOOK VEHICLE TO DEALER, AND DEALER REPAIRED VEHICLE, BUT PROBLEM STILL EXISTS. *AK</p>											
20020510	357738	DODGE	RAM	200	Y	N	1		AIR BAGS:FRONTAL	OK	
	3B7HC13YX1G	20020510									
				1							
<p>WHILE DRIVING 35 MPH AND WITHOUT WARNING, A HEAD-ON COLLISION OCCURRED. UPON IMPACT, AIR BAGS DID NOT DEPLOY.*AK CONSUMER STATES THAT THE ACCELERATOR STUCK, CAUSING VEHICLE TO REV TO 6000 RPMS, VEHICLE HIT AN EMBANKMENT AND TORE DOWN A FENCE, THE LEFT REAR SEATBELT DID NOT HOLD ONE OF THE PASSENGERS, CAUSING INJURIES, DEALER STATED THE FAILURE WAS THE COMPUTER, THE MANUFACTURER STATED THE PROBLEM WAS THE FLOORMAT, CONSUMER STATES VEHICLES RPMS STILL FLUCTUATE TOO MUCH. *SLC</p>											
20020510	357739	DODGE	RAM	200	Y	N	1		VEHICLE SPEED CONTROL	OK	
	3B7HC13YX1G	20020510									
				1							
<p>WHILE DRIVING 35 MPH AND WITHOUT WARNING, A HEAD-ON COLLISION OCCURRED. UPON IMPACT, AIR BAGS DID NOT DEPLOY.*AK CONSUMER STATES THAT THE ACCELERATOR STUCK, CAUSING VEHICLE TO REV TO 6000 RPMS, VEHICLE HIT AN EMBANKMENT AND TORE DOWN A FENCE, THE LEFT REAR SEATBELT DID NOT HOLD ONE OF THE PASSENGERS, CAUSING INJURIES, DEALER STATED THE FAILURE WAS THE COMPUTER, THE MANUFACTURER STATED THE PROBLEM WAS THE FLOORMAT, CONSUMER STATES VEHICLES RPMS STILL FLUCTUATE TOO MUCH. *SLC</p>											
20020514	350419	JEEP	GRAND CHEROKEE	999		N			EQUIPMENT	CA	
				9							
<p>CONSUMER REQUESTED THAT FACTORY RUNNING BOARDS BE INSTALLED IN THE VEHICLE FOR MEDICAL REASONS, WHICH WERE PROMISED BY THE DEALERSHIP AT THE TIME OF PURCHASE, HOWEVER WHEN CONSUMER ARRIVED TO PICKED UP THE VEHICLE, THE RUNNING BOARDS HAD NOT BEEN INSTALLED, BUT THE DEALER HAD INSTALLED WHAT WAS CALLED SIDE STEPS, WHICH WERE THEN INSTALLED INCORRECTLY, CONSUMER WAS INFORMED THAT NEW HOLES WOULD BE DRILLED TO MAKE THE SIDE STEPS STRAIGHT, WHEN THE VEHICLE WAS BROUGHT BACK OUT THE SIDE STEP WERE STILL CROOKED AND IT LOOKED AS THOUGH SOMEONE HAD TAKEN A HAMMER AND POUNDED ON THE EDGE TO STRAIGHTEN IT OUT, CONSUMER WAS INFORMED TO TAKE THE VEHICLE HOME AND SHE WOULD BE CALLED WHEN THE RUNNING BOARD CAME IN, CONSUMER WAS NEVER CONTACTED AND WHEN SHE FINALLY SPOKE TO SOMEONE, SHE WAS TOLD THAT ONCE THE VEHICLE IS DRIVEN OFF THE LOT, SHE HAS THEN ACCEPTED THE TERMS AND CONDITIONS OF VEHICLE, CONSUMER STATES SHE STILL HAS NOT RECEIVED THE FLOOR MATS, CARGO COVER OR THE SECOND IGNITION KEY THAT WAS PROMISED IN THE CONTRACT.*JB</p>											
20020514	352802	DODGE	STRATUS	999		N			STEERING:WHEEL AND HANDLE BAR	AR	
				9							
<p>WHILE DRIVING INTO THE DRIVEWAY, CONSUMER NOTICED THE FLOORMAT WAS SUCKED INTO THE STEERING COLUMN, CONSUMER BELIEVES IT WAS DUE TO MANUFACTURERS NEGLIGENCE TO PUT A PROTECTIVE COVER WHERE THE STEERING COLUMN GOES INTO THE FLOOR. *JB</p>											

20020610 365696 DODGE DAKOTA 199 Y 0 0 FUEL SYSTEM, GASOLINE:DELIVERY SD
 1B7GG23Y2NS 20020606

2

15 DAYS AFTER PUCHASING THIS VEHICLE IT CAUGHT ON FIRE WHILE I WAS DRIVING IT. THE FIRE DESTROYED EVERYTHING UNDER THE HOOD BUT THE METAL ENGINE PARTS AS WELL AS MELTED PART OF THE DASH & CARPET ON THE INTERIOR. AFTER PRYING OPEN THE HOOD & DOUSING THE FLAMES COMPLETELY, THE FIRE DEPARTMENT TOLD ME THAT A FUEL LINE LEAK HAD CAUSED THE BLAZE. APPARENTLY SOME FUEL LEAKED FROM THE LINE NEAR THE FUEL INJECTOR ASSEMBLY ON TOP OF THE ENGINE & AN ELECTRICAL SHORT CAUSED THE FUEL TO IGNITE. THANKFULLY I WAS ALONE WHEN THIS HAPPENED BECAUSE THE CAB FILLED W/SMOKE BEFORE I EVEN GOT PULLED OVER & I HAVE 2 SMALL CHILDREN THAT WOULD HAVE BEEN NO SMALL TASK GETTING THEM OUT SAFELY. THE DAMAGE WAS ESTIMATED @OVER \$2000 BECAUSE OF THE COST OF THE WIRING & COMPUTER, NOT TO MENTION THE COST OF LABOR TO PUT IT BACK TOGETHER AGAIN. I ONLY HAD LIABILITY ON THE VEHICLE, SO MY ONLY HOPE OF GETTING THIS THING FIXED W/OUT LOSING MY TAIL IS IF THE MANUFACTURER WILL STAND BEHIND ITS PRODUCT AND FIX IT. MY BROTHER-IN-LAW ONLY RECENTLY INFORMED ME OF THE NHTSA WEB SITE, OR I CERTAINLY WOULD HAVE REPORTED THIS EARLIER. PLEASE HELP ANY WAY YOU CAN, MY FAMILY & I WOULD BE MOST APPRECIATIVE. THANKS. *AK

20020719 375200 PLYMOUTH NEON 199 N N ENGINE AND ENGINE COOLING NY
 3P3E547C2WT 20020702

8

THERE WERE PROBLEMS WITH WATER LEAKS. PUDDLES OF WATER CAN BE FOUND IN VEHICLE. THE CARPETING HAD TO BE REPLACED. *TT THE CONSUMER HAD TO REPLACE THE HEAD GASKET, REAR MAIN SEAL, VALVE ROCKER. *SCC

20020813 371039 DODGE RAM 199 N TIRES IL
 3B7HF13V1SM 20020813

5

WHILE DRIVING AND WHEN BRAKES WERE APPLIED THEY DID NOT HOLD, PEDAL WENT ALL THE WAY TO THE FLOOR, CONSUMER STATED THE VEHICLE COASTED THROUGH A RED LIGHT THROUGH A BUSY INTERSECTION, THIS WAS CAUSED BY A HOLE IN THE BRAKE LINE, WHICH WAS THE RESULT OF THE WAY THE BRAKE LINE WAS ASSEMBLED.*AK. CONSUMER STATED THE 4X4 DID NOT WORK, THE TIRE BLEW OUT, THERE WAS A WATER LEAK AND THE CARPET HAD TO BE REPLACED TWICE, THE REAR WINDOW WAS REPLACED, THE REAR BRAKES NEVER WORKED, THE RADIO WAS INOPERATIVE, THE HOOD LIGHT FLICKERED WHILE DRIVING, AND ALSO VEHICLE EXPERIENCED TRANSMISSION PROBLEMS.*JB

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020813	371180	DODGE	RAM	199					STRUCTURE:BODY:HOOD	IL	
	3B7HF13V1SM	20020813									
				5							
<p>WHILE DRIVING AND WHEN BRAKES WERE APPLIED THEY DID NOT HOLD, PEDAL WENT ALL THE WAY TO THE FLOOR, CONSUMER STATED THE VEHICLE COASTED THROUGH A RED LIGHT THROUGH A BUSY INTERSECTION, THIS WAS CAUSED BY A HOLE IN THE BRAKE LINE, WHICH WAS THE RESULT OF THE WAY THE BRAKE LINE WAS ASSEMBLED.*AK. CONSUMER STATED THE 4X4 DID NOT WORK, THE TIRE BLEW OUT, THERE WAS A WATER LEAK AND THE CARPET HAD TO BE REPLACED TWICE, THE REAR WINDOW WAS REPLACED, THE REAR BRAKES NEVER WORKED, THE RADIO WAS INOPERATIVE, THE HOOD LIGHT FLICKERED WHILE DRIVING, AND ALSO VEHICLE EXPERIENCED TRANSMISSION PROBLEMS.*JB</p>											
20020813	371181	DODGE	RAM	199					VISIBILITY:WINDSHIELD	IL	
	3B7HF13V1SM	20020813									
				5							
<p>WHILE DRIVING AND WHEN BRAKES WERE APPLIED THEY DID NOT HOLD, PEDAL WENT ALL THE WAY TO THE FLOOR, CONSUMER STATED THE VEHICLE COASTED THROUGH A RED LIGHT THROUGH A BUSY INTERSECTION, THIS WAS CAUSED BY A HOLE IN THE BRAKE LINE, WHICH WAS THE RESULT OF THE WAY THE BRAKE LINE WAS ASSEMBLED.*AK. CONSUMER STATED THE 4X4 DID NOT WORK, THE TIRE BLEW OUT, THERE WAS A WATER LEAK AND THE CARPET HAD TO BE REPLACED TWICE, THE REAR WINDOW WAS REPLACED, THE REAR BRAKES NEVER WORKED, THE RADIO WAS INOPERATIVE, THE HOOD LIGHT FLICKERED WHILE DRIVING, AND ALSO VEHICLE EXPERIENCED TRANSMISSION PROBLEMS.*JB</p>											
20020813	371178	DODGE	RAM	199					STRUCTURE	IL	
	3B7HF13V1SM	20020813									
				5							
<p>WHILE DRIVING AND WHEN BRAKES WERE APPLIED THEY DID NOT HOLD, PEDAL WENT ALL THE WAY TO THE FLOOR, CONSUMER STATED THE VEHICLE COASTED THROUGH A RED LIGHT THROUGH A BUSY INTERSECTION, THIS WAS CAUSED BY A HOLE IN THE BRAKE LINE, WHICH WAS THE RESULT OF THE WAY THE BRAKE LINE WAS ASSEMBLED.*AK. CONSUMER STATED THE 4X4 DID NOT WORK, THE TIRE BLEW OUT, THERE WAS A WATER LEAK AND THE CARPET HAD TO BE REPLACED TWICE, THE REAR WINDOW WAS REPLACED, THE REAR BRAKES NEVER WORKED, THE RADIO WAS INOPERATIVE, THE HOOD LIGHT FLICKERED WHILE DRIVING, AND ALSO VEHICLE EXPERIENCED TRANSMISSION PROBLEMS.*JB</p>											
20020813	371041	DODGE	RAM	199					POWER TRAIN:AUTOMATIC TRANSMISSION	IL	
	3B7HF13V1SM	20020813									
				5							
<p>WHILE DRIVING AND WHEN BRAKES WERE APPLIED THEY DID NOT HOLD, PEDAL WENT ALL THE WAY TO THE FLOOR, CONSUMER STATED THE VEHICLE COASTED THROUGH A RED LIGHT THROUGH A BUSY INTERSECTION, THIS WAS CAUSED BY A HOLE IN THE BRAKE LINE, WHICH WAS THE RESULT OF THE WAY THE BRAKE LINE WAS ASSEMBLED.*AK. CONSUMER STATED THE 4X4 DID NOT WORK, THE TIRE BLEW OUT, THERE WAS A WATER LEAK AND THE CARPET HAD TO BE REPLACED TWICE, THE REAR WINDOW WAS REPLACED, THE REAR BRAKES NEVER WORKED, THE RADIO WAS INOPERATIVE, THE HOOD LIGHT FLICKERED WHILE DRIVING, AND ALSO VEHICLE EXPERIENCED TRANSMISSION PROBLEMS.*JB</p>											
20020813	371040	DODGE	RAM	199					SERVICE BRAKES, HYDRAULIC:FOUNDATION	IL	
	3B7HF13V1SM	20020813									
				5					COMPONENTS:DRUM		
<p>WHILE DRIVING AND WHEN BRAKES WERE APPLIED THEY DID NOT HOLD, PEDAL WENT ALL THE WAY TO THE FLOOR, CONSUMER STATED THE VEHICLE COASTED THROUGH A RED LIGHT THROUGH A BUSY INTERSECTION, THIS WAS CAUSED BY A HOLE IN THE BRAKE LINE, WHICH WAS THE RESULT OF THE WAY THE BRAKE LINE WAS ASSEMBLED.*AK. CONSUMER STATED THE 4X4 DID NOT WORK, THE TIRE BLEW OUT, THERE WAS A WATER LEAK AND THE CARPET HAD TO BE REPLACED TWICE, THE REAR WINDOW WAS REPLACED, THE REAR BRAKES NEVER WORKED, THE RADIO WAS INOPERATIVE, THE HOOD LIGHT FLICKERED WHILE DRIVING, AND ALSO VEHICLE EXPERIENCED TRANSMISSION PROBLEMS.*JB</p>											
20020813	371179	DODGE	RAM	199					EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	IL	

3B7HF13V1SM 20020813

5

WHILE DRIVING AND WHEN BRAKES WERE APPLIED THEY DID NOT HOLD, PEDAL WENT ALL THE WAY TO THE FLOOR, CONSUMER STATED THE VEHICLE COASTED THROUGH A RED LIGHT THROUGH A BUSY INTERSECTION, THIS WAS CAUSED BY A HOLE IN THE BRAKE LINE, WHICH WAS THE RESULT OF THE WAY THE BRAKE LINE WAS ASSEMBLED.*AK. CONSUMER STATED THE 4X4 DID NOT WORK, THE TIRE BLEW OUT, THERE WAS A WATER LEAK AND THE CARPET HAD TO BE REPLACED TWICE, THE REAR WINDOW WAS REPLACED, THE REAR BRAKES NEVER WORKED, THE RADIO WAS INOPERATIVE, THE HOOD LIGHT FLICKERED WHILE DRIVING, AND ALSO VEHICLE EXPERIENCED TRANSMISSION PROBLEMS.*JB

20020813 371038 DODGE RAM 199 N SERVICE BRAKES, HYDRAULIC:FOUNDATION IL
 3B7HF13V1SM 20020813

5

COMPONENTS:HOSES, LINES/PIPING, AND FITTINGS

WHILE DRIVING AND WHEN BRAKES WERE APPLIED THEY DID NOT HOLD, PEDAL WENT ALL THE WAY TO THE FLOOR, CONSUMER STATED THE VEHICLE COASTED THROUGH A RED LIGHT THROUGH A BUSY INTERSECTION, THIS WAS CAUSED BY A HOLE IN THE BRAKE LINE, WHICH WAS THE RESULT OF THE WAY THE BRAKE LINE WAS ASSEMBLED.*AK. CONSUMER STATED THE 4X4 DID NOT WORK, THE TIRE BLEW OUT, THERE WAS A WATER LEAK AND THE CARPET HAD TO BE REPLACED TWICE, THE REAR WINDOW WAS REPLACED, THE REAR BRAKES NEVER WORKED, THE RADIO WAS INOPERATIVE, THE HOOD LIGHT FLICKERED WHILE DRIVING, AND ALSO VEHICLE EXPERIENCED TRANSMISSION PROBLEMS.*JB

20021001 386926 JEEP CHEROKEE 199 N STRUCTURE:BODY CT
 1J4FJ68S3WL 20020521

8

CONSUMER STATES A MOLD ODOR HAS DEVELOPED IN VEHICLE. DEALER FUMIGATED, THEN REMOVED CARPET, HOWEVER, THE PROBLEM STILL EXISTS. MANUFACTURER NOTIFIED. *TT

20021015 378862 DODGE DAKOTA 200 N 0 0 STRUCTURE GA
 1B7HG38N32S 20020926

2

DISCOVERED WATER UNDER CARPET IN DRIVER'S AND PASSENGER'S SIDE FLOORBOARD. LEAK WAS FOUND TO BE A FAULTY/UNINSTALLED BODY SEAM/SEAL. MR

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20021118	388126	CHRYSLER	SEBRING	199					VISIBILITY:WINDSHIELD	VA	
	3C3EL55H1VT	20021118	CONVERTIBLE	7							
CONSUMER STATES THE WINDSHIELD SEAL IS LEAKING WATER AND DAMAGE RADIO, CD AND CARPET. DEALER HAS BEEN NOTIFIED. PLEASE PROVIDE FURTHER INFORMATION. TS											
20021211	391118	DODGE	DAKOTA	200		N			OTHER	AR	
	1B7GL12XX2S	20021127		2							
THE CONSUMER STATES THAT THE BACK SEAT PANEL RATTLES, AND THE CARPET PADDING PUSHES OUT THE PANLE/POOR FIT. RESECURED THE TRIMMED PADDING BACK AND THE REAR PANEL. *SCC											
20030520	467054	DODGE	STRATUS	199	N	N			OTHER	MN	
				8							
THE FLOOR MAT ON THE DRIVER SIDE, SLID FORWARD AND BECAME TANGLED IN THE STEERING UNIVERSAL JOINT. THIS CAUSED THE STEERING WHEEL TO BE HARD TO TURN. *JB											
20030617	481289	JEEP	GRAND CHEROKEE	199	N	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	LA	
				7							
AC DRAIN HAS STOPPED UP 4 TIMES OVER THE LIFETIME OF THE CAR RESULTING IN LOTS OF WATER TO OVERFLOW ON THE CARPET OF THE CAR CAUSING DAMAGE TO THE CARPET. ACCORDING TO THE SERVICE DEALER, "THE DRAIN MAY CLOG UP AT ANY TIME." WHAT IS THE PROBLEM WITH THIS DRAIN? I'VE NEVER HAD A CAR DO THAT BEFORE. *JB											
20030707	411254	DODGE	DAKOTA	200	N	N	0	0	STRUCTURE:BODY	OH	
				2							
THE PASSANGER SIDE FLOOR FLOODS WITH ABOUT A GALLON OF WATER EVERY WEEK. SO EVERY WEEK FOR THE PASE TWO MONTHS, I HAD TO REMOVE THE CARPET AND SOAK UP THE WATER WITH TOWLES. SO FAR IT CAUSE IS UNKNOWN. *AK											
20030707	411502	DODGE	DAKOTA	200	N	N	0	0	STRUCTURE:BODY	FL	
	1D7HL42N83S	20030707	2000	3							
WATER POURING INTO PASSENGER SIDE FLOORBOARD THAT SOAKS AND RUINS CARPETING. UNKNOWN SOURCE, FIREWALL AREA.*AK											
20030805	425125	DODGE	DAKOTA	199	N	N			SEATS:FRONT ASSEMBLY:RECLINER	MA	
	1B7GG23Y2VS	20030805	0	7							
I HAVE A 1997 DODGE DAKOTA EXTRA CAB. IT CONSTANLY LEAKS WATER ONTO THE FLOORBOARDS, SOAKING THE CARPET.MANY OTHER OWNERS REPORT THIS PROBLEM TOO. ALSO THE DRIVERS SEATBACK WILL NOT LOCK. WHEN I PUT ON THE BRAKE,THE BACK OF THE SEAT RECLINES. THIS IS A VERY DANGEROUS DEFECT.*AK											
20030805	425126	DODGE	DAKOTA	199	N	N			SEATS:FRONT ASSEMBLY:RECLINER	MA	
	1B7GG23Y2VS	20030805	0	7							
I HAVE A 1997 DODGE DAKOTA EXTRA CAB. IT CONSTANLY LEAKS WATER ONTO THE FLOORBOARDS, SOAKING THE CARPET.MANY OTHER OWNERS REPORT THIS PROBLEM TOO. ALSO THE DRIVERS SEATBACK WILL NOT LOCK. WHEN I PUT ON THE BRAKE,THE BACK OF THE SEAT RECLINES. THIS IS A VERY DANGEROUS DEFECT.*AK											
20030813	427492	DODGE	GRAND CARAVAN	200	N	N			POWER TRAIN:AUTOMATIC TRANSMISSION	CA	
				2							
IN 2002 I PURCHASED A NEW DODGE GRAND CARAVAN SPORT. THE VEHICLE HAS BEEN IN MY POSSESSION JUST UNDER A YEAR AND HAS APPROX. 20,800 MILES ON IT.THIS VEHICLE HAS ALREADY HAD 2 MAJOR REPAIRS TO SYSTEMS THAT AFFECT THE SAFETY OF THE VEHICLE. *AK 1. POWER STEERING HOSE RECALL 2. TRANSMISSION PUMP FAILURE. IN ADDITION TO THESE REPAIRS THERE WAS ALSO AN EXTENDED WARRANTY PLACED ON THE A/C UNIT BECAUSE IT IS EXPECTED TO FAIL, REPLACEMENT OF THE STEREO AND REPEATED REPAIRS TO THE FRONT CARPET PULLING OUT AT THE CORNERS. THE CARPET HAS BEEN "FIXED" HOWEVER NOW THE EMERGENCY BRAKE ASSEMBLY IS PROTRUDING ON THE DRIVER FLOORBOARD.											
20030813	427493	DODGE	GRAND CARAVAN	200	N	N			STEERING	CA	

2

IN 2002 I PURCHASED A NEW DODGE GRAND CARAVAN SPORT. THE VEHICLE HAS BEEN IN MY POSSESSION JUST UNDER A YEAR AND HAS APPROX. 20,800 MILES ON IT. THIS VEHICLE HAS ALREADY HAD 2 MAJOR

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"FIXED" HOWEVER NOW THE EMERGENCY BRAKE ASSEMBLY IS PROTRUDING ON THE DRIVER FLOORBOARD.

20030829	434529	DODGE	DAKOTA	200	N	N	0	0	STRUCTURE:BODY	OH
----------	--------	-------	--------	-----	---	---	---	---	----------------	----

3

WATER LEAKING ONTO PASSENGER'S SIDE FLOOR, MOLDY CARPETING, SMELLS BADLY. DEALER ATTEMPTED REPAIRS, BUT DEFECT CONTINUES.*AK

20030904	423628	JEEP	WRANGLER	200	N	N	0	0	STRUCTURE:BODY	TN
1J4FA59SX2P	20030904		4900							

2

WATER LEAKS INTO FRONT PASSENGER SIDE COMPARTMENT FROM AIR CONDITIONER DRAIN HOLE IN FIREWALL. WATER SOAKS FRONT CARPET, AND THE DRAIN PLUG IN FLOOR MUST BE REMOVED TO ALLOW

WATER TO DRAIN OUT OF VEHICLE. APPEARS FOAM SURROUNDING DRAIN HAS FAILED ALLOWING THE WATER INTO THE VEHICLE.*AK

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20031103	444890	DODGE	NEON	200	N	N	0	0	STRUCTURE:BODY	PA	
	1B3ES46C7YD	20031103	44000								
				0							
<p>WATER COMES IN THE PASSENGER'S SIDE FLOOR BOARD. DRIVER TOOK VEHICLE TO THE DEALER FOR ANALYSIS. THE MECHANIC COULD NOT DUPLICATE THE PROBLEM. *AK DURING HEAVY RAINS WATER ENTERS THE VEHICLE THROUGH THE PASSENGER SIDE FLOOR BOARD. WATER HAS DAMAGED FAN BLOWER, DASHBOARD, CARPET, SEATS, HOOD AND PANELS. DUE TO WATER DAMAGE MOLD IS FORMING ON THE VEHICLE</p>											
20031130	438943	DODGE	DAKOTA	200	N	N			STRUCTURE:BODY	ME	
				2							
<p>PASSENGER SIDE FLOOR FILLS WITH WATER UNTIL IT WICKS THROUGH THE CARPET COMPLETELY SATURATING THE AREA. *AK</p>											
20031207	440672	DODGE	DAKOTA	200	N	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	VA	
				1							
<p>FLOODED FLOOR BOARDS, FOUND OUT AFTER INQUIRE ABOUT NEW CARPET(APPROXIMATELY \$600.00) THAT THE AIR CONDITIONING (A/C) UNIT ON MY 2001 DAKOTA, THAT "ON MANY OF THESE VEHICLES THE A/C DRAIN HOSES WE EITHER INSTALLED WRONG OR JUST NOT PUT ON AT THE FACTORY". AT LEAST THEY ACKNOWLEDGED THIS FACT, EVEN THOUGH I HAD TO DRIVE MY "BRAND NEW TRUCK" AROUND FOR 2 1/2 WEEKS WITH NO CARPET IN IT. IT WAS REPLACED FOR FREE. *LA</p>											
20031209	440716	DODGE	DAKOTA	200	N	N	0	0	STRUCTURE:BODY	MD	
				3							
<p>WATER LEAKING ON PASSENGER SIDE. DEALER ATTEMPTED REPAIR 4 TIMES. DEALER SAID FIRST TIME AIR CONDITIONING CONDENSATION LEAKED. FILLED UP WITH WATER AFTER RAIN, RUINED CARPET AND MUSTY SMELL.*AK</p>											
20040114	452522	DODGE	DAKOTA	200	N	N	0	0	STRUCTURE:BODY	NY	
	1B7GG32N22S	20040114	24431								
				2							
<p>2002 DODGE DAKOTA CLUB CAB P/U HAS SERIOUS WATER LEAK TO PASS SIDE FLOOR. DEALER HAS HAD INTERIOR OUT OF TRUCK 4 TIMES W/O FIXING PROBLEM. I AM PERSONALLY AWARE OF MANY OTHER DAKOTA OWNERS WITH SAME EXACT PROBLEM. THIS APPEARS TO BE A MODEL WIDE DEFECT AND DODGE HAS NO INTEREST IN DEALING WITH DAMAGED OWNERS. COULD CAUSE ELEECTRIC SHORT/PROBLEMS AS WIRING/WIRING CONNECTIONS RUN UNDER CARPET ON THIS SIDE OF TRUCK. DEALER MUST HAVE KNOWN OF LEAK AND FAILED TO DISCLOSE TO INTERNET BUYER AND DID BEST TO MINIMIZE APPEARANCE OF DAMPNESS BY "SHAMPOOING" CARPETS FOR DELIVERY - VERY DISHONEST!!!!!!*AK</p>											
20040123	455449	DODGE	STRATUS	200	N	N	0	0	STRUCTURE	NC	
				3							
<p>2003 STRATUS SXT. NUMEROUS WATER LEAKS. I BOUGHT THIS CAR BRAND NEW IN MARCH 2003. BY APRIL IT HAD A REALLY STRONG MILDEW SMELL. IT WAS FOUND TO HAVE A WATER LEAK IN THE TRUNK(AFTER THEY TORE APART THE FRONT OF MY CAR LOOKING FOR THE LEAK). THEY WANTED TO SHAMPOO THE CARPET, I MADE THEM REPLACE THE CARPET. SINCE THEN THE CAR HAS BEEN BACK TO IN THE SHOP 3 OTHER TIMES AND THEY HAVE FOUND 7 OTHER WATER LEAKS. I AM EXTREMELY DISAPPOINTED WITH THIS CAR HELP!!!!!! I'VE TRIED TO TALK TO THE MANAGER AT HENDRICK DODGE WHERE I BOUGHT THE CAR, BUT HE WAS A COMPLETE JERK. I'VE TRIED CONTACTING THE MANUFACTURER, BUT THEY SAY THAT SINCE THE LEAK WAS REPAIRED THERE IS NOTHING THEY CAN DO. I CAN UNDERSTAND MAYBE 1 LEAK BUT 8? GIVE ME A BREAK, WHAT EVER HAPPENED TO CUSTOMER SERVICE? I HAVE BEEN A LONG TIME DODGE PERSON, BUT I THINK AFTER THIS THEY WILL NOT GET ANYMORE OF MY BUSINESS. THANKS, MDA IN NC. *LA</p>											
20040204	452919	DODGE	DURANGO	199	N	Y	0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	IL	
	1B4HS28Y9XF	20040204	77500								
				9					CONTROL:CATALYTIC CONVERTOR		
<p>WHILE DRIVING AT 60 MPH, VEHICLE BEGAN TO LOSE POWER AND LURCH. SHORTLY AFTER, SMOKE BEGAN TO APPEAR FROM CENTER CONSOLE AND HVAC DUCTS AS ENGINE STOPPED RUNNING. VEHICLE WAS SAFELY MANEUVERED ONTO SHOULDER AND STOPPED; BY THEN HEAVY SMOKE WAS POURING FROM CENTER CONSOLE AREA AND HVAC VENTS. DRIVER BAILED OUT AND</p>											

WATCHED FROM THE SIDE OF THE ROAD AS
 INTERIOR COMPLETELY FILLED WITH SMOKE. VEHICLE WAS TOWED TO MECHANIC, SUBSEQUENT EXAMINATION DETERMINED UNDERBODY SOUND DAMPENING MAT HAD BEEN
 IGNITED BY OVERHEATED CATALYTIC
 CONVERTER. BURNING UNDERBODY MAT SUBSEQUENTLY CAUSED EXTENSIVE THERMAL DAMAGE TO CENTER CONSOLE, CARPET, AND HVAC DUCTS INSIDE CONSOLE. ROOT
 CAUSE OF CATALYTIC CONVERTER
 OVERHEATING WAS ATTRIBUTED BY DEALER MECHANIC TO POSSIBLE INTERMITTENT CONNECTION OF COIL WIRE, ALLOWING EXCESSIVELY RICH FUEL/AIR MIXTURE TO BE PASSED
 TO CATALYTIC CONVERTER. *AK

20040303 459741 DODGE GRAND CARAVAN 200 N N 0 0 STRUCTURE:BODY:HATCHBACK/LIFTGATE NJ
 1B4GP44G4YB 20040303 27000

0

THERE HAS BEEN A LEAK INTO PASSENGER COMPARTMENT FROM TOP OF HATCH OPENING. LEAK WAS HIDDEN BY PLASTIC COVERING AND NOT DETECTED UNTIL NOTICEABLE
 SMELL, POSSIBLE CAUSED BY MOLD.
 WATER IS ENTERING THROUGH A FAULTY WELD ON EACH SIDE OF THE UPPER HATCH OPENING. LEAK WAS ADDITIONALLY OBSCURED BECAUSE CARPET IS RUBBER BACKED. THE
 UNDERLYING PADDING WAS SOAKED
 FROM THE REAR UP TO THE MIDDLE ROW OF SEATS. THIS HAS OBVIOUSLY BEEN ONGOING FOR A CONSIDERABLE TIME, BUT WAS UNDETECTABLE DUE TO IT'S LOCATION. THE VAN
 IS 3 1/2 YEARS OLD BUT HAS ONLY
 31,300 MILES. THE WELDS SHOULD NOT FAIL IN THIS SHORT TIME. THIS IS EITHER A DESIGN FLAW OR A MFG DEFECT. MANY PEOPLE MAY HAVE THIS PROBLEM AND NOT KNOW
 ABOUT IT. I HAVE PHOTOS OF THE
 AREA WHERE THE WATER IS ENTERING. THERE IS NO SPECIFIC DATE OF INCIDENT, BUT I FIRST NOTICED A SMALL AMOUNT OF WETNESS SOMETIME LAST YEAR. I THOUGHT IT HAD
 DRIPPED OFF THE OPEN HATCH. I
 WOULD LIKE TO KNOW IF THIS IS AN ONGOING PROBLEM WITH THESE VEHICLES.*AK

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040422	476112	DODGE	NEON	200					ENGINE AND ENGINE COOLING	MO	
1B3ES46C01D	20040115		25000								

1

I BOUGHT MY NEON IN MAY OF 2001 AND IN FEB. 2002 I HAD A BAD WATER LEAK. I TOOK IT IN SEVERAL TIMES AND THEY WOULD SAY IT WAS FIXED, BUT NO IT WAS NOT. I FINALLY TOLD THEM I WANT MY CARPET REPLACED WHEN THEY DO GET IT FIXED. I FOUGHT WITH THEM ROUND & ROUND, TILL THEY FINALLY SAID THEY WOULD. I SAID DO NOT PUT IT IN UNTIL WE KNOW FOR SURE IT WAS FIXED. THEY SAID IT WAS, PUT NEW CARPET IN AND SURE ENOUGH IT LEAKED AGAIN AND THE NEW CARPET WAS SOAKED AND STINKY, LIKE THE ORIGINAL. THEY FINALLY GOT THE LEAK FIXED AFTER 6 MONTHS, BUT THEY SURE DID NOT OFFER TO REPLACE CARPET AGAIN. THIS DEALER WAS VERY RUDE. I ALSO HAD TO HAVE MY HEADLIGHTS REPLACED, DUE TO WATER LEAK. MY CD PLAYER BROKE TWICE AND HAD TO BE REPLACED, MY SUNROOF HAD TO BE REPLACED. I WENT TO A DIFFERENT DODGE DEALER, DUE TO THE RUDENESS I WOULD RECEIVE. IN THE PAST MONTH MY CAR HAS BEEN IN TWICE, ONCE IT WOULD NOT START AND HAD TO BE TOWED TO THE DEALER, THE DEALER SAID IT WAS THE BATTERY, MY HUSBAND REPLACED THE BATTERY AND IT RAN OK FOR A COUPLE OF DAYS AND THE ENGINE STARTED TO MISS AGAIN/FELT LIKE IT WAS GOING TO DIE WHILE DRIVING. I TOOK IT IN AGAIN AND THEY TELL ME MY SPARK PLUGS NEEDED TO BE CHANGED AND WAS GOING TO CHARGE ME \$50.00 FOR LOOKING AT IT AND I ARGUED WITH THE GUY I TOLD HIM I WILL NOT PAY A DIME. HE BASICALLY THREW THE PAPERWORK DOWN AND WALKED AWAY. NOW I HAVE BEEN TO 2 DEALERS AND HAVE GOT NOTHING BUT TREATED LIKE CRAP. MY HUSBAND DID REPLACE THE PLUGS AND IT RAN OK FOR 1 1/2 WEEKS, NOW I DON'T KNOW WHERE TO GO, AND MY CAR SOUNDS LIKE IT IS GOING TO DIE WHILE IM DRIVING OR ACCELERATING. I FEEL LIKE I BOUGHT A NEW CAR TO NOT HAVE TO DEAL WITH THIS KIND OF THING. IM ABOUT READY TO GIVE UP AND JUST TRADE THE CAR IN, BUT THEN I DON'T WANT TO GIVE UP. WHEN MY CAR FIRST HAD THOSE LEAKS, I EVEN CALLED TO CORP. OFFICE OF DODGE AND WAS TREATED

20040422	474931	JEEP	CHEROKEE	199					SUSPENSION	CT	
1J4GZ58S8TC	20040115		80000								

6

THE ENTIRE REAR AXLE WAS REPLACED AT THE ADVICE OF JEEP SERVICE. THEY CLAIMED THAT THE WHEEL BEARINGS WOULD NOT NOT SEAT IN THE AXLE AS THE "RACES" WERE WORN BEYOND THE POINT OF HOLDING THEM IN. BECAUSE I NEEDED THE VEHICLE FOR MY BUSINESS, I HAD NO CHOICE BUT TO HAVE THEM REPAIR IT WHILE THEY HAD IT APART AS I DID NOT HAVE TIME TO DO THE JOB MYSELF. IT WAS A THREE WEEK WAIT FOR PARTS AS IT WAS. THEN I NOTICED THE "MUSTY" SMELL. UPON FUTHER INVESTIGATION I DISCOVERED THE ENTIRE JEEP WAS SATURATED UNDER THE CARPETS ON BOTH SIDES. MOLD EVERYWHERE. NO WONDER MY ALLERGIES WERE KILLING ME. I'VE SINCE GUTTED THE VEHICLE AND BLEACHED THE ENTIRE FLOOR AREAS. I AM NOW IN THE PROCESS OF COMING UP WITH A SOLUTION TO THE PROBLEM SO I CAN PASS IT ON TO OTHER JEEP OWNERS. CHRYSLER HAS A BULLETIN OUT ON A PROCEDEURE TO CLEAN THE A/C DRAIN BUT IT DOES NOT WORK AS IT COMES BACK EACH YEAR. I'VE FOUND THAT GLUING NYLON SCREENING IN THE AIR INTAKE UNDER THE HOOD KEEPS ALL OF THE DEBRIS THAT CLOGS THIS DRAIN TUBE OUT OF THE HEATER BOX. NOW I AM WORKING ON A WAY TO STOP THE WATER FROM RUNNING BACK INTO THE DASH AREA THROUGH THE FIREWALL WHERE IT DRAINS OUT INTO THE FRAME. NOT ONE DEALERSHIP WOULD TALK TO ME ABOUT THIS. I KNOW THAT THEY KNOW ABOUT IT BECAUSE OF THE BULLETIN. ALSO, I FOUND THAT THE "VENTS" BEHIND THE REAR FIXED GLASS ON THE CHEROKEE HAVE A SMALL HOLDING CUP AND A TUBE WHICH THE WATER THAT ENTERS THAT AREA DRAINS INTO, WHAT I COULDN'T BELIEVE WAS THAT IT DRAINS INTO THE REAR OF THE VEHICLE, INSIDE, WHICH RESULTS IN THE ENTIRE REAR OF THE VEHICLE BECOMING WET UNDER THE REAR RUG. THIS PROBLEM IS SOLVED BY PUNCHING A HOLE THROUGH THE FLOOR AND EXTENDING THE FACTOY DRAIN TUBE THROUGH THE FLOOR SO THE WATER DRAINS OUTSIDE THE VEHICLE WHERE IT BELONGS. I AM A CAR BUFF AND PRETTY

20040422	476218	DODGE	NEON	200					OTHER	MO	
1B3ES46C01D	20040115		25000								

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20040422 476217	DODGE	NEON	200	STRUCTURE	MO
1B3ES46C01D	20040115	25000			

1

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040422	475107	JEEP	WRANGLER	199					STRUCTURE	MI	
1J4FY49S8WP	20040115	20040115	0								

8

WATER LEAK IN PASSENGER COMPARTMENT. I FINALLY HAD TO REMOVE RIGHT SIDE FLOOR CARPETING AND GLOVE BOX COVER AND SHOW THE DEALER WHERE THE BODY WAS LEAKING. I HAD THE WRANGLER TO TWO DIFFERENT DEALERS FOR THIS PROBLEM. EACH DEALER CHARGED ME \$100.00 TO FIX THE PROBLEM. PROBLEM ONE WAS A LOWER WINDSHIELD SEAL. PROBLEM 2 WAS TO RE-SEAL BEHIND THE HEATER WHICH IS BEING DONE AT THIS TIME. SERVICE MANAGER SAID HE WOULD TALK TO CHRYSLER ABOUT REPLACING CARPET ON RIGHT SIDE WHICH BY NOW WILL NOT MATCH LEFT SIDE AND THEY WILL PROBABLY NOT PAY FOR IT. I HAVE BEEN WITHOUT MY TRANSPORTATION FOR SEVERAL DAYS ON AND OFF BECAUSE OF THE LEAK AND THEIR INABILITY TO FIND THIS LEAK. THERE POLICY ON RENTAL CARS IS IF THEY CAN'T FIX THE CAR IN THE FIRST 24 HOURS THEY WILL GIVE YOU A RENTAL CAR. THEY SEND YOU HOME CAR-LESS TO WAIT FOR THE CALL AS TO WHEN YOUR CAR WILL BE READY. THEY HAVE HAD MY CAR FOR 3 DAYS NOW AND I AM THE ONLY ONE WHO CALLS THEM TO FIND OUT WHEN MY CAR WILL BE READY. IN THE PAST I HAVE PURCHASED A NUMBER OF CHRYSLER PRODUCTS. WHEN I SELL THE WRANGLER AND DURANGO, MY CHRYSLER DAYS ARE OVER. WHILE I BELIEVE THEIR CARS AND TRUCKS ARE ALMOST AS GOOD AS MOST AMERICAN PRODUCTS TODAY, TRYING TO WORK WITH THE DEALERS IS ALMOST IMPOSSIBLE. I THINK THEY HAVE A TERRIBLE

20040422	475220	CHRYSLER	CONCORDE	199					STRUCTURE	NC	
2C3HD46R3YH	20040115	20040115	20015								

7

WATER LEAKS UNDER AIR VENTS UNDER WINDOW WIPERS ,BODY SEAMS LET WATER IN CAR AS FAST AS IT WILL RUN.HAVE SEALED 1 LEAK WITH SILICONE ON SEAM ON PASSENGER SIDE. CARPET AND MAT ON DRIVER SIDE NOW GETTING WET AND STINKS. REPLACED WINDSHIELD 6-27-03,SO I KNOW THAT WAS NOT THE PROBLEM. CAR BOUGHT NEW AND HAS NEVER BEEN IN ACCIDENT. DEALERS SERVICE MGR.CLAIMS THERE HAS NOT BEEN ANY PROBLEMS,BUT MY MECHANIC,KNOWS A CHRYSLER MECHANIC THERE,AND HE SAYS THERE ARE PLENTY OF COMPLAINTS. THEY HAVE EVEN SPRAYED RUBBERIZED UNDERCOATING ON SEAMS AND SURROUNDING AREAS TO SEAL WATER LEAKS.

20040422	474930	JEEP	CHEROKEE	199					ENGINE AND ENGINE COOLING	CT	
1J4GZ58S8TC	20040115	20040115	80000								

6

THE ENTIRE REAR AXLE WAS REPLACED AT THE ADVICE OF JEEP SERVICE. THEY CLAIMED THAT THE WHEEL BEARINGS WOULD NOT NOT SEAT IN THE AXLE AS THE RACES WERE WORN BEYOND THE POINT OF HOLDING THEM IN. BECAUSE I NEEDED THE VEHICLE FOR MY BUSINESS, I HAD NO CHOICE BUT TO HAVE THEM REPAIR IT WHILE THEY HAD IT APART AS I DID NOT HAVE TIME TO DO THE JOB MYSELF. IT WAS A THREE WEEK WAIT FOR PARTS AS IT WAS. THEN I NOTICED THE MUSTY SMELL. UPON FUTHER INVESTIGATION I DISCOVERED THE ENTIRE JEEP WAS SATURATED UNDER THE CARPETS ON BOTH SIDES. MOLD EVERYWHERE. NO WONDER MY ALLERGIES WERE KILLING ME. I'VE SINCE GUTTED THE VEHICLE AND BLEACHED THE ENTIRE FLOOR AREAS. I AM NOW IN THE PROCESS OF COMING UP WITH A SOLUTION TO THE PROBLEM SO I CAN PASS IT ON TO OTHER JEEP OWNERS. CHRYSLER HAS A BULLETIN OUT ON A PROCEDEURE TO CLEAN THE A/C DRAIN BUT IT DOES NOT WORK AS IT COMES BACK EACH YEAR. I'VE FOUND THAT GLUING NYLON SCREENING IN THE AIR INTAKE UNDER THE HOOD KEEPS ALL OF THE DEBRIS THAT CLOGS THIS DRAIN TUBE OUT OF THE HEATER BOX. NOW I AM WORKING ON A WAY TO STOP THE WATER FROM RUNNING BACK INTO THE DASH AREA THROUGH THE FIREWALL WHERE IT DRAINS OUT INTO THE FRAME. NOT ONE DEALERSHIP WOULD TALK TO ME ABOUT THIS. I KNOW THAT THEY KNOW ABOUT IT BECAUSE OF THE BULLETIN. ALSO, I FOUND THAT THE VENTS BEHIND THE REAR FIXED GLASS ON THE CHEROKEE HAVE A SMALL HOLDING CUP AND A TUBE WHICH THE WATER THAT ENTERS THAT AREA DRAINS INTO, WHAT I COULDN'T BELIEVE WAS THAT IT DRAINS INTO THE REAR OF THE VEHICLE, INSIDE, WHICH RESULTS IN THE ENTIRE REAR OF THE VEHICLE BECOMING WET UNDER THE REAR RUG. THIS PROBLEM IS SOLVED BY PUNCHING A HOLE THROUGH THE FLOOR AND EXTENDING THE FACTOY DRAIN TUBE THROUGH THE FLOOR SO THE WATER DRAINS OUTSIDE THE VEHICLE WHERE IT BELONGS. I AM A CAR BUFF AND PRETTY

20040428	481471	CHRYSLER	300M	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	OH	
2C3HE66G2YH	20040428	20040428	65097								

0

MERGING ONTO HIGHWAY PRESSED ACCELERATOR TO FLOOR. CAR WENT INTO PASSING MODE, CAR ACCELERATED, I REMOVED FOOT FROM PEDAL, THROTTLE WOULD NOT RETURN TO IDLE. CAR KEPT ACCELERATING TO 90 MPH. HAD TO USE BRAKE TO STOP CAR AND SHUT IT OFF. I MANUALLY RETURNED THROTTLE CABLE (IT WAS STUCK). 3 DAYS LATER SAME PROBLEM BUT THIS TIME I PUT CAR IN NEUTRAL AND STEPPED ON ACCELERATOR, QUICKLY, SEVERAL TIMES AND CAR RETURNED TO IDLE. I HAVE FACTORY INSTALLED FLOOR MAT, NO OBSTRUCTION UNDER ACCELERATOR. CAR HAS NOT BEEN IN ACCIDENT. EMAILED CHRYSLER THEY SAID THAT I SHOULD TAKE IT TO CERTIFIED DEALER. DEALER SAID THAT THE CABLE WAS DEFECTIVE AND THAT IT WOULD COST OVER \$150 TO REPLACE. NO ACCIDENT BUT VERY SCARY

20040518 476010	DODGE	CARAVAN	200	N	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	LA
2B4GP443XSR	20040518	49426							

2

THE A/C UNIT LEAKED DOWN THE FIREWALL ON THE INSIDE PASSENGER SIDE OF MY CARAVAN AND RUINED THE CARPET. IT WAS REPAIRED IN FEB. 2003 UNDER WARRANTY. IN MARCH 2004 WE NOTICED MOLD ON THE FLOOR. THE SAME THING HAD HAPPENED AGAIN. CHRYSTLER KNOWS THAT THEY HAVE A PROBLEM WITH THIS BECAUSE THEY PUT OUT A TBS 24-008-02 TO FIX IT. PROBLEM IS IT DOESN'T ALWAYS WORK (ACCORDING TO SERVICE REPS.) WE ARE SUEING THEM TO FIX IT AGAIN. *AK

20040527 481260	DODGE	CARAVAN	200	N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	WV
1B4GP25321B	20040527								

1

WAS IN MEMPHIS WHEN MY CARAVAN BROKE DOWN, SO MY HUSBAND IN WV WENT TO BUCHANNON AUTO MALL TO GET A NEW SAFER CAR FOR TRIPS TO MEMPHIS FOR OUR DAUGHTERS CANCER TREATMENTS. I GOT HOME THE CAR WAS HERE ABOUT 3 DAYS WE USED IT AND IT STARTED JUMPING WHEN IT SHIFTED (AUTOMATIC).TOOK IT TO SHOP THEY SAID IT WAS FINE DROVE CAR TO NEXT TOWN AND IT TOTALLY STOPPED OPENED HOOD AND FOUND THAT THE TRANSMISSION HOSE WASNT ON SO WITH 200 MILES ON CAR IT COULDNT BE USED! WAS TOLD BY AUTO MALL IT WOULD BE FIXED AND IT WAS BUT NOW I AM AFRAID OF THE CAR, TOLD THEM I DIDNT WANT IT AND WAS TOLD I WOULD ONLY GET 11000 TRADE IN! AN INSULT SO I KEPT IT IN 2002 I TOLD THEM THEY FIXED TIEROD WENT OUT AND THEY REPLACED IT(LESS THAN 20000 MILES) IN 2004 MOTOR WENT OUT OF DRIVER WINDOW CARPET IS NOW A MESS FIXED WINDOW BUT HAVE NOT OFFERED TO REPLACE CARPET! NOW AT 36700 MILES BOTH FRONT TIE RODS ARE NEEDING REPLACED GETTING IT FIXED TODAY I FEEL THAT SOMETHING IS TERRIBLY WRONG WITH THIS CAR AND IT ISNT SAFE.*MR

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040527	481259	DODGE	CARAVAN	200	N	N	0	0	STEERING:LINKAGES:TIE ROD ASSEMBLY	WV	
1B4GP25321B	20040527										

1

1. WAS IN MEMPHIS WHEN MY CARAVAN BROKE DOWN, SO MY HUSBAND IN WV WENT TO BUCHANNON AUTO MALL TO GET A NEW SAFER CAR FOR TRIPS TO MEMPHIS FOR OUR DAUGHTERS CANCER TREATMENTS. I GOT HOME THE CAR WAS HERE ABOUT 3 DAYS WE USED IT AND IT STARTED JUMPING WHEN IT SHIFTED (AUTOMATIC).TOOK IT TO SHOP THEY SAID IT WAS FINE DROVE CAR TO NEXT TOWN AND IT TOTALLY STOPPED OPENED HOOD AND FOUND THAT THE TRANSMISSION HOSE WASNT ON SO WITH 200 MILES ON CAR IT COULDNT BE USED! WAS TOLD BY AUTO MALL IT WOULD BE FIXED AND IT WAS BUT NOW I AM AFRAID OF THE CAR, TOLD THEM I DIDNT WANT IT AND WAS TOLD I WOULD ONLY GET 11000 TRADE IN! AN INSULT SO I KEPT IT IN 2002 I TOLD THEM THEY FIXED TIEROD WENT OUT AND THEY REPLACED IT(LESS THAN 20000 MILES) IN 2004 MOTOR WENT OUT OF DRIVER WINDOW CARPET IS NOW A MESS FIXED WINDOW BUT HAVE NOT OFFERED TO REPLACE CARPET! NOW AT 36700 MILES BOTH FRONT TIE RODS ARE NEEDING REPLACED GETTING IT FIXED TODAY I FEEL THAT SOMETHING IS TERRIBLY WRONG WITH THIS CAR AND IT ISNT SAFE.*MR

20040628	493894	DODGE	RAM 1500	200	N	Y	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	NC	
1D7HA18D13S	20040628		21000								

3

FIRE STARTED IN AREA OF CIGARETTE LIGHTER/RADIO AND MELTED ALL SURROUNDING COMPONENETS, RESULTING IN EXTENSIVE SMOKE DAMAGE TO COMPLETE INTERIOR INCLUDING SEATS, HEADLINER, WINDOWS. A PORTION OF THE CARPET AND SEATS WERE BURNED. VEHICLE IS INOPERABLE. INSURANCE PENDING. *AK

20040719	505031	CHRYSLER	SEBRING	199	N	N	0	0	STEERING	NC	
3C3EL55XXVT	20040719		50000								
			CONVERTIBLE	7							

WHILE DRIVING AT ANY SPEED THE VEHICLE'S FLOOR MAT GOT TANGLED INTO THE STEERING MECHANISM BECAUSE THERE IS NO COVER FOR THAT PART. AS A RESULT, THE STEERING MECHANISM FAILED. PLEASE PROVIDE ADDITIONAL INFORMATION. *LA

20040816	499431	PLYMOUTH	NEON	199	N	N	0	0	EXTERIOR LIGHTING	VA	
1P3ES27C8TD	20040816										

6

1. EVERY TIME IT RAINS OUTSIDE I HAVE A LAKE ON THE INSIDE OF THE CAR, MAINLY ON THE PASSENGER SIDE IN THE BACK AND IN THE TRUNK WHICH IS MOLDING THE CARPET AND ITEMS KEPT INSIDE. 2. THE BACK UP LIGHT ON THE DRIVER SIDE DOESN'T WORK PROPERLY, DUE TO THE MOISTURE. 3. THE TURN SIGNAL ON THE PASSENGER SIDE BLINKS REALLY FAST, AND STAYS ON ON THE INSIDE OF THE CAR. 4. THE TURN SIGNAL ON THE DRIVER SIDE HAS TO BE MANUALLY TURNED OFF AFTER TURNING LEFT. 5. THE STEERING WHEEL HAS LOCKED ON A STEEP TURN RESULTING ME GOING OFF ROAD, LUCKILY NOT HITTING ANYONE. 6. HEADLIGHTS ARE VERY POOR AT NIGHT. 7. RADIO RECEPTION IS GETTING WORSE. STATIONS THAT USED TO COME IN WON'T ANYMORE. 8. CAR SHAKES AT DIFFERENT SPEEDS AND AT A LIGHT. 9. THERE IS GLARE ON THE WINDSHEILD FROM DASH THAT CAUSES POOR VISIBILITY IN THE DAY TIME.*AK

20040816	499327	PLYMOUTH	NEON	199	N	N	0	0	VISIBILITY:WINDSHIELD	VA	
1P3ES27C8TD	20040816										

6

1. EVERY TIME IT RAINS OUTSIDE I HAVE A LAKE ON THE INSIDE OF THE CAR, MAINLY ON THE PASSENGER SIDE IN THE BACK AND IN THE TRUNK WHICH IS MOLDING THE CARPET AND ITEMS KEPT INSIDE. 2. THE BACK UP LIGHT ON THE DRIVER SIDE DOESN'T WORK PROPERLY, DUE TO THE MOISTURE. 3. THE TURN SIGNAL ON THE PASSENGER SIDE BLINKS REALLY FAST, AND STAYS ON ON THE INSIDE OF THE CAR. 4. THE TURN SIGNAL ON THE DRIVER SIDE HAS TO BE MANUALLY TURNED OFF AFTER TURNING LEFT. 5. THE STEERING WHEEL HAS LOCKED ON A STEEP TURN RESULTING ME GOING OFF ROAD, LUCKILY NOT HITTING ANYONE. 6. HEADLIGHTS ARE VERY POOR AT NIGHT. 7. RADIO RECEPTION IS GETTING WORSE. STATIONS THAT USED TO COME IN WON'T ANYMORE. 8. CAR SHAKES AT DIFFERENT SPEEDS AND AT A LIGHT. 9. THERE IS GLARE ON THE WINDSHEILD FROM DASH THAT CAUSES POOR VISIBILITY IN THE DAY TIME.*AK

20040816	499325	PLYMOUTH	NEON	199	N	N	0	0	STRUCTURE	VA	
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1P3ES27C8TD 20040816

6

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20040816	499326	PLYMOUTH	NEON	199	N	N	0	0	ELECTRICAL SYSTEM	VA
1P3ES27C8TD		20040816								

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040905	511434	DODGE	DAKOTA	200	N	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	TN	
1B7FL16X92S	20040905										

2

HELLO, I HAVE A 2002 DODGE DAKOTA SXT. I NOTICED WATER ON THE PASSENGER FLOOR BOARD OF THE VEHICLE. I CLEANED THE WATER AND ASSUMED I HAD LEFT THE WINDOW DOWN AT SOME POINT AND RAIN GOT INTO THE VEHICLE, HOWEVER THIS WAS NOT THE CASE. TODAY I NOTICED THE PASSENGER FLOOR BOARD WAS SOAKED WITH WATER. I THOUGHT THAT MY HEATER CORE WAS BUSTED BUT THE FLUID WASN'T ANTIFREEZE IT WAS WATER. I PULLED THE CARPET BACK AND TO MY DISMAY THERE WAS 2 GALLONS OF WATER ON THE FLOOR BOARD UNDER THE CARPET. MY VEHICLE ONLY HAS 41000 MILES AND I THOUGHT THIS TO BE STRANGE AT SUCH AN EARLY TIME OF THE VEHICLE. I DECIDED TO LOOK ON THE INTERNET AND TYPED THE WORDS " DODGE DAKOTA PASSENGER FLOOR BOARD WET" AT MY YAHOO SEARCH ENGINE. I WAS AMAZED WHEN AT LEAST 50 MESSAGE BOARDS WITH PEOPLE FROM ALL OVER THE WORLD ASKING THE SAME QUESTION AND PEOPLE REPLYING TO THIS PROBLEM. THERE ARE A LOT OF UPSET DODGE DAKOTA OWNERS THAT ARE HAVING THE SAME PROBLEM. IT APPEARS IN THE MESSAGE BOARDS THAT THERE IS A SERIOUS DEFECT WITH THE AIR CONDITIONING CONDENSATION VENT TUBE CAUSING THIS PROBLEM IN MANY DAKOTAS. I HAVE NOT CONTACTED MY LOCAL DEALERSHIP YET BUT INTEND TO. I BELIEVE THERE TO ALSO BE A HEALTH CONCERN ASSOCIATED WITH THIS APPARENT DEFECT. I HAVE NOTICED AN ODOR IN THE VEHICLE IN THE PAST AND IT WAS APPARENT WHEN I PULLED THE CARPET UP TODAY WHAT IT IS. THERE IS MILDEW AND MOLD ALL OVER THE FLOORBOARD OF THE VEHICLE DUE TO THIS CONDITION/WATER DEFECT. PLEASE GIVE THIS MATTER THE ATTENTION IT DESERVES. THANK YOU FOR YOUR TIME. BELOW ARE LINKS TO SOME OF THE RECENT MESSAGE BOARDS I HAVE FOUND REGARDING THIS SPECIFIC DEFECT. [HTTP://WWW.WOODALLS.COM/FORUMS/INDEX.CFM/FUSEACTION/THREAD/TID/1543652/GOTOMSG/1569000.CFM](http://www.woodalls.com/forums/index.cfm/fuseaction/thread/tid/1543652/gotomsg/1569000.cfm)
[HTTP://WWW.DAKOTAUSA.COM/VBULLETIN/SHOWTHREAD.PHP?T=11124](http://www.dakotausa.com/vbulletin/showthread.php?t=11124)

20040910	514284	DODGE	DODGE TRUCK	200	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	NC	
1B7GL32X82S	20040910		19500								

2

AIR CONDITIONER DRAINS WATER INTO PASSENGER SIDE FLOOR BOARD SATURATING THE CARPET. *AK

20041014	502872	JEEP	LIBERTY	200	N	N			POWER TRAIN	NY	
1J4GL48KX2W	20040921										

2

CONSUMER HAS HAD TO REPLACE SHOCKS, DRIVE SHAFT, BRAKES AND ALL FOUR TIRES SINCE PURCHASE. THE TIRES WERE WORN AND THE NOISY WERE STRUTS, A CONSTANT THUMPING SOUND WAS HEARD WHEN THE VEHICLE WAS IN MOTION, CREAKING NOISE WERE COMING FROM THE FRONT OF THE VEHICLE WHEN GOING OVER BUMPS DUE TO THE FRONT SWAY BAR BUSHINGS, THE REGULATOR ON THE PASSENGER DOOR WAS NOISY, THE HANDLE ON THE PASSENGER DOOR WAS LOOSE, GRINDING NOISE ON THE FRONT PASSENGER SIDE, THE PASSENGER FRONT DOOR'S WEATHER STRIP WAS COMING OFF, LOUD NOISE COMING FROM THE REAR DIFFERENTIAL BEARINGS, EXCESSIVE PLAY IN THE FRONT TIE ENDS, WATER UNDER THE DRIVER'S SIDE CARPET, RATTLING IN THE SPEAKER ON THE PASSENGER SIDE, WHEN IN 4TH HIGH AND 4TH LOW, THE VEHICLE FELT AS IF IT WERE IN NEUTRAL, THE CIGARETTE LIGHTER WAS INOPERATIVE, THE WAS A SQUEAK IN THE STEERING WHEEL WHEN TURNING, THE ENGINE IDLED LOUD, THE VEHICLE WOULD JUMP WHEN SHIFTING INTO GEAR, THERE WAS A DELAY WHEN BRAKING, THE AXLE BOOT WAS LEAKING. *SC

20041014	502873	JEEP	LIBERTY	200	N	N			ENGINE AND ENGINE COOLING	NY	
1J4GL48KX2W	20040921										

2

CONSUMER HAS HAD TO REPLACE SHOCKS, DRIVE SHAFT, BRAKES AND ALL FOUR TIRES SINCE PURCHASE. THE TIRES WERE WORN AND THE NOISY WERE STRUTS, A CONSTANT THUMPING SOUND WAS HEARD WHEN THE VEHICLE WAS IN MOTION, CREAKING NOISE WERE COMING FROM THE FRONT OF THE VEHICLE WHEN GOING OVER BUMPS DUE TO THE FRONT SWAY BAR BUSHINGS, THE REGULATOR ON THE PASSENGER DOOR WAS NOISY, THE HANDLE ON THE PASSENGER DOOR WAS LOOSE, GRINDING NOISE ON THE FRONT PASSENGER SIDE, THE PASSENGER FRONT DOOR'S WEATHER STRIP WAS COMING OFF, LOUD NOISE COMING FROM THE REAR DIFFERENTIAL BEARINGS, EXCESSIVE PLAY IN THE FRONT TIE ENDS, WATER UNDER THE DRIVER'S SIDE CARPET, RATTLING IN THE SPEAKER ON THE PASSENGER SIDE,

WHEN IN 4TH HIGH AND 4TH LOW,
THE VEHICLE FELT AS IF IT WERE IN NEUTRAL, THE CIGARETTE LIGHTER WAS INOPERATIVE, THE WAS A SQUEAK IN THE STEERING WHEEL WHEN TURNING, THE ENGINE IDLED LOUD,
THE VEHICLE WOULD JUMP WHEN
SHIFTING INTO GEAR, THERE WAS A DELAY WHEN BRAKING, THE AXLE BOOT WAS LEAKING. *SC

20041014 502871 JEEP LIBERTY 200 N N STRUCTURE NY
1J4GL48KX2W 20040921

2

CONSUMER HAS HAD TO REPLACE SHOCKS, DRIVE SHAFT, BRAKES AND ALL FOUR TIRES SINCE PURCHASE. THE TIRES WERE WORN AND THE NOISY WERE STRUTS, A CONSTANT THUMPING SOUND WAS HEARD WHEN

THE VEHICLE WAS IN MOTION, CREAKING NOISE WERE COMING FROM THE FRONT OF THE VEHICLE WHEN GOING OVER BUMPS DUE TO THE FRONT SWAY BAR BUSHINGS, THE REGULATOR ON THE PASSENGER DOOR

WAS NOISY, THE HANDLE ON THE PASSENGER DOOR WAS LOOSE, GRINDING NOISE ON THE FRONT PASSENGER SIDE, THE PASSENGER FRONT DOOR'S WEATHER STRIP WAS COMING OFF, LOUD NOISE COMING FROM

THE REAR DIFFERENTIAL BEARINGS, EXCESSIVE PLAY IN THE FRONT TIE ENDS, WATER UNDER THE DRIVER'S SIDE CARPET, RATTLING IN THE SPEAKER ON THE PASSENGER SIDE, WHEN IN 4TH HIGH AND 4TH LOW,

THE VEHICLE FELT AS IF IT WERE IN NEUTRAL, THE CIGARETTE LIGHTER WAS INOPERATIVE, THE WAS A SQUEAK IN THE STEERING WHEEL WHEN TURNING, THE ENGINE IDLED LOUD, THE VEHICLE WOULD JUMP WHEN

SHIFTING INTO GEAR, THERE WAS A DELAY WHEN BRAKING, THE AXLE BOOT WAS LEAKING. *SC

20041014 502755 JEEP LIBERTY 200 N N SERVICE BRAKES, HYDRAULIC NY
1J4GL48KX2W 20040921

2

CONSUMER HAS HAD TO REPLACE SHOCKS, DRIVE SHAFT, BRAKES AND ALL FOUR TIRES SINCE PURCHASE. THE TIRES WERE WORN AND THE NOISY WERE STRUTS, A CONSTANT THUMPING SOUND WAS HEARD WHEN

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SHIFTING INTO GEAR, THERE WAS A DELAY WHEN BRAKING, THE AXLE BOOT WAS LEAKING. *SC

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20041014	502754	JEEP	LIBERTY	200	N	N			STEERING	NY	
1J4GL48KX2W	20040921										

2

CONSUMER HAS HAD TO REPLACE SHOCKS, DRIVE SHAFT, BRAKES AND ALL FOUR TIRES SINCE PURCHASE. THE TIRES WERE WORN AND THE NOISY WERE STRUTS, A CONSTANT THUMPING SOUND WAS HEARD WHEN THE VEHICLE WAS IN MOTION, CREAKING NOISE WERE COMING FROM THE FRONT OF THE VEHICLE WHEN GOING OVER BUMPS DUE TO THE FRONT SWAY BAR BUSHINGS, THE REGULATOR ON THE PASSENGER DOOR WAS NOISY, THE HANDLE ON THE PASSENGER DOOR WAS LOOSE, GRINDING NOISE ON THE FRONT PASSENGER SIDE, THE PASSENGER FRONT DOOR'S WEATHER STRIP WAS COMING OFF, LOUD NOISE COMING FROM THE REAR DIFFERENTIAL BEARINGS, EXCESSIVE PLAY IN THE FRONT TIE ENDS, WATER UNDER THE DRIVER'S SIDE CARPET, RATTLING IN THE SPEAKER ON THE PASSENGER SIDE, WHEN IN 4TH HIGH AND 4TH LOW, THE VEHICLE FELT AS IF IT WERE IN NEUTRAL, THE CIGARETTE LIGHTER WAS INOPERATIVE, THE WAS A SQUEAK IN THE STEERING WHEEL WHEN TURNING, THE ENGINE IDLED LOUD, THE VEHICLE WOULD JUMP WHEN SHIFTING INTO GEAR, THERE WAS A DELAY WHEN BRAKING, THE AXLE BOOT WAS LEAKING. *SC

20041014	502753	JEEP	LIBERTY	200	N	N			SUSPENSION	NY	
1J4GL48KX2W	20040921										

2

CONSUMER HAS HAD TO REPLACE SHOCKS, DRIVE SHAFT, BRAKES AND ALL FOUR TIRES SINCE PURCHASE. THE TIRES WERE WORN AND THE NOISY WERE STRUTS, A CONSTANT THUMPING SOUND WAS HEARD WHEN THE VEHICLE WAS IN MOTION, CREAKING NOISE WERE COMING FROM THE FRONT OF THE VEHICLE WHEN GOING OVER BUMPS DUE TO THE FRONT SWAY BAR BUSHINGS, THE REGULATOR ON THE PASSENGER DOOR WAS NOISY, THE HANDLE ON THE PASSENGER DOOR WAS LOOSE, GRINDING NOISE ON THE FRONT PASSENGER SIDE, THE PASSENGER FRONT DOOR'S WEATHER STRIP WAS COMING OFF, LOUD NOISE COMING FROM THE REAR DIFFERENTIAL BEARINGS, EXCESSIVE PLAY IN THE FRONT TIE ENDS, WATER UNDER THE DRIVER'S SIDE CARPET, RATTLING IN THE SPEAKER ON THE PASSENGER SIDE, WHEN IN 4TH HIGH AND 4TH LOW, THE VEHICLE FELT AS IF IT WERE IN NEUTRAL, THE CIGARETTE LIGHTER WAS INOPERATIVE, THE WAS A SQUEAK IN THE STEERING WHEEL WHEN TURNING, THE ENGINE IDLED LOUD, THE VEHICLE WOULD JUMP WHEN SHIFTING INTO GEAR, THERE WAS A DELAY WHEN BRAKING, THE AXLE BOOT WAS LEAKING. *SC

20041104	511545	JEEP	GRAND CHEROKEE	199	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	GA	
				5							

THE AIR CONDITIONER HOUSING LEAKS TO THE INTERIOR, UNDER THE CARPET. THE DEALERSHIP SUGGESTED A QUICK THAT DIDN'T WORK THE BODY SHOP SAYS THIS IS A COMMON PROBLEM THAT WOULD BE EXPENSIVE. THE DEALERSHIP THEN SAID IF THE QUICKFIX DIDN'T WORK, THEY WOULD NEED TO REPLACE THE HOUSING, WHICH WOULD REQUIRE REMOVING THE ENTIRE DASH: OVER \$600 TO COMPLETE THE JOB. IF THIS IS A COMMON PROBLEM, JEEP SHOULD HAVE RECALLED IT A LONG TIME AGO AND FIXED IT.*AK

20041116	518375	CHRYSLER	VOYAGER	200	N	N	0	0	STEERING:COLUMN	TX	
1C4GJ25303B	20041116										

3

THERE IS A WATER LEAK THROUGH THE STEERING COLUMN DOWN TO THE DRIVER'S SIDE CARPET FLOOR. THE WATER TENDS TO MAKE THE ACCELERATOR AND BRAKE PADS WET. ALSO, STEERING COLUMN TENDS TO MAKE A CLICKING SOUND WHENEVER THE VEHICLE IS BEING DRIVEN.*AK

20041129	507674	DODGE	NEON	200	N	N	0	0	EXTERIOR LIGHTING:TAIL LIGHTS	MD	
1B3ES26C82D	20041129										

2

FOR THE PAST YEAR MY VEHICLE 2002 DODGE NEON HAS BEEN RELEASING WATER, I ASSUMED IT WAS FROM THE RAIN BUT I WAS NOT SURE WERE IT WAS COMING FROM. IT HAD WET SPOTS AT ALL TIMES ON THE FLOOR, BACK SEATS, AND TRUNK. I HAD TO LEAVE THE WINDOWS OPEN VERY OFTEN FOR IT TO KEEP DRY. UNFORTUNATELY, I STARTED NOTICING MOLD WAS BUILDING UP ON THE FLOOR, TRUNK, AND SEATS OF MY VEHICLE SO I STARTED GETTING CONCERNED. THEREFORE I HAD SOME ONE HELP ME LOOK AT THE CAR, WE STARTED UNCOVERING THE CAR BY REMOVING THE PLASTIC COVER ON THE INSIDE OF THE VEHICLE AND CARPETING OF THE TRUNK. WE FOUND SOME SEVERE MOLD WHEN WE REMOVED EVERYTHING. WE ESTABLISHED THE WATER WAS COMING FROM SEVERAL WATER LEAKS ON THE

MANUFACTURER REAR LIGHTS

(BOTH). THE SEAL AROUND THE LIGHTS, WHICH ARE THE MANUFACTURERS, WAS COMPLETELY INEFFECTIVE. THE SEAL IS NOT STOPPING THE WATER AT ALL FROM LEAKING INTO THE CAR. NO PARTS HAVE BEEN REPLACED, I JUST CLEANED IT COMPLETELY TO REMOVE THE MOLD. APART FROM THAT, I HAVE LEFT MY VEHICLE THE WAY IT IS. I JUST REMOVED THE CARPETING FROM HE TRUNK AND PLAN ON TAKING THE CAR TO THE DEALERSHIP AND CLAIM THIS TO BE REPLACED AT NO CHARGE BECAUSE I FEEL THIS IS NOT PART OF A MAINTENANCE A CONSUMER SHOULD BE LIABLE FOR. *AK

20050120 529784	DODGE	CARAVAN	200	N	N	0	0	VISIBILITY:WINDSHIELD WIPER/WASHER:MOTOR	WV
1B4GP25321B	20050120	200							

1
 I HAVE FILED SEVERAL COMPLAINTS ON THIS CAR SINCE BUYING IN 2001 THIS LATEST ONE IS THE HEAT CONTROL KNOB IN THE DASH HAS FROZEN DEALER SAYS BROKEN AND WOULD COST 400 TO FIX, AT THAT PRICE IT SHOULDN'T BREAK AT ALL!CAR NOW HAS 50000 MILES. THIS IS THE SAME CAR THAT WITHIN THE FIRST 72 HOURS AND 200 MILES THE TRANSMISSION WENT OUT. TIE ROD ENDS WERE REPLACED 2 OR 3 TIMES AT 20000 AND 36700 MILES MOTOR ON WINDOW ALSO REPLACED CARPET REPLACED BECAUSE WATER SEEPING IN CAR I AM AFRAID OF THIS CAR. *JB

20050120 529678	DODGE	CARAVAN	200	N	N	0	0	STEERING:LINKAGES:TIE ROD ASSEMBLY	WV
1B4GP25321B	20050120	200							

1
 I HAVE FILED SEVERAL COMPLAINTS ON THIS CAR SINCE BUYING IN 2001 THIS LATEST ONE IS THE HEAT CONTROL KNOB IN THE DASH HAS FROZEN DEALER SAYS BROKEN AND WOULD COST 400 TO FIX, AT THAT PRICE IT SHOULDN'T BREAK AT ALL!CAR NOW HAS 50000 MILES. THIS IS THE SAME CAR THAT WITHIN THE FIRST 72 HOURS AND 200 MILES THE TRANSMISSION WENT OUT. TIE ROD ENDS WERE REPLACED 2 OR 3 TIMES AT 20000 AND 36700 MILES MOTOR ON WINDOW ALSO REPLACED CARPET REPLACED BECAUSE WATER SEEPING IN CAR I AM AFRAID OF THIS CAR. *JB

20050120 529681	DODGE	CARAVAN	200	N	N	0	0	STRUCTURE:BODY:DOOR	WV
1B4GP25321B	20050120	200							

1
 I HAVE FILED SEVERAL COMPLAINTS ON THIS CAR SINCE BUYING IN 2001 THIS LATEST ONE IS THE HEAT CONTROL KNOB IN THE DASH HAS FROZEN DEALER SAYS BROKEN AND WOULD COST 400 TO FIX, AT THAT PRICE IT SHOULDN'T BREAK AT ALL!CAR NOW HAS 50000 MILES. THIS IS THE SAME CAR THAT WITHIN THE FIRST 72 HOURS AND 200 MILES THE TRANSMISSION WENT OUT. TIE ROD ENDS WERE REPLACED 2 OR 3 TIMES AT 20000 AND 36700 MILES MOTOR ON WINDOW ALSO REPLACED CARPET REPLACED BECAUSE WATER SEEPING IN CAR I AM AFRAID OF THIS CAR. *JB

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050120	529680	DODGE	CARAVAN	200	N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	WV	
1B4GP25321B	20050120		200								

1

I HAVE FILED SEVERAL COMPLAINTS ON THIS CAR SINCE BUYING IN 2001 THIS LATEST ONE IS THE HEAT CONTROL KNOB IN THE DASH HAS FROZEN DEALER SAYS BROKEN AND WOULD COST 400 TO FIX, AT THAT PRICE IT SHOULDN'T BREAK AT ALL!CAR NOW HAS 50000 MILES. THIS IS THE SAME CAR THAT WITHIN THE FIRST 72 HOURS AND 200 MILES THE TRANSMISSION WENT OUT. TIE ROD ENDS WERE REPLACED 2 OR 3 TIMES AT 20000 AND 36700 MILES MOTOR ON WINDOW ALSO REPLACED CARPET REPLACED BECAUSE WATER SEEPING IN CAR I AM AFRAID OF THIS CAR. *JB

20050120	529679	DODGE	CARAVAN	200	N	N	0	0	INTERIOR LIGHTING	WV	
1B4GP25321B	20050120		200								

1

I HAVE FILED SEVERAL COMPLAINTS ON THIS CAR SINCE BUYING IN 2001 THIS LATEST ONE IS THE HEAT CONTROL KNOB IN THE DASH HAS FROZEN DEALER SAYS BROKEN AND WOULD COST 400 TO FIX, AT THAT PRICE IT SHOULDN'T BREAK AT ALL!CAR NOW HAS 50000 MILES. THIS IS THE SAME CAR THAT WITHIN THE FIRST 72 HOURS AND 200 MILES THE TRANSMISSION WENT OUT. TIE ROD ENDS WERE REPLACED 2 OR 3 TIMES AT 20000 AND 36700 MILES MOTOR ON WINDOW ALSO REPLACED CARPET REPLACED BECAUSE WATER SEEPING IN CAR I AM AFRAID OF THIS CAR. *JB

20050120	529677	DODGE	CARAVAN	200	N	N	0	0	ENGINE AND ENGINE COOLING	WV	
1B4GP25321B	20050120		200								

1

I HAVE FILED SEVERAL COMPLAINTS ON THIS CAR SINCE BUYING IN 2001 THIS LATEST ONE IS THE HEAT CONTROL KNOB IN THE DASH HAS FROZEN DEALER SAYS BROKEN AND WOULD COST 400 TO FIX, AT THAT PRICE IT SHOULDN'T BREAK AT ALL!CAR NOW HAS 50000 MILES. THIS IS THE SAME CAR THAT WITHIN THE FIRST 72 HOURS AND 200 MILES THE TRANSMISSION WENT OUT. TIE ROD ENDS WERE REPLACED 2 OR 3 TIMES AT 20000 AND 36700 MILES MOTOR ON WINDOW ALSO REPLACED CARPET REPLACED BECAUSE WATER SEEPING IN CAR I AM AFRAID OF THIS CAR. *JB

20050201	519200	CHRYSLER	SEBRING	199	N	N			STEERING:COLUMN	AK	
			CONVERTIBLE	8							

OWNER SAYS THAT THE FLOOR MATS BIND UP, CAUSING THE MATS TO TANGLE UP WITH THE INTERMEDIATE STEERING SHAFT COUPLER, WHICH COULD CAUSE THE VEHICLE TO LOSE STEERING CONTROL. CURRENTLY THE MANUFACTURER RECALLED THE 1998-99 SEBRING JXI CONVERTIBLE LIMITED EDITION. THE OWNER HAS A JX CONVERTIBLE WHICH WAS NOT BEING RECALLED FOR THIS PROBLEM. *AK

20050208	521873	DODGE	DAKOTA	199	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	CA	
				8					SYSTEM:WINDSHIELD:HEATER CORE		

HEATER CORE FAILED - NOW I HAVE NO DEFROSTER AND ANTI FREEZE LEAKED ALL OVER THE PASSENGER SIDE CARPETING CAUSING ME TO HAVE TO VACATE THE VEHICLE.*AK

20050216	523745	CHRYSLER	SEBRING	199	N	N			STEERING:COLUMN	DC	
				8							

RECALL CAMPAIGN 984: THE VEHICLE'S FLOOR MATS BECAME SNAGGED IN STEERING COLUMN INTERMEDIATE SHAFT COUPLER PINCH BOLT RETAINING PIN AND LIMITED STEERING ABILITY. *BF THE MANUFACTURER REFUSED REPAIR THE VEHICLE UNDER THE RECALL DUE TO VIN. *NM

20050319	532539	DODGE	1500	199	N	N	0	0	STRUCTURE	NC	
3B7HF13Y0XG	20050319		38000								

9

I HAVE A 1999 DODGE 1500 RAM TRUCK. AT 38,000 MILES THE DASHBOARD CRACKED IN ONE PLACE, THEN IT SPREAD ALL ACROSS THE DASH. I HAD A FULL "AFTER MARKET" WARRANTY BUT IT WOULD NOT COVER IT.

I CALLED DODGE HQS AS WELL AS DEALERS. ALL TOLD ME IT WAS NOT SOMETHING THEY WOULD COVER. MY ONLY SOLUTION WAS TO USE "SUPER GLUE" AND PUT A CARPET DASH COVER OVER THE UGLY MESS.

20050418	535312	DODGE	CARAVAN	200	N	N	1	1	STRUCTURE:BODY	CA	
				0							

WHILE VISITING A FAMILY FRIEND CONSUMER DISCOVERED A WATER LEAK T IN HIS CARAVAN. THIS LEAK RESULTED FROM WATER RUNNING DOWN THE EXTERIOR ROOF GROOVES AND DOWN TO THE BACK OF THE VAN. IT HAD A CRACK IN THE WELD THAT WAS FOUND ON BOTH SIDES OF THE UPPER PORTION OF THE VAN BODY, WHERE THE REAR HATCH WAS LOCATED. THE WATER

ENTERED THE CRACK AND RAN DOWN THE INSIDE OF THE VAN . ALSO, PUDDLES WERE FOUND UNDERNEATH THE CARPET, WHICH RESULTS IN A MILD WET CARPET, BUT EVEN WORSE, RUST.*AK I LIFTED THE REAR CARPET IN MY VAN AND THERE WAS WATER AND THE CARPET PAD WAS WET. I HADN'T NOTICED IT BEFORE BECAUSE WE HAVE A PLASTIC LINER TRAY IN THE BACK. I BELIEVE MANY PEOPLE HAVE THIS PROBLEM BUT ARE UNAWARE OF IT.

20050504	539569	JEEP	WRANGLER	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	NC
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ACCELARATOR PEDAL FELT NOTCHY AND STUCK DOWN UPON DELIVERY. SERVICE DEPARTMENT SAID IT WAS A NORMAL CHARACTERISTIC OF THIS VEHICLE TYPE. HOWEVER, UPON INSPECTION CONSUMER FOUND THAT THE VEHICLE'S CARPET WAS PROTRUDING, OBSTRUCTING THE PEDAL. CARPET NEEDED TO BE SECURED IN ORDER TO PREVENT FURTHER OBSTRUCTION.

20050614	549561	CHRYSLER	PACIFICA	200	N	N	0	0	STRUCTURE	MA
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POPPING/CLICKING UPON TURNING, STOPPING, TAKING OFF- HAD CAR JUST 2 DAYS AND HAD TO BRING BACK TO DEALER- READ ALL OF THE SERVICE BULLETINS, AND SAFETY RECALLS, DEFECTS AND COMPLAINTS - FOUND IT TO BE THE POWER TRANSFER UNIT - PTU - SEEMS THAT THIS IS A PROBLEM WITH 2005 PACIFICIA'S. DEALER HAD 3 DAYS. INTERNAL SIDE MOLDING ON PSG 2ND DOOR DEFECTIVE / PULLING AWAY FROM FRAME / EXTERIOR BACK BLACK PANELS FADED ALREADY/ WET CARPET ON DRIVERSIDE FLOOR - SMELLS/MILDEW CAR IS NEW!

20050614	549560	CHRYSLER	PACIFICA	200	N	N	0	0	STEERING	MA
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POPPING/CLICKING UPON TURNING, STOPPING, TAKING OFF- HAD CAR JUST 2 DAYS AND HAD TO BRING BACK TO DEALER- READ ALL OF THE SERVICE BULLETINS, AND SAFETY RECALLS, DEFECTS AND COMPLAINTS - FOUND IT TO BE THE POWER TRANSFER UNIT - PTU - SEEMS THAT THIS IS A PROBLEM WITH 2005 PACIFICIA'S. DEALER HAD 3 DAYS. INTERNAL SIDE MOLDING ON PSG 2ND DOOR DEFECTIVE / PULLING AWAY FROM FRAME / EXTERIOR BACK BLACK PANELS FADED ALREADY/ WET CARPET ON DRIVERSIDE FLOOR - SMELLS/MILDEW CAR IS NEW!

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050614	549559	CHRYSLER	PACIFICA	200	N	N	0	0	SUSPENSION	MA	
2C8GF68435R	20050614		3804								

5

POPPING/CLICKING UPON TURNING, STOPPING, TAKING OFF- HAD CAR JUST 2 DAYS AND HAD TO BRING BACK TO DEALER- READ ALL OF THE SERVICE BULLETINS, AND SAFETY RECALLS, DEFECTS AND COMPLAINTS - FOUND IT TO BE THE POWER TRANSFER UNIT - PTU - SEEMS THAT THIS IS A PROBLEM WITH 2005 PACIFICIA'S. DEALER HAD 3 DAYS. INTERNAL SIDE MOLDING ON PSG 2ND DOOR DEFECTIVE / PULLING AWAY FROM FRAME / EXTERIOR BACK BLACK PANELS FADED ALREADY/ WET CARPET ON DRIVERSIDE FLOOR - SMELLS/MILDEW CAR IS NEW!

20050615	549964	CHRYSLER	300	200	N	N	0	0	STRUCTURE:BODY	TX	
2C3JA53G95H	20050615										

5

THE FLOORS IN THE FRONT ARE NOT SOLID UNDERNEATH THE CARPET. THERE'S NO "BOTTOM". THERE'S 7" OF SPACE BETWEEN THE CARPET AND THE BODY OF THE CAR. I TOOK IT IN TO THE DEALER AND THEY SAID THAT'S THE WAY THE CAR WAS MADE AND THEY ARE NOT SURE OF WHY IT WAS DESIGNED LIKE THAT.

20050710	547891	DODGE	DAKOTA	200	N	N	0	0	OTHER	IN	
1B7GG32X42S	20050710		51000								

2

1. YEAR OLD TRUCK NO WRECKS 2. SOMETHING LEAKING, WET CARPET ON PASSENGER SIDE FROM DAY ONE. 3. THEY REPLACE BACK WINDOW SEAL BUT LEAK STILL OCCURS.

20050715	549470	CHRYSLER	SEBRING	199	N	N			STRUCTURE:BODY	CT	
3C3EL55H8XT	20050715										

CONVERTIBLE 9

DT: CONTACT STATES VEHICLES HOLDS WATER AFTER A HEAVY RAINSTORM BECAUSE THE DRAIN HOLES UNDERNEATH THE CAR GET CLOGGED UP EASILY. THE FIRST TIME THE CAR CONTAINED APPROXIMATELY 4 INCHES OF WATER, THE SERVICE DEALER DID UNCLOG THE DRAIN HOLES. THE SECOND TIME THE CAR CONTAINED APPROXIMATELY 8 INCHES OF WATER, BECAUSE THE CONSUMER WAS IN THE HOSPITAL HE COULD NOT HAVE THE VEHICLE TAKEN TO THE SERVICE DEALER. THE CARPET HAD TO BE TAKEN OUT OF THE VEHICLE BECAUSE OF THE ODOR WHERE THE WATER HAD SET FOR THE TIME THE CONSUMER WAS IN THE HOSPITAL. THE CONSUMER DID CONTACT THE MANUFACTURER AND THEY STATED THE COMPLAINT WAS NOT ON THEIR WEBSITE SO IT WAS NOT CONSIDERED A LEGITIMATE COMPLAINT. *AK

20050831	557541	DODGE	DAKOTA	200	N	N	0	0	STRUCTURE:BODY	PA	
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3

WATER SATURATING FLOOR ON PASSENGER SIDE. CARPET SMELLS MOLDY DUE TO RECURRING PROBLEM. TAKEN TO DEALER 2 TIMES PREVIOUS AND TRUCK AT DEALER NOW FOR THE 3RD TIME TO ATTEMPT A POSSIBLE REPAIR. SEALED DRAIN HOLE IN FIREWALL WHERE EVAPORATOR HOUSING DRAIN HOSE GOES THROUGH TO OUTSIDE OF BODY AND CHECKED A/C LINES FOR LEAKS. TRUCK LEAKS FROM INSIDE THE FIREWALL, DEALER IS NOT SURE WHERE. *NM

20050901	558523	JEEP	WRANGLER	200	Y	N	0	0	LATCHES/LOCKS/LINKAGES:DOORS:LATCH	VA	
1J4FA59SX1P	20050901		2000								

1

I BELIEVE THE JEEP WRANGLER BUILT BY DAIMLER CHRYSLER HAS SAFETY DEFECTS THAT CONSTITUTE A SERIES OF SAFETY HAZARDS. 1. AUTOMATIC TRANSMISSION SHIFTS AND ENGINE RPM ACCELERATING ON BREAKING. ON SEVERAL OCCASIONS MY JEEP ENGINE RPM'S RACED AND THE VEHICLE LEAPED FORWARD WHILE BREAKING AND COMING TO A STOP. SINCE THE PROBLEM DOES NOT HAPPEN WITH REGULARITY THE DEALERSHIPS CAN FIND NOTHING WRONG. 2. FRONT SEAT BELTS. THE FRONT SEAT BELTS DO NOT RETRACT SMOOTHLY, QUICKLY AND WITHOUT GETTING CAUGHT IN THE DOOR LOCKING MECHANISM. 3. FULL SIZE DOORS. THEY DO NOT CLOSE AND SECURE FULLY AS THE DOOR IS AJAR UNTIL YOU RE-CLOSE THE DOOR WITH FORCE. 4. BREAK NOISE. I GET A CONSISTENT CLACK NOISE WHEN APPLYING THE BREAKS. I HAVE HAD THE DEALERSHIP WORK ON THIS PROBLEM ON FIVE OCCASIONS TO INCLUDE A COMPLETE BREAK SERVICE. THE PROBLEM IS STILL THERE. 4. BUILD QUALITY. SINCE I BOUGHT THE WRANGLER I HAVE HAD THE RADIATOR REPLACED (IT LEAKED), ALL THE SPARK PLUGS REPLACED (ROUGH IDLE), INSIDE RIGHT DOOR HANDLE ASSIST AND SNAP ON FRONT FLOOR MAT REPLACED, THE COMPUTER REPROGRAMMED

(THEY SAID THE FACTORY DID NOT DO IT RIGHT), FUEL PUMP REPLACED (GAS LEAK), SEALS AROUND GAS TANK AND GAS CAP (VAPOR LEAK), AND THE REAR SEALS (WHICH WERE NOT COVERED UNDER MY CHRYSLER EXTENDED WARRANTY). 5. CHRYSLER EXTENDED WARRANTY. NEITHER THE DEALERSHIP NOR CHRYSLER WANTED TO ADDRESS THE BREAK PROBLEM WITHOUT ME PAYING FOR A BREAK SERVICE. *NM

20050901 558608 JEEP WRANGLER 200 Y N 0 0 POWER TRAIN VA
 1J4FA59SX1P 20050901 2000

1

I BELIEVE THE JEEP WRANGLER BUILT BY DAIMLER CHRYSLER HAS SAFETY DEFECTS THAT CONSTITUTE A SERIES OF SAFETY HAZARDS. 1. AUTOMATIC TRANSMISSION SHIFTS AND ENGINE RPM ACCELERATING ON BREAKING. ON SEVERAL OCCASIONS MY JEEP ENGINE RPMS RACED AND THE VEHICLE LEAPED FORWARD WHILE BREAKING AND COMING TO A STOP. SINCE THE PROBLEM DOES NOT HAPPEN WITH REGULARITY THE DEALERSHIPS CAN FIND NOTHING WRONG. 2. FRONT SEAT BELTS. THE FRONT SEAT BELTS DO NOT RETRACT SMOOTHLY, QUICKLY AND WITHOUT GETTING CAUGHT IN THE DOOR LOCKING MECHANISM. 3. FULL SIZE DOORS. THEY DO NOT CLOSE AND SECURE FULLY AS THE DOOR IS AJAR UNTIL YOU RE-CLOSE THE DOOR WITH FORCE. 4. BREAK NOISE. I GET A CONSISTENT CLACK NOISE WHEN APPLYING THE BREAKS. I HAVE HAD THE DEALERSHIP WORK ON THIS PROBLEM ON FIVE OCCASIONS TO INCLUDE A COMPLETE BREAK SERVICE. THE PROBLEM IS STILL THERE. 4. BUILD QUALITY. SINCE I BOUGHT THE WRANGLER I HAVE HAD THE RADIATOR REPLACED (IT LEAKED), ALL THE SPARK PLUGS REPLACED (ROUGH IDLE), INSIDE RIGHT DOOR HANDLE ASSIST AND SNAP ON FRONT FLOOR MAT REPLACED, THE COMPUTER REPROGRAMMED (THEY SAID THE FACTORY DID NOT DO IT RIGHT), FUEL PUMP REPLACED (GAS LEAK), SEALS AROUND GAS TANK AND GAS CAP (VAPOR LEAK), AND THE REAR SEALS (WHICH WERE NOT COVERED UNDER MY CHRYSLER EXTENDED WARRANTY). 5. CHRYSLER EXTENDED WARRANTY. NEITHER THE DEALERSHIP NOR CHRYSLER WANTED TO ADDRESS THE BREAK PROBLEM WITHOUT ME PAYING FOR A BREAK SERVICE. *NM

20050901 558607 JEEP WRANGLER 200 Y N 0 0 STRUCTURE:BODY:DOOR:HINGE AND ATTACHMENTS VA
 1J4FA59SX1P 20050901 2000

1

I BELIEVE THE JEEP WRANGLER BUILT BY DAIMLER CHRYSLER HAS SAFETY DEFECTS THAT CONSTITUTE A SERIES OF SAFETY HAZARDS. 1. AUTOMATIC TRANSMISSION SHIFTS AND ENGINE RPM ACCELERATING ON BREAKING. ON SEVERAL OCCASIONS MY JEEP ENGINE RPMS RACED AND THE VEHICLE LEAPED FORWARD WHILE BREAKING AND COMING TO A STOP. SINCE THE PROBLEM DOES NOT HAPPEN WITH REGULARITY THE DEALERSHIPS CAN FIND NOTHING WRONG. 2. FRONT SEAT BELTS. THE FRONT SEAT BELTS DO NOT RETRACT SMOOTHLY, QUICKLY AND WITHOUT GETTING CAUGHT IN THE DOOR LOCKING MECHANISM. 3. FULL SIZE DOORS. THEY DO NOT CLOSE AND SECURE FULLY AS THE DOOR IS AJAR UNTIL YOU RE-CLOSE THE DOOR WITH FORCE. 4. BREAK NOISE. I GET A CONSISTENT CLACK NOISE WHEN APPLYING THE BREAKS. I HAVE HAD THE DEALERSHIP WORK ON THIS PROBLEM ON FIVE OCCASIONS TO INCLUDE A COMPLETE BREAK SERVICE. THE PROBLEM IS STILL THERE. 4. BUILD QUALITY. SINCE I BOUGHT THE WRANGLER I HAVE HAD THE RADIATOR REPLACED (IT LEAKED), ALL THE SPARK PLUGS REPLACED (ROUGH IDLE), INSIDE RIGHT DOOR HANDLE ASSIST AND SNAP ON FRONT FLOOR MAT REPLACED, THE COMPUTER REPROGRAMMED (THEY SAID THE FACTORY DID NOT DO IT RIGHT), FUEL PUMP REPLACED (GAS LEAK), SEALS AROUND GAS TANK AND GAS CAP (VAPOR LEAK), AND THE REAR SEALS (WHICH WERE NOT COVERED UNDER MY CHRYSLER EXTENDED WARRANTY). 5. CHRYSLER EXTENDED WARRANTY. NEITHER THE DEALERSHIP NOR CHRYSLER WANTED TO ADDRESS THE BREAK PROBLEM WITHOUT ME PAYING FOR A BREAK SERVICE. *NM

Friday, August 24, 2007

DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050901	558606	JEEP	WRANGLER	200	Y	N	0	0	SERVICE BRAKES, HYDRAULIC	VA	
1J4FA59SX1P	20050901		2000								

1

I BELIEVE THE JEEP WRANGLER BUILT BY DAIMLER CHRYSLER HAS SAFETY DEFECTS THAT CONSTITUTE A SERIES OF SAFETY HAZARDS. 1. AUTOMATIC TRANSMISSION SHIFTS AND ENGINE RPM ACCELERATING ON BREAKING. ON SEVERAL OCCASIONS MY JEEP ENGINE RPMS RACED AND THE VEHICLE LEAPED FORWARD WHILE BREAKING AND COMING TO A STOP. SINCE THE PROBLEM DOES NOT HAPPEN WITH REGULARITY THE DEALERSHIPS CAN FIND NOTHING WRONG. 2. FRONT SEAT BELTS. THE FRONT SEAT BELTS DO NOT RETRACT SMOOTHLY, QUICKLY AND WITHOUT GETTING CAUGHT IN THE DOOR LOCKING MECHANISM. 3. FULL SIZE DOORS. THEY DO NOT CLOSE AND SECURE FULLY AS THE DOOR IS AJAR UNTIL YOU RE-CLOSE THE DOOR WITH FORCE. 4. BREAK NOISE. I GET A CONSISTENT CLACK NOISE WHEN APPLYING THE BREAKS. I HAVE HAD THE DEALERSHIP WORK ON THIS PROBLEM ON FIVE OCCASIONS TO INCLUDE A COMPLETE BREAK SERVICE. THE PROBLEM IS STILL THERE. 4. BUILD QUALITY. SINCE I BOUGHT THE WRANGLER I HAVE HAD THE RADIATOR REPLACED (IT LEAKED), ALL THE SPARK PLUGS REPLACED (ROUGH IDLE), INSIDE RIGHT DOOR HANDLE ASSIST AND SNAP ON FRONT FLOOR MAT REPLACED, THE COMPUTER REPROGRAMMED (THEY SAID THE FACTORY DID NOT DO IT RIGHT), FUEL PUMP REPLACED (GAS LEAK), SEALS AROUND GAS TANK AND GAS CAP (VAPOR LEAK), AND THE REAR SEALS (WHICH WERE NOT COVERED UNDER MY CHRYSLER EXTENDED WARRANTY). 5. CHRYSLER EXTENDED WARRANTY. NEITHER THE DEALERSHIP NOR CHRYSLER WANTED TO ADDRESS THE BREAK PROBLEM WITHOUT ME PAYING FOR A BREAK SERVICE. *NM

20050901	558524	JEEP	WRANGLER	200	Y	N	0	0	SEAT BELTS:FRONT	VA	
1J4FA59SX1P	20050901		2000								

1

I BELIEVE THE JEEP WRANGLER BUILT BY DAIMLER CHRYSLER HAS SAFETY DEFECTS THAT CONSTITUTE A SERIES OF SAFETY HAZARDS. 1. AUTOMATIC TRANSMISSION SHIFTS AND ENGINE RPM ACCELERATING ON BREAKING. ON SEVERAL OCCASIONS MY JEEP ENGINE RPMS RACED AND THE VEHICLE LEAPED FORWARD WHILE BREAKING AND COMING TO A STOP. SINCE THE PROBLEM DOES NOT HAPPEN WITH REGULARITY THE DEALERSHIPS CAN FIND NOTHING WRONG. 2. FRONT SEAT BELTS. THE FRONT SEAT BELTS DO NOT RETRACT SMOOTHLY, QUICKLY AND WITHOUT GETTING CAUGHT IN THE DOOR LOCKING MECHANISM. 3. FULL SIZE DOORS. THEY DO NOT CLOSE AND SECURE FULLY AS THE DOOR IS AJAR UNTIL YOU RE-CLOSE THE DOOR WITH FORCE. 4. BREAK NOISE. I GET A CONSISTENT CLACK NOISE WHEN APPLYING THE BREAKS. I HAVE HAD THE DEALERSHIP WORK ON THIS PROBLEM ON FIVE OCCASIONS TO INCLUDE A COMPLETE BREAK SERVICE. THE PROBLEM IS STILL THERE. 4. BUILD QUALITY. SINCE I BOUGHT THE WRANGLER I HAVE HAD THE RADIATOR REPLACED (IT LEAKED), ALL THE SPARK PLUGS REPLACED (ROUGH IDLE), INSIDE RIGHT DOOR HANDLE ASSIST AND SNAP ON FRONT FLOOR MAT REPLACED, THE COMPUTER REPROGRAMMED (THEY SAID THE FACTORY DID NOT DO IT RIGHT), FUEL PUMP REPLACED (GAS LEAK), SEALS AROUND GAS TANK AND GAS CAP (VAPOR LEAK), AND THE REAR SEALS (WHICH WERE NOT COVERED UNDER MY CHRYSLER EXTENDED WARRANTY). 5. CHRYSLER EXTENDED WARRANTY. NEITHER THE DEALERSHIP NOR CHRYSLER WANTED TO ADDRESS THE BREAK PROBLEM WITHOUT ME PAYING FOR A BREAK SERVICE. *NM

20050906	558458	JEEP	CHEROKEE	199	N	N			STRUCTURE	IL	
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3

1993 JEEP CHEROKEE UNDERBODY FIRE HAZARD.*MR THE CONSUMER EXPLAINED THAT THIS VEHICLE HAD NEVER BEEN OPERATED IN AN AREA WITH ROAD SALT BUT HE STILL CHOSE TO HAVE THE DEALER UNDERCOAT THE ENTIRE VEHICLE. WHEN THE CONSUEMR RELOCATED TO ANOTHER AREA HE CHECKED UNDER THE VEHICLE AND FOUND SEVERAL SMALL HOLES AND WAS ABLE TO SEE THE VEHICLE'S INTERIOR CARPET. HE REMOVED THE REAR SEATS AND FOUND THAT THE FLOOR BOARD HAD BEEN ROTTING FROM THE INSIDE OUT ABOVE THE EXHAUST SYSTEM. THE CONSUMER BELIEVES THE WATER IS FROM THE EXTREME HEAT FROM THE EXHAUST FOLLOWED BY RAPID COOLING. *NM

20051101	566285	DODGE	GRAND CARAVAN	200	N	N			STRUCTURE	PA	
2B4GP44G6YR	20051101		5								

0

DT: THE CONTACT STATED THERE HAVE BEEN NUMEROUS ELECTRICAL PROBLEMS WHICH RESULTED IN THE DASHBOARD PANEL LIGHTS FLASHING ON AND OFF WHILE DRIVING. SHE TOOK THE VEHICLE TO A

DEALER FOR MULTIPLE ATTEMPTS TO CORRECT THIS PROBLEM. ALSO, THERE WAS A LEAK WITHIN THE ROOF, RESULTING IN DAMAGE TO THE CARPETING. THERE IS A SLASHING SOUND WITHIN THE ROOF
 COMPARTMENT AFTER A HEAVY RAIN. THE CARPET HAS BEEN REPLACED FIVE TIMES, AND THE TELEVISION WAS REPLACED ONCE AS A RESULT OF THE LEAK. *AK. UPDATED 11/30/2005 - GLAZED SERPENTINE BELT
 CAUSED GRINDING NOISE WHEN TURNING. THE LEFT MIDDLE SEAT HEAD REST CAME LOOSE FROM THE GUIDE ROD. THE DOOR STICKS AND THE SIDING DOOR MAKES NOISE WHEN OPENING. THE REAR WINDOW RATTLES WHEN OPENED. THE FOG LIHJT ARE IONPERTIVE. THE HORN SPUNDED WEAK BECAUSE THE KEYLESS ENTRY REMOTE NEEDED TO BE REPROGRAMMED. THE TAIL LIGHT HAD MOISTURE IN IT. THE LOCKING

20051101 566195	DODGE	GRAND CARAVAN 200	N	N	SEATS	PA
2B4GP44G6YR	20051101	5				

DT: THE CONTACT STATED THERE HAVE BEEN NUMEROUS ELECTRICAL PROBLEMS WHICH RESULTED IN THE DASHBOARD PANEL LIGHTS FLASHING ON AND OFF WHILE DRIVING. SHE TOOK THE VEHICLE TO A
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 CAUSED GRINDING NOISE WHEN TURNING. THE LEFT MIDDLE SEAT HEAD REST CAME LOOSE FROM THE GUIDE ROD. THE DOOR STICKS AND THE SIDING DOOR MAKES NOISE WHEN OPENING. THE REAR WINDOW RATTLES WHEN OPENED. THE FOG LIHJT ARE IONPERTIVE. THE HORN SPUNDED WEAK BECAUSE THE KEYLESS ENTRY REMOTE NEEDED TO BE REPROGRAMMED. THE TAIL LIGHT HAD MOISTURE IN IT. THE LOCKING

20051101 569967	DODGE	GRAND CARAVAN 200	N	N	EXTERIOR LIGHTING	PA
2B4GP44G6YR	20051101	5				

DT: THE CONTACT STATED THERE HAVE BEEN NUMEROUS ELECTRICAL PROBLEMS WHICH RESULTED IN THE DASHBOARD PANEL LIGHTS FLASHING ON AND OFF WHILE DRIVING. SHE TOOK THE VEHICLE TO A
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 COMPARTMENT AFTER A HEAVY RAIN. THE CARPET HAS BEEN REPLACED FIVE TIMES, AND THE TELEVISION WAS REPLACED ONCE AS A RESULT OF THE LEAK. *AK. UPDATED 11/30/2005 - GLAZED SERPENTINE BELT
 CAUSED GRINDING NOISE WHEN TURNING. THE LEFT MIDDLE SEAT HEAD REST CAME LOOSE FROM THE GUIDE ROD. THE DOOR STICKS AND THE SIDING DOOR MAKES NOISE WHEN OPENING. THE REAR WINDOW RATTLES WHEN OPENED. THE FOG LIHJT ARE IONPERTIVE. THE HORN SPUNDED WEAK BECAUSE THE KEYLESS ENTRY REMOTE NEEDED TO BE REPROGRAMMED. THE TAIL LIGHT HAD MOISTURE IN IT. THE LOCKING

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20051101	566286	DODGE	GRAND CARAVAN	200	N	N			FUEL SYSTEM, GASOLINE:STORAGE:TANK	PA	
2B4GP44G6YR		20051101	5						ASSEMBLY:FILLER PIPE AND CAP		

DT: THE CONTACT STATED THERE HAVE BEEN NUMEROUS ELECTRICAL PROBLEMS WHICH RESULTED IN THE DASHBOARD PANEL LIGHTS FLASHING ON AND OFF WHILE DRIVING. SHE TOOK THE VEHICLE TO A DEALER FOR MULTIPLE ATTEMPTS TO CORRECT THIS PROBLEM. ALSO, THERE WAS A LEAK WITHIN THE ROOF, RESULTING IN DAMAGE TO THE CARPETING. THERE IS A SLASHING SOUND WITHIN THE ROOF COMPARTMENT AFTER A HEAVY RAIN. THE CARPET HAS BEEN REPLACED FIVE TIMES, AND THE TELEVISION WAS REPLACED ONCE AS A RESULT OF THE LEAK. *AK. UPDATED 11/30/2005 - GLAZED SERPENTINE BELT CAUSED GRINDING NOISE WHEN TURNING. THE LEFT MIDDLE SEAT HEAD REST CAME LOOSE FROM THE GUIDE ROD. THE DOOR STICKS AND THE SIDING DOOR MAKES NOISE WHEN OPENING. THE REAR WINDOW RATTLES WHEN OPENED. THE FOG LIHJT ARE IONPERTIVE. THE HORN SPUNDED WEAK BECAUSE THE KEYLESS ENTRY REMOTE NEEDED TO BE REPROGRAMMED. THE TAIL LIGHT HAD MOISTURE IN IT. THE LOCKING

20051101	566287	DODGE	GRAND CARAVAN	200	N	N			ENGINE AND ENGINE COOLING:ENGINE:GASOLINE:BELTS	PA	
2B4GP44G6YR		20051101	5						AND ASSOCIATED PULLEYS		

DT: THE CONTACT STATED THERE HAVE BEEN NUMEROUS ELECTRICAL PROBLEMS WHICH RESULTED IN THE DASHBOARD PANEL LIGHTS FLASHING ON AND OFF WHILE DRIVING. SHE TOOK THE VEHICLE TO A DEALER FOR MULTIPLE ATTEMPTS TO CORRECT THIS PROBLEM. ALSO, THERE WAS A LEAK WITHIN THE ROOF, RESULTING IN DAMAGE TO THE CARPETING. THERE IS A SLASHING SOUND WITHIN THE ROOF COMPARTMENT AFTER A HEAVY RAIN. THE CARPET HAS BEEN REPLACED FIVE TIMES, AND THE TELEVISION WAS REPLACED ONCE AS A RESULT OF THE LEAK. *AK. UPDATED 11/30/2005 - GLAZED SERPENTINE BELT CAUSED GRINDING NOISE WHEN TURNING. THE LEFT MIDDLE SEAT HEAD REST CAME LOOSE FROM THE GUIDE ROD. THE DOOR STICKS AND THE SIDING DOOR MAKES NOISE WHEN OPENING. THE REAR WINDOW RATTLES WHEN OPENED. THE FOG LIHJT ARE IONPERTIVE. THE HORN SPUNDED WEAK BECAUSE THE KEYLESS ENTRY REMOTE NEEDED TO BE REPROGRAMMED. THE TAIL LIGHT HAD MOISTURE IN IT. THE LOCKING

20051101	566288	DODGE	GRAND CARAVAN	200	N	N			ELECTRICAL SYSTEM	PA	
2B4GP44G6YR		20051101	5								

DT: THE CONTACT STATED THERE HAVE BEEN NUMEROUS ELECTRICAL PROBLEMS WHICH RESULTED IN THE DASHBOARD PANEL LIGHTS FLASHING ON AND OFF WHILE DRIVING. SHE TOOK THE VEHICLE TO A DEALER FOR MULTIPLE ATTEMPTS TO CORRECT THIS PROBLEM. ALSO, THERE WAS A LEAK WITHIN THE ROOF, RESULTING IN DAMAGE TO THE CARPETING. THERE IS A SLASHING SOUND WITHIN THE ROOF COMPARTMENT AFTER A HEAVY RAIN. THE CARPET HAS BEEN REPLACED FIVE TIMES, AND THE TELEVISION WAS REPLACED ONCE AS A RESULT OF THE LEAK. *AK. UPDATED 11/30/2005 - GLAZED SERPENTINE BELT CAUSED GRINDING NOISE WHEN TURNING. THE LEFT MIDDLE SEAT HEAD REST CAME LOOSE FROM THE GUIDE ROD. THE DOOR STICKS AND THE SIDING DOOR MAKES NOISE WHEN OPENING. THE REAR WINDOW RATTLES WHEN OPENED. THE FOG LIHJT ARE IONPERTIVE. THE HORN SPUNDED WEAK BECAUSE THE KEYLESS ENTRY REMOTE NEEDED TO BE REPROGRAMMED. THE TAIL LIGHT HAD MOISTURE IN IT. THE LOCKING

20051101	569968	DODGE	GRAND CARAVAN	200	N	N			TIRES	PA	
2B4GP44G6YR		20051101	5								

DT: THE CONTACT STATED THERE HAVE BEEN NUMEROUS ELECTRICAL PROBLEMS WHICH RESULTED IN THE DASHBOARD PANEL LIGHTS FLASHING ON AND OFF WHILE DRIVING. SHE TOOK THE VEHICLE TO A DEALER FOR MULTIPLE ATTEMPTS TO CORRECT THIS PROBLEM. ALSO, THERE WAS A LEAK WITHIN THE ROOF, RESULTING IN DAMAGE TO THE CARPETING. THERE IS A SLASHING SOUND WITHIN THE ROOF COMPARTMENT AFTER A HEAVY RAIN. THE CARPET HAS BEEN REPLACED FIVE TIMES, AND THE TELEVISION WAS REPLACED ONCE AS A RESULT OF THE LEAK. *AK. UPDATED 11/30/2005 - GLAZED SERPENTINE BELT CAUSED GRINDING NOISE WHEN TURNING. THE LEFT MIDDLE SEAT HEAD REST CAME LOOSE FROM THE GUIDE ROD. THE DOOR STICKS AND THE SIDING DOOR MAKES NOISE WHEN OPENING. THE REAR WINDOW RATTLES WHEN OPENED. THE FOG LIHJT ARE IONPERTIVE. THE HORN SPUNDED WEAK BECAUSE THE KEYLESS ENTRY REMOTE NEEDED TO BE REPROGRAMMED. THE TAIL

LIGHT HAD MOISTURE IN IT. THE LOCKING

20051210 570653 PLYMOUTH NEON 199 N N 0 0 STRUCTURE IN
5

NUMEROUS HEATING COOLING PROBLEMS. INCORRECT TEMPERATURE GAUGE, OVERHEATING, RADIATOR FANS NOT COMING ON, ERRATIC FAN OPERATION, WATER LEAKING IN FROM FIREWALL POURING INTO THE BLOWER MOTOR CAUSING BLOWN FUSES, FAULTY BLOWER MOTORS AND SOAKING CARPETS. WIRING PROBLEMS CAUSING FUSES TO BLOW WHEN FANS WOULD KICK ON, A/C WAS TURNED ON, OR DASH WOULD EMIT SMOKE WHEN THE PARKING BREAK WAS ENGAGED WITH THE VEHICLE RUNNING, ERRATIC GAUGE CLUSTER, OFF AND ON GAUGES, INTERIOR LIGHTS FAILURE. *NM

20051210 570652 PLYMOUTH NEON 199 N N 0 0 ENGINE AND ENGINE COOLING:COOLING SYSTEM IN
5

NUMEROUS HEATING COOLING PROBLEMS. INCORRECT TEMPERATURE GAUGE, OVERHEATING, RADIATOR FANS NOT COMING ON, ERRATIC FAN OPERATION, WATER LEAKING IN FROM FIREWALL POURING INTO THE BLOWER MOTOR CAUSING BLOWN FUSES, FAULTY BLOWER MOTORS AND SOAKING CARPETS. WIRING PROBLEMS CAUSING FUSES TO BLOW WHEN FANS WOULD KICK ON, A/C WAS TURNED ON, OR DASH WOULD EMIT SMOKE WHEN THE PARKING BREAK WAS ENGAGED WITH THE VEHICLE RUNNING, ERRATIC GAUGE CLUSTER, OFF AND ON GAUGES, INTERIOR LIGHTS FAILURE. *NM

20051210 570957 PLYMOUTH NEON 199 N N 0 0 ELECTRICAL SYSTEM IN
5

NUMEROUS HEATING COOLING PROBLEMS. INCORRECT TEMPERATURE GAUGE, OVERHEATING, RADIATOR FANS NOT COMING ON, ERRATIC FAN OPERATION, WATER LEAKING IN FROM FIREWALL POURING INTO THE BLOWER MOTOR CAUSING BLOWN FUSES, FAULTY BLOWER MOTORS AND SOAKING CARPETS. WIRING PROBLEMS CAUSING FUSES TO BLOW WHEN FANS WOULD KICK ON, A/C WAS TURNED ON, OR DASH WOULD EMIT SMOKE WHEN THE PARKING BREAK WAS ENGAGED WITH THE VEHICLE RUNNING, ERRATIC GAUGE CLUSTER, OFF AND ON GAUGES, INTERIOR LIGHTS FAILURE. *NM

20060114 574641 DODGE NEON 200 N N 0 0 STRUCTURE:BODY:TRUNK LID CA
1B3ES46C81D 20060114 68148
1

THE SEAL AROUND THE TRUNK LID IS LEAKING. THERE WAS A LARGE PUDDLE IN MY TRUNK FROM RAIN WATER, IT LEAKED UNDERNEATH INTO THE SPARE TIRE HOLDING AREA, THEN INTO THE BACK SEATS AND CARPET IN THE CAR. THE WATER COULD NOT BE COMPLETELY REMOVED, AND THERE IS MOLD IN THE CAR NOW. MOLD IS A HEALTH HAZARD. THE SEAL IS FAULTY. *JB

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060319	582619	DODGE	GRAND CARAVAN	199	N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	MD	
2B4GP2434VR		20060319	24006								

7

I PURCHASED THE 1997 GRAND CARAVAN IN JANUARY 1998 AT THE MARLOW HEIGHTS DEALERSHIP IN MARLOW HEIGHTS, MARYLAND. THE FIRST TIME I STARTED EXPERIENCING ISSUE WITH THE VEHICLE WAS 5/1999 AT 24,006 MILES VEHICLE HAD LITTLE POWER WHEN ACCELERATING, TRANSMISSION NOT ENGAGING, TRANSMISSION HAD TO BE RECONDITIONED. IN 12/1999, THERE WAS TRANSMISSION FLUID LEAKING INSIDE OF THE VEHICLE ON THE DRIVER'S SIDE CAUSING A VERY STRONG NASTY ODOR. CARPET HAD TO BE REPLACED. THIS CAUSED A HAZARDOUS CONDITION TO MY FAMILY ESPECIALLY MY KIDS HAVING TO BREATHE IN THIS FLUID. 3 /2000 SAME FLUID LEAKED AGAIN IN AUTO BECAUSE OF DEFECTIVE HEATING COIL. THEN AGAIN IN 8/2001 THE LEAK HAPPENED AGAIN. THIS TIME I CONTACTED DAIMLER CHRYSLER IN NORTH CAROLINA AND COMPLAINED DAIMLER CHRYSLER AGREED TO REPAIR THE VEHICLE UNDER WHAT THEY CALLED ONE CONSUMER REPAIR PER CUSTOMER PER VEHICLE. IN 11/2001, THE CHECK ENGINE LIGHT CAME ON 3 TIMES. AT THIS POINT, THE VEHICLE WAS ALSO DUE FOR EMISSIONS TESTING AND DID NOT PASS THE TEST BECAUSE OF A CYLINDER MISFIRE CODE. ONCE I WAS ABLE TO OBTAIN THE FUNDS FOR REPAIR, IN 5/2004 @ 118,668 MILES, I DECIDED TO TAKE THE VEHICLE BACK TO THE DEALERSHIP FOR THE REPAIRS. I WAS TOLD THAT I NEEDED TO HAVE THE SPARK PLUGS REPLACED AND THAT WOULD SOLVE THE ISSUE. SO I PAID \$114.24 TO REPLACE THE 6 .SPARK PLUGS, PROBLEM NOT SOLVED I ENDED UP PAYING \$3,758.82 IN 7/2005 TO REPLACE CYLINDER HEADS, TIMING BELT, AND WATER PUMP . THIS WAS THE SECOND TIME I HAD THE TIMING BELT REPLACED. RECENTLY, IN 3/2006, OIL LIGHT CAME ON. HAD TO REPLACE BOTH VC GASKETS, CAM PLUGS, BOTH FT CAM SEALS AND REAR CAM SEALS AND TIMING BELT ONCE AGAIN FOR THIRD TIME. THIS COST TO

20060319	582909	DODGE	C BODY	196	N	N	0	0	EQUIPMENT	MD	
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9

I PURCHASED THE 1997 GRAND CARAVAN IN JANUARY 1998 AT THE MARLOW HEIGHTS DEALERSHIP IN MARLOW HEIGHTS, MARYLAND. THE FIRST TIME I STARTED EXPERIENCING ISSUE WITH THE VEHICLE WAS 5/1999 AT 24,006 MILES VEHICLE HAD LITTLE POWER WHEN ACCELERATING, TRANSMISSION NOT ENGAGING, TRANSMISSION HAD TO BE RECONDITIONED. IN 12/1999, THERE WAS TRANSMISSION FLUID LEAKING INSIDE OF THE VEHICLE ON THE DRIVER'S SIDE CAUSING A VERY STRONG NASTY ODOR. CARPET HAD TO BE REPLACED. THIS CAUSED A HAZARDOUS CONDITION TO MY FAMILY ESPECIALLY MY KIDS HAVING TO BREATHE IN THIS FLUID. 3 /2000 SAME FLUID LEAKED AGAIN IN AUTO BECAUSE OF DEFECTIVE HEATING COIL. THEN AGAIN IN 8/2001 THE LEAK HAPPENED AGAIN. THIS TIME I CONTACTED DAIMLER CHRYSLER IN NORTH CAROLINA AND COMPLAINED DAIMLER CHRYSLER AGREED TO REPAIR THE VEHICLE UNDER WHAT THEY CALLED ONE CONSUMER REPAIR PER CUSTOMER PER VEHICLE. IN 11/2001, THE CHECK ENGINE LIGHT CAME ON 3 TIMES. AT THIS POINT, THE VEHICLE WAS ALSO DUE FOR EMISSIONS TESTING AND DID NOT PASS THE TEST BECAUSE OF A CYLINDER MISFIRE CODE. ONCE I WAS ABLE TO OBTAIN THE FUNDS FOR REPAIR, IN 5/2004 @ 118,668 MILES, I DECIDED TO TAKE THE VEHICLE BACK TO THE DEALERSHIP FOR THE REPAIRS. I WAS TOLD THAT I NEEDED TO HAVE THE SPARK PLUGS REPLACED AND THAT WOULD SOLVE THE ISSUE. SO I PAID \$114.24 TO REPLACE THE 6 .SPARK PLUGS, PROBLEM NOT SOLVED I ENDED UP PAYING \$3,758.82 IN 7/2005 TO REPLACE CYLINDER HEADS, TIMING BELT, AND WATER PUMP . THIS WAS THE SECOND TIME I HAD THE TIMING BELT REPLACED. RECENTLY, IN 3/2006, OIL LIGHT CAME ON. HAD TO REPLACE BOTH VC GASKETS, CAM PLUGS, BOTH FT CAM SEALS AND REAR CAM SEALS AND TIMING BELT ONCE AGAIN FOR THIRD TIME. THIS COST TO

20060319	582216	DODGE	GRAND CARAVAN	199	N	N	0	0	ENGINE AND ENGINE COOLING	MD	
2B4GP2434VR		20060319	24006								

7

I PURCHASED THE 1997 GRAND CARAVAN IN JANUARY 1998 AT THE MARLOW HEIGHTS DEALERSHIP IN MARLOW HEIGHTS, MARYLAND. THE FIRST TIME I STARTED EXPERIENCING ISSUE WITH THE VEHICLE WAS 5/1999 AT 24,006 MILES VEHICLE HAD LITTLE POWER WHEN ACCELERATING, TRANSMISSION NOT ENGAGING, TRANSMISSION HAD TO BE RECONDITIONED. IN 12/1999, THERE WAS TRANSMISSION FLUID LEAKING INSIDE OF THE VEHICLE ON THE DRIVER'S SIDE CAUSING A VERY STRONG NASTY ODOR. CARPET HAD TO BE REPLACED. THIS CAUSED A HAZARDOUS CONDITION TO MY FAMILY ESPECIALLY MY KIDS HAVING TO BREATHE IN THIS FLUID. 3 /2000 SAME FLUID LEAKED AGAIN IN AUTO BECAUSE OF DEFECTIVE HEATING COIL. THEN AGAIN IN 8/2001 THE LEAK HAPPENED AGAIN. THIS TIME I CONTACTED DAIMLER CHRYSLER IN NORTH CAROLINA AND

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MILES, I DECIDED TO TAKE THE VEHICLE BACK TO THE DEALERSHIP FOR THE REPAIRS. I WAS TOLD THAT I NEEDED TO HAVE THE SPARK PLUGS REPLACED AND THAT WOULD SOLVE THE ISSUE. SO I PAID \$114.24 TO

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REPLACED. RECENTLY, IN 3/2006, OIL LIGHT CAME ON. HAD TO REPLACE BOTH VC GASKETS, CAM PLUGS, BOTH FT CAM SEALS AND REAR CAM SEALS AND TIMING BELT ONCE AGAIN FOR THIRD TIME. THIS COST TO

20060327	581811	DODGE	RAM QUAD CAB	200	N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION:CONTROL MODULE (TCM, PCM)	TX
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WHILE DRIVING DOWN THE ROAD AT ABOUT 60 MILES PER HOUR OR SO I LOST MY OVERDRIVE AND 3 RD GEAR OF MY TRANSMISSION. DODGE DEALER REPORTS THE VALVE BODY WENT OUT ON MY TRUCK IT HAD

ONLY BEEN OUT OF WARRANTY BY ABOUT 3000 MILES. DODGE WOULD NOT WORK WIT ME EVEN THOU THEY ADMITTED TO HAVING SOME COME IT. SO I HAD TO HAVE THE VALVE BODY REPLACED. WHILE SITTING IN

THE SERVICE AREA WAITING FOR MY TRUCK TO BE FIXED A CUSTOMER CAME IN TO GET A HEATER CORE FOR HIS 2002. GUESS WHAT LESS THEN A MONTH AFTER SPENDING 1300.00 TO GET MY TRANSMISSION FIXED

THE HEATER CORE WENT OUT ON MINE. IS THIS COMMON OR AM I JUST THE LUCKY ONE? AS THE HEATER CORE FAILED IT DID DUMP ANTI FREEZE IN THE CAB OF THE TRUCK AND ON THE CARPET. I HAVE YET TO

20060327	581812	DODGE	RAM QUAD CAB	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM:WINDSHIELD:HEATER CORE	TX
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WHILE DRIVING DOWN THE ROAD AT ABOUT 60 MILES PER HOUR OR SO I LOST MY OVERDRIVE AND 3 RD GEAR OF MY TRANSMISSION. DODGE DEALER REPORTS THE VALVE BODY WENT OUT ON MY TRUCK IT HAD

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060523	587704	DODGE	CARAVAN	200	N	N			VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	FL	

I OWN A 2003 DODGE CARAVAN THIS VEHICLE HAS HAD A REPETITIVE PROBLEM OF DRIVER SIDE PASSENGER WINDOW MOTORS STOP WORKING. UPON A VISIT TO A DODGE DEALER SHIP IN MY AREA OF ORLANDO FLORIDA THE REPAIR PERSON ADMITTED THAT THESE A BAD PARTS AND CONTINUE TO HAVE THE PROBLEM WITH MANY DODGE VEHICLES. ALSO MY SECOND PROBLEM HE ADMITS IS ALSO A COMMON PROBLEM OF THE VEHICLE WHICH IS THE A/C TO LEAK INTO THE PASSENGER SIDE CARPET CAUSING MOLD TO BE CREATED UNTIL YOU REALIZE THE PROBLEM EXIST. I TOOK MY VEHICLE TO BE REPAIRED AT THE DEALERSHIP AND AFTER HEARING THE REPAIR MAN SAY THAT THIS HAPPENS TO MAJORITY OF THE VEHICLES THEY REPAIR I DECIDED NOT TO REPAIR IT AND INSTEAD COMPLAIN TO ALL AGENCIES INCLUDING DAIMLER CHRYSLER WHO'S RESPOND IS THE ITEM IS OUT OF WARRANTY. YET THEY RECEIVE THE SAME COMPLAINTS OVER AND OVER AND REFUSE TO RECALL ITEMS THEY KNOW TO BE FAULTY. I LEARNED AND WILL NEVER PURCHASE A DODGE. I FEEL THAT THIS AUTOMAKER SHOULD BE REVIEWED AND ASKED TO RECALL ITEMS THAT ARE FAULTY INSTEAD OF MAKING MONEY REPAIRING PARTS THEY KNOW ARE FAULTY AND WILL CONTINUE TO MALFUNCTION. I HAVE A VEHICLE WITH MOLD AND MILDEW DUE TO THE LEAKAGE PROBLEM THEY ARE AWARE THAT EXIST ON THIS A/C UNIT. *NM

20060523	587794	DODGE	CARAVAN	200	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	FL	
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I OWN A 2003 DODGE CARAVAN THIS VEHICLE HAS HAD A REPETITIVE PROBLEM OF DRIVER SIDE PASSENGER WINDOW MOTORS STOP WORKING. UPON A VISIT TO A DODGE DEALER SHIP IN MY AREA OF ORLANDO FLORIDA THE REPAIR PERSON ADMITTED THAT THESE A BAD PARTS AND CONTINUE TO HAVE THE PROBLEM WITH MANY DODGE VEHICLES. ALSO MY SECOND PROBLEM HE ADMITS IS ALSO A COMMON PROBLEM OF THE VEHICLE WHICH IS THE A/C TO LEAK INTO THE PASSENGER SIDE CARPET CAUSING MOLD TO BE CREATED UNTIL YOU REALIZE THE PROBLEM EXIST. I TOOK MY VEHICLE TO BE REPAIRED AT THE DEALERSHIP AND AFTER HEARING THE REPAIR MAN SAY THAT THIS HAPPENS TO MAJORITY OF THE VEHICLES THEY REPAIR I DECIDED NOT TO REPAIR IT AND INSTEAD COMPLAIN TO ALL AGENCIES INCLUDING DAIMLER CHRYSLER WHO'S RESPOND IS THE ITEM IS OUT OF WARRANTY. YET THEY RECEIVE THE SAME COMPLAINTS OVER AND OVER AND REFUSE TO RECALL ITEMS THEY KNOW TO BE FAULTY. I LEARNED AND WILL NEVER PURCHASE A DODGE. I FEEL THAT THIS AUTOMAKER SHOULD BE REVIEWED AND ASKED TO RECALL ITEMS THAT ARE FAULTY INSTEAD OF MAKING MONEY REPAIRING PARTS THEY KNOW ARE FAULTY AND WILL CONTINUE TO MALFUNCTION. I HAVE A VEHICLE WITH MOLD AND MILDEW DUE TO THE LEAKAGE PROBLEM THEY ARE AWARE THAT EXIST ON THIS A/C UNIT. *NM

20060827	599706	JEEP	COMMANDER	200	N	N	0	0	STRUCTURE	NJ	
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WATER LEAK FROM FRONT WINDSHIELD WHICH WETS THE A-FRAME INSIDE AS WELL AS THE CARPETS IN THE FRONT. ALONG WITH THIS, THERE IS A LOUD WHISTLING NOISE THAT COMES FROM THE WINDSHIELD AT 50 MI OR HIGHER SPEED. THIS IS DANGEROUS SINCE IT SEEMS THERE IS A GAP BETWEEN THE WINDSHIELD AND THE FRAME. THE WATER DAMAGE COULD BE HAPPENING FOR MONTHS, WHILE THE JEEP WAS IN THE

20060830	600461	DODGE	CALIBER	200	N	N			STRUCTURE	WI	
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DT*: THE CONTACT STATED WHILE DRIVING 60MPH ON THE HIGHWAY, THE MANUFACTURED FLOOR BRACKETS THAT HOLD THE FLOOR MAT BECAME ENTANGLED ON THE CONTACT'S SHOELACE. THIS OCCURRED BECAUSE THE VEHICLE DID NOT COME EQUIPPED WITH FLOOR MATS. THE MANUFACTURER WAS ALERTED.

20060904	600025	JEEP	GRAND CHEROKEE	200	N	N	0	0	STEERING	KY	
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SEVERAL PROBLEMS WITH 2005 JEEP CHEROKEE LAREDO 3.7 JUST AFTER PURCHASING THIS VEHICLE IN FEB 2006 DEALER HAD TO REPLACE THE AIR CONDITIONER BECAUSE IT WOULD ONLY WORK AT ONE SPEED. AFTER THAT THE TRANSFER CASE AND SHIFTER HAD TO BE REPLACED, NEXT THE WINDSHIELD BEGAN TO LEAK MOLDING THE CARPETS, NEXT THE STEERING WHEEL BEGAN MAKING LOUD CLICKING NOISE WHEN MAKING DEEP TURNS, VEHICLE ALSO HAS SEVERE HESITATION WHEN GOING UP HILLS, NOW MY MECHANIC SAYS THERE IS TRANSMISSION FLUID ALL UNDER THE VEHICLE. HAVE ALSO BUMPED MY KNEE AGAINST THE KEY RESULTING IN STALLING. WORST OF ALL ONLY GETTING 12-14 MPG!!!!!!HAVE OWNED JEEPS IN THE PAST, VERY UNHAPPY WITH THIS ONE. *JB

20060904 600117	JEEP	GRAND CHEROKEE	200 5	N	N	0	0	STRUCTURE	KY
<p>***SEVERAL PROBLEMS WITH 2005 JEEP CHEROKEE LAREDO 3.7*** JUST AFTER PURCHASING THIS VEHICLE IN FEB 2006 DEALER HAD TO REPLACE THE AIR CONDITIONER BECAUSE IT WOULD ONLY WORK AT ONE SPEED. AFTER THAT THE TRANSFER CASE AND SHIFTER HAD TO BE REPLACED, NEXT THE WINDSHIELD BEGAN TO LEAK MOLDING THE CARPETS, NEXT THE STEERING WHEEL BEGAN MAKING LOUD CLICKING NOISE WHEN MAKING DEEP TURNS, VEHICLE ALSO HAS SEVERE HESITATION WHEN GOING UP HILLS, NOW MY MECHANIC SAYS THERE IS TRANSMISSION FLUID ALL UNDER THE VEHICLE. HAVE ALSO BUMPED MY KNEE AGAINST THE KEY RESULTING IN STALLING. WORST OF ALL ONLY GETTING 12-14 MPG!!!!!!HAVE OWNED JEEPS IN THE PAST, VERY UNHAPPY WITH THIS ONE. *JB</p>									
20060904 600023	JEEP	GRAND CHEROKEE	200 5	N	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	KY
<p>***SEVERAL PROBLEMS WITH 2005 JEEP CHEROKEE LAREDO 3.7*** JUST AFTER PURCHASING THIS VEHICLE IN FEB 2006 DEALER HAD TO REPLACE THE AIR CONDITIONER BECAUSE IT WOULD ONLY WORK AT ONE SPEED. AFTER THAT THE TRANSFER CASE AND SHIFTER HAD TO BE REPLACED, NEXT THE WINDSHIELD BEGAN TO LEAK MOLDING THE CARPETS, NEXT THE STEERING WHEEL BEGAN MAKING LOUD CLICKING NOISE WHEN MAKING DEEP TURNS, VEHICLE ALSO HAS SEVERE HESITATION WHEN GOING UP HILLS, NOW MY MECHANIC SAYS THERE IS TRANSMISSION FLUID ALL UNDER THE VEHICLE. HAVE ALSO BUMPED MY KNEE AGAINST THE KEY RESULTING IN STALLING. WORST OF ALL ONLY GETTING 12-14 MPG!!!!!!HAVE OWNED JEEPS IN THE PAST, VERY UNHAPPY WITH THIS ONE. *JB</p>									
20060904 600024	JEEP	GRAND CHEROKEE	200 5	N	N	0	0	POWER TRAIN:TRANSFER CASE (4-WHEEL DRIVE)	KY
<p>***SEVERAL PROBLEMS WITH 2005 JEEP CHEROKEE LAREDO 3.7*** JUST AFTER PURCHASING THIS VEHICLE IN FEB 2006 DEALER HAD TO REPLACE THE AIR CONDITIONER BECAUSE IT WOULD ONLY WORK AT ONE SPEED. AFTER THAT THE TRANSFER CASE AND SHIFTER HAD TO BE REPLACED, NEXT THE WINDSHIELD BEGAN TO LEAK MOLDING THE CARPETS, NEXT THE STEERING WHEEL BEGAN MAKING LOUD CLICKING NOISE WHEN MAKING DEEP TURNS, VEHICLE ALSO HAS SEVERE HESITATION WHEN GOING UP HILLS, NOW MY MECHANIC SAYS THERE IS TRANSMISSION FLUID ALL UNDER THE VEHICLE. HAVE ALSO BUMPED MY KNEE AGAINST THE KEY RESULTING IN STALLING. WORST OF ALL ONLY GETTING 12-14 MPG!!!!!!HAVE OWNED JEEPS IN THE PAST, VERY UNHAPPY WITH THIS ONE. *JB</p>									

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20061127	609740	CHRYSLER	300	200	N	N			OTHER	GA	
2C3JA53G75H	20061127										

5

PURCHASED A 05, 300 TOURING, SIGNATURE SERIES, OCT 04. NOTICED AFTER DRIVING CAR HOME (100 MILES) CAR PULLED TO THE RIGHT. CAR HAS BEEN SERVICED AT EVERY REQUIRED MILEAGE LIMITS. CAR HAS BEEN IN SHOP FOR PULLING TO THE RIGHT NUMEROUS TIMES AND ADJUSTMENTS HAVE BEEN MADE. GOOD YEAR TIRES WORE OUT AT 23K MILES. DEALER STATED NOTHING THEY COULD DO ABOUT IT EVEN THOUGH IT HAD BEEN DOCUMENTED THAT TIRES SHOWED IMPROPER WEAR THROUGHOUT THE SERVICING PERIODS. I HAD TO PURCHASE 4 NEW TIRES. THE CAR STILL PULLS TO THE RIGHT AND HAVE BEEN GIVEN SOME STORY THAT IT WILL PREVENT ME FROM GOING INTO ON COMING TRAFFIC IF I PASS OUT AT THE WHEEL. FRONT WINDSHIELD FOGS UP WHEN USING AIR CONDITIONER, ROAD NOISE IS BAD, POWER TRAIN AND REAR END LEAKS, THE PLASTIC SUNVISOR HOLDERS BREAK OFTEN (REPLACED TWICE). CARPET CUT TOO SHORT TO STAY UNDER DOOR PANELS. *NM

20061127	609644	CHRYSLER	300	200	N	N			POWER TRAIN:AXLE ASSEMBLY	GA	
2C3JA53G75H	20061127										

5

PURCHASED A 05, 300 TOURING, SIGNATURE SERIES, OCT 04. NOTICED AFTER DRIVING CAR HOME (100 MILES) CAR PULLED TO THE RIGHT. CAR HAS BEEN SERVICED AT EVERY REQUIRED MILEAGE LIMITS. CAR HAS BEEN IN SHOP FOR PULLING TO THE RIGHT NUMEROUS TIMES AND ADJUSTMENTS HAVE BEEN MADE. GOOD YEAR TIRES WORE OUT AT 23K MILES. DEALER STATED NOTHING THEY COULD DO ABOUT IT EVEN THOUGH IT HAD BEEN DOCUMENTED THAT TIRES SHOWED IMPROPER WEAR THROUGHOUT THE SERVICING PERIODS. I HAD TO PURCHASE 4 NEW TIRES. THE CAR STILL PULLS TO THE RIGHT AND HAVE BEEN GIVEN SOME STORY THAT IT WILL PREVENT ME FROM GOING INTO ON COMING TRAFFIC IF I PASS OUT AT THE WHEEL. FRONT WINDSHIELD FOGS UP WHEN USING AIR CONDITIONER, ROAD NOISE IS BAD, POWER TRAIN AND REAR END LEAKS, THE PLASTIC SUNVISOR HOLDERS BREAK OFTEN (REPLACED TWICE). CARPET CUT TOO SHORT TO STAY UNDER DOOR PANELS. *NM

20061127	609645	CHRYSLER	300	200	N	N			VISIBILITY	GA	
2C3JA53G75H	20061127										

5

PURCHASED A 05, 300 TOURING, SIGNATURE SERIES, OCT 04. NOTICED AFTER DRIVING CAR HOME (100 MILES) CAR PULLED TO THE RIGHT. CAR HAS BEEN SERVICED AT EVERY REQUIRED MILEAGE LIMITS. CAR HAS BEEN IN SHOP FOR PULLING TO THE RIGHT NUMEROUS TIMES AND ADJUSTMENTS HAVE BEEN MADE. GOOD YEAR TIRES WORE OUT AT 23K MILES. DEALER STATED NOTHING THEY COULD DO ABOUT IT EVEN THOUGH IT HAD BEEN DOCUMENTED THAT TIRES SHOWED IMPROPER WEAR THROUGHOUT THE SERVICING PERIODS. I HAD TO PURCHASE 4 NEW TIRES. THE CAR STILL PULLS TO THE RIGHT AND HAVE BEEN GIVEN SOME STORY THAT IT WILL PREVENT ME FROM GOING INTO ON COMING TRAFFIC IF I PASS OUT AT THE WHEEL. FRONT WINDSHIELD FOGS UP WHEN USING AIR CONDITIONER, ROAD NOISE IS BAD, POWER TRAIN AND REAR END LEAKS, THE PLASTIC SUNVISOR HOLDERS BREAK OFTEN (REPLACED TWICE). CARPET CUT TOO SHORT TO STAY UNDER DOOR PANELS. *NM

20061222	611865	PLYMOUTH	NEON	200	N	N	0	0	STRUCTURE	VA	
1P3ES46C71D	20061222										

1

THE TRUNK SEALS LEAK. EXCESS WATER IS COLLECTED IN THE SPARE WHEEL AND SURROUNDING CARPET. THE CARPET BEGINS TO GROW MOLD. THIS IS A PROBLEM BECAUSE A LOT OF PEOPLE WILL NOT REALIZE THAT THERE IS MOLD GROWING IN THE SPARE TIRE SECTION OF THEIR TRUNK. MOLD CAN BE TOXIC AND EVEN DEADLY. I HAVE CLEANED THIS AREA ONCE, BUT NOW I WILL CLEAN IT AGAIN TO TRY AND KILL OF ALL

20070116	593839	DODGE	DURANGO	200	N	Y			ELECTRICAL SYSTEM	CO	
1B4HS28Z91F	20070116										

1

TL* - THE CONTACT HAS A 2001 DODGE DURANGO WITH AND ODOMETER READING OF 150000. THE VEHICLE HAD SAFETY RECALL 1F637489-F42 UNUSED WIRING CONNECTOR UNDER THE FRONT BENCH SEAT, WHICH CAUSED A FIRE IN THE VEHICLE DAMAGING THE SEAT AND THE CARPET. THE CONTACT HAD THE SAFETY RECALL REPAIRED AT THE DEALER'S EXPENSE, HOWEVER, THE DEALER REFUSED TO PAY FOR THE DAMAGE THAT WAS DONE TO THE CONTACTS CARPET AND BENCH SEAT. THE CONTACT WOULD LIKE TO KNOW IF SHE HAS ANY RECOURSE TO RECOVER THE DAMAGE TO HER CAUSED BY

THE SAFETY RECALL TO HER FRONT

CARPET AND BENCH SEAT. THE CONTACT DOES NOT CURRENTLY HAVE ANY PICTURES, BUT SHE DOES HAVE THE RECEIPTS FOR THE REPAIR WORK. *NM UPDATED
02/22/07.*JB

20070208 617815 CHRYSLER PACIFICA 200 N N 0 0 POWER TRAIN:AXLE ASSEMBLY:AXLE SHAFT WV
5

WE BOUGHT A 05 CHRYSLER PACIFICA IN JULY OF 05. WE HAVE HAD THE CAR BACK TO THE DEALERSHIP FOR NUMEROUS PROBLEMS. 1. REPLACEMENT OF A REAR TIRE BECAUSE OF LOTS OF CRACKS IN THE

SIDEWALL. 2. VIBRATION IN THE FRONT LEFT ABOVE THE LEFT WHEEL, WE WERE TOLD IT WAS A LOOSE COMPUTER AND IT WAS FIXED. 3. LEFT REAR ROTOR BEGAN WEARING A SIGNIFICANT GROOVE, DEALERSHIP

MACHINED BOTH REAR ROTORS. 4. ACCELERATOR BEGAN STICKING ESPECIALLY AFTER CRUISE CONTROL WAS USED. THIS HAS OCCURRED TWICE AND BOTH TIMES THE STATED THAT THE THROTTLE BODY NEEDED

TO BE CLEANED. PROBLEM HAS SINCE RE-OCCURRED. 5. THE DASH CAP HAD TO BE REPLACED BECAUSE OF A HUMP IN THE RIGHT SIDE NEAR THE DEFROST VENT AND BECAUSE OF A SAG IN THE CENTER PART OF

THE DASH, DEALER REPLACED THE DASH CAP. LEFT REAR PASSENGER DOOR JAM LACKS SUFFICIENT PAINT, DEALERSHIP NOTED IT AND STATED THAT IT WAS NOT A NECESSITY TO FIX. 6. IN THE TAILGATE

SECTION WHEN YOU RAISE THE LIFTGATE THE TRIM MOLDING WAS SAGGING, DEALERSHIP REPLACED IT. 7. CARPET BEHIND THE REAR SEAT WAS LOOSE, DEALERSHIP REPAIRED THAT. 8. LEAKING RED FLUID

FROM THE FRONT RIGHT PASSENGER SIDE. 9. FROM ABOUT 8,000 MILES THERE HAS BEEN A CLICKING POPPING NOISE FROM THE FRONT WHEELS, IT STARTED WHEN YOU TURNED THE CAR FROM EITHER

DIRECTIONS AND PROGRESSED TO CLICKING AND POPPING ANYTIME ALL THE TIME. THE DEALERSHIP HAS TRIED TO FIX IT NUMEROUS TIMES BY REPLACING AXLES HUB BEARINGS, HUB ASSEMBLIES, GASKETS

NONE OF WHICH HAS WORKED. AFTER THE 8TH ATTEMPT TO HAVE IT FIXED WE HAVE QUIT DRIVING IT BECAUSE WE FEEL IT IS A SAFETY ISSUE. WE ARE CURRENTLY PURSUING A LEMON LAW IN OH. *NM

20070219 620236 DODGE GRAND CARAVAN 200 N N 0 0 ELECTRICAL SYSTEM MD
1D4GP44L05 20070219 27750
5

I AM CONCERNED WITH OVERALL QUALITY CONTROL ON THIS VEHICLE. I PURCHASED THIS VEHICLE NEW TO PROVIDE SAFETY AND COMFORT FOR MY GROWING FAMILY. I WAS DISAPPOINTED IN THE VEHICLES

PERFORMANCE AND GAS MILEAGE DURING THE FIRST SEVERAL WEEKS OF OWNERSHIP. I RETURNED THE VEHICLE TO THE DEALERSHIP AND THEY REPLACED THE OXYGEN SENSOR UNITS THAT THEY SAID WERE

DEFECTIVE. SEVERAL MONTHS LATER THE HEATER/AIR CONDITIONING BLOWER WENT OUT. NEXT WITH LESS THAN 20,000 MILES ON THE VEHICLE I HAD TO REPLACE THE BRAKES. NOW WITH LESS THAN 28,000 MILES

ON THE VEHICLE I NOTICED THAT THE PASSENGER SIDE FLOOR WAS SOAKED, THE VEHICLE WAS MAKING UNUSUAL SOUNDS WHEN TURNING AND THE PASSENGER SIDE DOOR WOULD NOT CLOSE AUTOMATICALLY.

AT THE DEALERSHIP I FOUND OUT THAT THE RACK AND PINION STEERING UNIT HAD FAILED ALONG WITH THE THE CABLE ON THE PASSENGER SIDE DOOR. ON INVESTIGATION OF THE WATER LEAK THE DEALERSHIP

FOUND THAT THE PASSENGER SIDE PILLAR HAD NOT BEEN SEALED PROPERLY TO THE ROOF CAUSING WATER TO RUN INTO THE VAN AND ROT THE CARPET. WHILE THE VEHICLE IS IN FOR REPAIRS THE DEALERSHIP

IS ALSO REPLACING THE HEATER/AIR CONDITIONER BLOWER WHICH IS MAKING GRINDING SOUNDS AGAIN. *NM

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070219	619292	DODGE	GRAND CARAVAN	200	N	N	0	0	STEERING:RACK AND PINION	MD	
1D4GP44L05		20070219	27750								

5

I AM CONCERNED WITH OVERALL QUALITY CONTROL ON THIS VEHICLE. I PURCHASED THIS VEHICLE NEW TO PROVIDE SAFETY AND COMFORT FOR MY GROWING FAMILY. I WAS DISAPPOINTED IN THE VEHICLES PERFORMANCE AND GAS MILEAGE DURING THE FIRST SEVERAL WEEKS OF OWNERSHIP. I RETURNED THE VEHICLE TO THE DEALERSHIP AND THEY REPLACED THE OXYGEN SENSOR UNITS THAT THEY SAID WHERE DEFECTIVE. SEVERAL MONTHS LATER THE HEATER/AIR CONDITIONING BLOWER WENT OUT. NEXT WITH LESS THAN 20,000 MILES ON THE VEHICLE I HAD TO REPLACE THE BRAKES. NOW WITH LESS THAN 28.000 MILES ON THE VEHICLE I NOTICED THAT THE PASSENGER SIDE FLOOR WAS SOAKED, THE VEHICLE WAS MAKING UNUSUAL SOUNDS WHEN TURNING AND THE PASSENGER SIDE DOOR WOULD NOT CLOSE AUTOMATICALLY. AT THE DEALERSHIP I FOUND OUT THAT THE RACK AND PINION STEERING UNIT HAD FAILED ALONG WITH THE THE CABLE ON THE PASSENGER SIDE DOOR. ON INVESTIGATION OF THE WATER LEAK THE DEALERSHIP FOUND THAT THE PASSENGER SIDE PILLAR HAD NOT BEEN SEALED PROPERLY TO THE ROOF CAUSING WATER TO RUN INTO THE VAN AND ROT THE CARPET. WHILE THE VEHICLE IS IN FOR REPAIRS THE DEALERSHIP IS ALSO REPLACING THE HEATER/AIR CONDITIONER BLOWER WHICH IS MAKING GRINDING SOUNDS AGAIN. *NM

20070219	619290	DODGE	GRAND CARAVAN	200	N	N	0	0	STRUCTURE:BODY:ROOF AND PILLARS	MD	
1D4GP44L05		20070219	27750								

5

I AM CONCERNED WITH OVERALL QUALITY CONTROL ON THIS VEHICLE. I PURCHASED THIS VEHICLE NEW TO PROVIDE SAFETY AND COMFORT FOR MY GROWING FAMILY. I WAS DISAPPOINTED IN THE VEHICLES PERFORMANCE AND GAS MILEAGE DURING THE FIRST SEVERAL WEEKS OF OWNERSHIP. I RETURNED THE VEHICLE TO THE DEALERSHIP AND THEY REPLACED THE OXYGEN SENSOR UNITS THAT THEY SAID WHERE DEFECTIVE. SEVERAL MONTHS LATER THE HEATER/AIR CONDITIONING BLOWER WENT OUT. NEXT WITH LESS THAN 20,000 MILES ON THE VEHICLE I HAD TO REPLACE THE BRAKES. NOW WITH LESS THAN 28.000 MILES ON THE VEHICLE I NOTICED THAT THE PASSENGER SIDE FLOOR WAS SOAKED, THE VEHICLE WAS MAKING UNUSUAL SOUNDS WHEN TURNING AND THE PASSENGER SIDE DOOR WOULD NOT CLOSE AUTOMATICALLY. AT THE DEALERSHIP I FOUND OUT THAT THE RACK AND PINION STEERING UNIT HAD FAILED ALONG WITH THE THE CABLE ON THE PASSENGER SIDE DOOR. ON INVESTIGATION OF THE WATER LEAK THE DEALERSHIP FOUND THAT THE PASSENGER SIDE PILLAR HAD NOT BEEN SEALED PROPERLY TO THE ROOF CAUSING WATER TO RUN INTO THE VAN AND ROT THE CARPET. WHILE THE VEHICLE IS IN FOR REPAIRS THE DEALERSHIP IS ALSO REPLACING THE HEATER/AIR CONDITIONER BLOWER WHICH IS MAKING GRINDING SOUNDS AGAIN. *NM

20070219	619289	DODGE	GRAND CARAVAN	200	N	N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION	MD	
1D4GP44L05		20070219	27750								

5

COMPONENTS:DRUM:SHOES/LININGS

I AM CONCERNED WITH OVERALL QUALITY CONTROL ON THIS VEHICLE. I PURCHASED THIS VEHICLE NEW TO PROVIDE SAFETY AND COMFORT FOR MY GROWING FAMILY. I WAS DISAPPOINTED IN THE VEHICLES PERFORMANCE AND GAS MILEAGE DURING THE FIRST SEVERAL WEEKS OF OWNERSHIP. I RETURNED THE VEHICLE TO THE DEALERSHIP AND THEY REPLACED THE OXYGEN SENSOR UNITS THAT THEY SAID WHERE DEFECTIVE. SEVERAL MONTHS LATER THE HEATER/AIR CONDITIONING BLOWER WENT OUT. NEXT WITH LESS THAN 20,000 MILES ON THE VEHICLE I HAD TO REPLACE THE BRAKES. NOW WITH LESS THAN 28.000 MILES ON THE VEHICLE I NOTICED THAT THE PASSENGER SIDE FLOOR WAS SOAKED, THE VEHICLE WAS MAKING UNUSUAL SOUNDS WHEN TURNING AND THE PASSENGER SIDE DOOR WOULD NOT CLOSE AUTOMATICALLY. AT THE DEALERSHIP I FOUND OUT THAT THE RACK AND PINION STEERING UNIT HAD FAILED ALONG WITH THE THE CABLE ON THE PASSENGER SIDE DOOR. ON INVESTIGATION OF THE WATER LEAK THE DEALERSHIP FOUND THAT THE PASSENGER SIDE PILLAR HAD NOT BEEN SEALED PROPERLY TO THE ROOF CAUSING WATER TO RUN INTO THE VAN AND ROT THE CARPET. WHILE THE VEHICLE IS IN FOR REPAIRS THE DEALERSHIP IS ALSO REPLACING THE HEATER/AIR CONDITIONER BLOWER WHICH IS MAKING GRINDING SOUNDS AGAIN. *NM

20070219	619381	DODGE	GRAND CARAVAN	200	N	N	0	0	FUEL SYSTEM, GASOLINE	MD	
1D4GP44L05		20070219	27750								

5

I AM CONCERNED WITH OVERALL QUALITY CONTROL ON THIS VEHICLE. I PURCHASED THIS VEHICLE NEW TO PROVIDE SAFETY AND COMFORT FOR MY GROWING FAMILY. I WAS DISAPPOINTED IN THE VEHICLES PERFORMANCE AND GAS MILEAGE DURING THE FIRST SEVERAL WEEKS OF OWNERSHIP. I RETURNED THE VEHICLE TO THE DEALERSHIP AND THEY REPLACED THE OXYGEN SENSOR UNITS THAT THEY SAID WERE DEFECTIVE. SEVERAL MONTHS LATER THE HEATER/AIR CONDITIONING BLOWER WENT OUT. NEXT WITH LESS THAN 20,000 MILES ON THE VEHICLE I HAD TO REPLACE THE BRAKES. NOW WITH LESS THAN 28,000 MILES ON THE VEHICLE I NOTICED THAT THE PASSENGER SIDE FLOOR WAS SOAKED, THE VEHICLE WAS MAKING UNUSUAL SOUNDS WHEN TURNING AND THE PASSENGER SIDE DOOR WOULD NOT CLOSE AUTOMATICALLY. AT THE DEALERSHIP I FOUND OUT THAT THE RACK AND PINION STEERING UNIT HAD FAILED ALONG WITH THE THE CABLE ON THE PASSENGER SIDE DOOR. ON INVESTIGATION OF THE WATER LEAK THE DEALERSHIP FOUND THAT THE PASSENGER SIDE PILLAR HAD NOT BEEN SEALED PROPERLY TO THE ROOF CAUSING WATER TO RUN INTO THE VAN AND ROT THE CARPET. WHILE THE VEHICLE IS IN FOR REPAIRS THE DEALERSHIP IS ALSO REPLACING THE HEATER/AIR CONDITIONER BLOWER WHICH IS MAKING GRINDING SOUNDS AGAIN. *NM

20070219	619380	DODGE	GRAND CARAVAN	200	N	N	0	0	SERVICE BRAKES, HYDRAULIC	MD
1D4GP44L05		20070219	27750							

5

I AM CONCERNED WITH OVERALL QUALITY CONTROL ON THIS VEHICLE. I PURCHASED THIS VEHICLE NEW TO PROVIDE SAFETY AND COMFORT FOR MY GROWING FAMILY. I WAS DISAPPOINTED IN THE VEHICLES PERFORMANCE AND GAS MILEAGE DURING THE FIRST SEVERAL WEEKS OF OWNERSHIP. I RETURNED THE VEHICLE TO THE DEALERSHIP AND THEY REPLACED THE OXYGEN SENSOR UNITS THAT THEY SAID WERE DEFECTIVE. SEVERAL MONTHS LATER THE HEATER/AIR CONDITIONING BLOWER WENT OUT. NEXT WITH LESS THAN 20,000 MILES ON THE VEHICLE I HAD TO REPLACE THE BRAKES. NOW WITH LESS THAN 28,000 MILES ON THE VEHICLE I NOTICED THAT THE PASSENGER SIDE FLOOR WAS SOAKED, THE VEHICLE WAS MAKING UNUSUAL SOUNDS WHEN TURNING AND THE PASSENGER SIDE DOOR WOULD NOT CLOSE AUTOMATICALLY. AT THE DEALERSHIP I FOUND OUT THAT THE RACK AND PINION STEERING UNIT HAD FAILED ALONG WITH THE THE CABLE ON THE PASSENGER SIDE DOOR. ON INVESTIGATION OF THE WATER LEAK THE DEALERSHIP FOUND THAT THE PASSENGER SIDE PILLAR HAD NOT BEEN SEALED PROPERLY TO THE ROOF CAUSING WATER TO RUN INTO THE VAN AND ROT THE CARPET. WHILE THE VEHICLE IS IN FOR REPAIRS THE DEALERSHIP IS ALSO REPLACING THE HEATER/AIR CONDITIONER BLOWER WHICH IS MAKING GRINDING SOUNDS AGAIN. *NM

20070220	620444	CHRYSLER	SEBRING	199	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	TX
3C3EL4580XT		20070220	120000							

9

TL*- THE CONTACT STATED THAT WHILE DRIVING THE 1999 CHRYSLER SEBRING WITH 120000 FAILURE MILEAGE AT 5 MPH AND TRYING TO PARK SHE ATTEMPTED TO MAKE A RIGHT TURN INTO A PARKING SPACE BUT THE STEERING WHEEL LOCKED AND WOULD NOT TURN. THE CONTACT STATED THAT THE FLOOR MAT GOT TANGLED INTO THE STEERING COLUMN. THE CONTACT UNTANGLED THE FLOOR MAT THEN THE STEERING WORKED PROPERLY. THERE WAS A RECALL ON 1999 CHRYSLER SEBRING JXI FOR THE SAME PROBLEM. *AK

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070501	628100	DODGE	RAM 1500	200	N	N			STRUCTURE	FL	

1
 2001 DODGE RAM 1500 P/U DASHBOARD HAS CONTINUALLY FELL APART TO THE POINT WHERE THERE IS A LARGE HOLE FROM DRIVERS SIDE TO PASSENGER SIDE.THE DRIVERS SIDE HEATED MIRROR HAS CEASED TO OPERATE SINCE A LARGE PORTION OF THE DASH FELL. I HAVE PLACED A CARPETED DASH COVER OVER THE REMAINING DASH TO HOPEFULLY PREVENT FURTHER DAMAGE. *TR

20070502	628653	DODGE	RAM 1500	200	N	N	0	0	STRUCTURE	FL	
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2
 DASHBOARD CRACKING, BREAKING, ON MY 2002 DODGE RAM 1500 QUAD CAB. THERE HAVE BEEN RASHES OF THIS TYPE OF COMPLAINT ON '01 DODGE RAM 1500'S, I WOULD LIKE MY '02 DODGE RAM TO BE INCLUDED IN ANY SETTLEMENT, SHOULD THERE BECOME A CLASS ACTION EVENT BROUGHT AGAINST DAIMLERCHRYSLER. HERE IN CENTRAL FLORIDA THE SUN DEGADES MANY ITEMS OF PLASTIC TYPE MANUFACTURE. I BELIEVE THIS IS WHAT HAS CAUSED MY PROBLEM WITH THE DETERIORATION OF MY DASHBOARD, IT COULD ALSO BE FROM SOMETHING ELSE IN NATURE. I TAPED OVER THE CRACKS WITH PLASTIC TAPE, AND BOUGHT A CARPETED DASH COVER FROM JCWHITNEY, MADE FOR MY '02 DODGE PICK UP. IN THE MEAN TIME THE LITTLE GRILLE AREA OVER THE CENTER PASSENGER DEFROST VENT DETERIORATED TO THE EXTENT THAT IT FELL INTO THE VENT. I FISHED IT OUT, BUT IT BROKE IN MY HANDS IN THE PROCESS OF TRYING TO RETRIEVE IT. BY COVERING THE DASH, I HAVE NOT SEEN A PROGRESSION OF THE CRACKING, BUT I HAVE TO LOOK AT THAT "4X4" (APPROX.) SIZED HOLE EVERY TIME I GOT TO DRIVE MY TRUCK. ALSO, AS REPORTED ON LOCAL TV THE LAST TWO (2) NIGHTS, AT LEAST ONE OF THESE FAULTY DASH BOARDS HAS FAILED, AND IS CAUSING HEAD LITES TO GO OFF ON THEIR OWN WHILE DRIVING. I AM A 100% DISABLED VETERAN, AND USE MY TRUCK TO CARRY MY ELEC.POWERD SCOOTER, EVERY WHERE I GO, AND DO DRIVE

20070716	636435	CHRYSLER	TOWN AND	200	N	N			STRUCTURE	FL	
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5
 IN MARCH/APR 2007 WE NOTICED A WHITE STAIN THAT HAS APPEARED ON THE FLOOR BY THE NAVIGATOR SEAT. WE ASSUMED WE SPILLED SOMETHING AND WE CLEANED IT UP WITH A HOUSEHOLD CARPET CLEANER. A FEW WEEKS LATER THE STAIN HAS APPEARED AGAIN. WE REMOVED THE FLOOR MAT IN THE AREA TO FIND OUT THAT THE STAIN EXTENDED NOW SIGNIFICANTLY. WE CLEANED IT OUT AGAIN AND MONITORED IT. UPON CLOSER MONITORING, WE OBSERVED THAT THE AREA KEPT GETTING WET WHEN THE AC UNIT WAS ON. AFTER REMOVING THE SOGGY CARPETING AND KEEPING THE ENGINE ON WITH THE AC ON DURING A HUMID DAY, IT WAS EVIDENT THAT THE CONDENSED WATER WAS LEAKING INSIDE THE VEHICLE CAUSING THE CARPET TO MOLD. WE DROVE OUR KIDS AROUND IN A MOLDY CAR FOR 4 MONTHS NOW. WE DID NOT KNOW IT WAS MOLD UNTIL CLOSER INSPECTION. THE YOUNGEST HAD A CONTINUOUS CONGESTION DURING THIS PERIOD THAT WE BLAMED ON THE DAYCARE. UNFORTUNATELY HE WAS THE ONLY ONE GETTING CONTINUOUSLY CONGESTED. ONCE WE NOTICED IT WAS ACTUALLY MOLD, WE PUT A TOWEL OVER THE AREA (WITH THE CARPET REMOVED). EVERY NIGHT WE WOULD LEAVE THE VAN WITH DOORS AND WINDOWS OPEN AND ATTEMPT TO DRY AS BEST AS WE COULD THE AREA. AFTER TAKING THE VEHICLE TO THE MECHANIC, THEY INFORMED US THAT IT IS AN EXPENSIVE REPAIR AND THEY ADVISED US TO CONTACT DAIMLERCHRYSLER. WE CONTACTED DAIMLERCHRYSLER (REF 16513172) ABOUT HAVING THE ISSUE FIXED UNDER THE WARRANTY. WE EXCEEDED THE 36,000 WARRANTY MILEAGE BY 1,280 MILES. EVEN THOUGH WE EXPLAINED THAT IT TAKES TIME FOR MOLD TO DEVELOP IN ORDER TO NOTICE THE ISSUE, DAIMLERCHRYSLER REFUSED TO HELP US. WE PLAN ON TAKING THE VEHICLE TO A DEALER AND HAVING IT RESOLVED, BUT MEANWHILE WE WOULD LIKE TO LET OTHER PEOPLE KNOW OF OUR ISSUE. ALSO, THE VEHICLE HAS ALREADY HAD 2 RECALLS AND ONE MAJOR REPAIR. IN 2 YEARS OF OWNERSHIP THIS WOULD BE OUR 4TH MAJOR

20070716	636344	CHRYSLER	TOWN AND	200	N	N			EQUIPMENT	FL	
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5
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MONITORED IT. UPON CLOSER MONITORING, WE OBSERVED THAT THE AREA KEPT GETTING WET WHEN THE AC UNIT WAS ON. AFTER REMOVING THE SOGGY CARPETING AND KEEPING THE ENGINE ON WITH THE AC ON DURING A HUMID DAY, IT WAS EVIDENT THAT THE CONDENSED WATER WAS LEAKING INSIDE THE VEHICLE CAUSING THE CARPET TO MOLD. WE DROVE OUR KIDS AROUND IN A MOLDY CAR FOR 4 MONTHS NOW. WE DID NOT KNOW IT WAS MOLD UNTIL CLOSER INSPECTION. THE YOUNGEST HAD A CONTINUOUS CONGESTION DURING THIS PERIOD THAT WE BLAMED ON THE DAYCARE. UNFORTUNATELY HE WAS THE ONLY ONE GETTING CONTINUOUSLY CONGESTED. ONCE WE NOTICED IT WAS ACTUALLY MOLD, WE PUT A TOWEL OVER THE AREA (WITH THE CARPET REMOVED). EVERY NIGHT WE WOULD LEAVE THE VAN WITH DOORS AND WINDOWS OPEN AND ATTEMPT TO DRY AS BEST AS WE COULD THE AREA. AFTER TAKING THE VEHICLE TO THE MECHANIC, THEY INFORMED US THAT IT IS AN EXPENSIVE REPAIR AND THEY ADVISED US TO CONTACT DAIMLERCHRYSLER. WE CONTACTED DAIMLERCHRYSLER (REF 16513172) ABOUT HAVING THE ISSUE FIXED UNDER THE WARRANTY. WE EXCEEDED THE 36,000 WARRANTY MILEAGE BY 1,280 MILES. EVEN THOUGH WE EXPLAINED THAT IT TAKES TIME FOR MOLD TO DEVELOP IN ORDER TO NOTICE THE ISSUE, DAIMLERCHRYSLER REFUSED TO HELP US. WE PLAN ON TAKING THE VEHICLE TO A DEALER AND HAVING IT RESOLVED, BUT MEANWHILE WE WOULD LIKE TO LET OTHER PEOPLE KNOW OF OUR ISSUE. ALSO, THE VEHICLE HAS ALREADY HAD 2 RECALLS AND ONE MAJOR REPAIR. IN 2 YEARS OF OWNERSHIP THIS WOULD BE OUR 4TH MAJOR

20070814 639061	JEEP	GRAND	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	SC
1J4G258S6YC	20070814	CHEROKEE	7					SYSTEM:WINDSHIELD:BLOWER	

IN MAY 2007 WE STARTED HAVING PROBLEMS WITH THE A/C AND BLOWER MOTOR ON OUR VEHICLE. I CONDUCTED RESEARCH AND FOUND THROUGH TECH ADVISORY THE BLOWER CONTROL MODULE WERE THE PROBLEM AND WERE BEING REPLACED. I DISCONNECTED THE BLOWER CONTROL MODULE AND COULD SEE THE UNIT HAD MELTED AROUND THE WIRE HARNESS PLUG. I DID EXACTLY AS THE TECH ADVISORY RECOMMENDED AND REPLACED THE BLOWER CONTROL MODULE AND WIRE HARNESS PLUG. LESS THAN 70 DAYS THE EXACT SAME PROBLEM HAS OCCURRED AGAIN. I PULLED THE BLOWER CONTROL MODULE OUT AND COULD SEE THE NEW MODULE HAD ONCE AGAIN MELTED AROUND THE REPLACED PLUG. I CALLED THE DEALERSHIP AND WAS TOLD THEY WOULD WARRANTY THE PART AND I JUST NEEDED TO BRING THE ORIGINAL INVOICE AND BAD MELTED BLOWER CONTROL MODULE IN AND THEY WOULD GIVE ME A NEW ONE. I DID THAT LAST NIGHT AND WHEN I WAS AT THE DEALERSHIP THEY LOOKED AT THE MELTED BLOWER CONTROL MODULE AND TOLD ME BECAUSE I DID NOT REPLACE THE ENTIRE WIRE HARNESS THEY WOULD NOT REPLACE THE MELTED MODULE. I INQUIRED AS TO THE COST TO REPLACE THE ENTIRE WIRE HARNESS AS IT REQUIRED PULLING OUT THE ENTIRE DASH TO SIMPLY UNPLUG THE OLD HARNESS AND PLUG THE NEW ONE IN. I WAS TOLD 8 HOURS OF LABOR AND COST OF PARTS FOR THE NEW HARNESS AND BLOWER CONTROL MODULE WHICH WAS ESTIMATED AT \$700.00. THE PARTS THEMSELVES ARE LESS THAN \$200.00. WHEN I REPLACED THE ORIGINAL PART I DID IT EXACTLY AS THE TECH ADVISORY TOLD ME SO WHICH WAS DATED SOMETIME IN MAY 2007. IN ADDITION TO THE PART MELTING IT HAS SANK THE TOP EDGE OF THE CARPET IN THE PASSENGER SIDE FLOOR BOARD. I VIEW THIS AS AN EXTREME SAFETY HAZARD AND COULD ACTUALLY CASE A FIRE IN THE VEHICLE. THE DEALERSHIP ADVISED NO WARRANTY RECALLS HAVE BEEN ISSUED FOR THIS ISSUE EITHER. I THINK CHRYSLER SHOULD RE-EXAMINE HOW MANY OF THESE BLOWER CONTROL MODULES THEY HAVE REPLACED AND THE RISK THEY ARE PUTTING THE PUBLIC AT BY NOT RECALLING THEM. ANY ASSISTANCE IN THIS MATTER WOULD BE APPRECIATED. *TR

Friday, August 24, 2007

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070814	639152	JEEP	GRAND	200	N	N	0	0	ELECTRICAL SYSTEM:WIRING	SC	
	1J4G258S6YC	20070814	CHEROKEE	7							

IN MAY 2007 WE STARTED HAVING PROBLEMS WITH THE A/C AND BLOWER MOTOR ON OUR VEHICLE. I CONDUCTED RESEARCH AND FOUND THROUGH TECH ADVISORY THE BLOWER CONTROL MODULE WERE THE PROBLEM AND WERE BEING REPLACED. I DISCONNECTED THE BLOWER CONTROL MODULE AND COULD SEE THE UNIT HAD MELTED AROUND THE WIRE HARNESS PLUG. I DID EXACTLY AS THE TECH ADVISORY RECOMMENDED AND REPLACED THE BLOWER CONTROL MODULE AND WIRE HARNESS PLUG. LESS THAN 70 DAYS THE EXACT SAME PROBLEM HAS OCCURRED AGAIN. I PULLED THE BLOWER CONTROL MODULE OUT AND COULD SEE THE NEW MODULE HAD ONCE AGAIN MELTED AROUND THE REPLACED PLUG. I CALLED THE DEALERSHIP AND WAS TOLD THEY WOULD WARRANTY THE PART AND I JUST NEEDED TO BRING THE ORIGINAL INVOICE AND BAD MELTED BLOWER CONTROL MODULE IN AND THEY WOULD GIVE ME A NEW ONE. I DID THAT LAST NIGHT AND WHEN I WAS AT THE DEALERSHIP THEY LOOKED AT THE MELTED BLOWER CONTROL MODULE AND TOLD ME BECAUSE I DID NOT REPLACE THE ENTIRE WIRE HARNESS THEY WOULD NOT REPLACE THE MELTED MODULE. I INQUIRED AS TO THE COST TO REPLACE THE ENTIRE WIRE HARNESS AS IT REQUIRED PULLING OUT THE ENTIRE DASH TO SIMPLY UNPLUG THE OLD HARNESS AND PLUG THE NEW ONE IN. I WAS TOLD 8 HOURS OF LABOR AND COST OF PARTS FOR THE NEW HARNESS AND BLOWER CONTROL MODULE WHICH WAS ESTIMATED AT \$700.00. THE PARTS THEMSELVES ARE LESS THAN \$200.00. WHEN I REPLACED THE ORIGINAL PART I DID IT EXACTLY AS THE TECH ADVISORY TOLD ME SO WHICH WAS DATED SOMETIME IN MAY 2007. IN ADDITION TO THE PART MELTING IT HAS SANK THE TOP EDGE OF THE CARPET IN THE PASSENGER SIDE FLOOR BOARD. I VIEW THIS AS AN EXTREME SAFETY HAZARD AND COULD ACTUALLY CASE A FIRE IN THE VEHICLE. THE DEALERSHIP ADVISED NO WARRANTY RECALLS HAVE BEEN ISSUED FOR THIS ISSUE EITHER. I THINK CHRYSLER SHOULD RE-EXAMINE HOW MANY OF THESE BLOWER CONTROL MODULES THEY HAVE REPLACED AND THE RISK THEY ARE PUTTING THE PUBLIC AT BY NOT RECALLING THEM. ANY ASSISTANCE IN THIS MATTER WOULD BE APPRECIATED. *TR

EVENFLO COMPANY, INC.

19970609	70298	EVENFLO	CHILD SAFETY SEAT	999	N	N			CHILD SEAT:HANDLE (INFANT)	PA	
				9							
19991026	196809	EVENFLO	CHILD SAFETY SEAT	199	N	N			CHILD SEAT:HANDLE (INFANT)	IL	
				4							

EVENFLO CHILD SAFETY SEAT CARRYING HANDLE SEEMS TO BE LOCKED AND IT IS NOT AND THE BABY FELL OUT OF THE SEAT AND HIT THE CARPET. *AK *JB
 EVENFLO MODEL # 206117P1, DOM 12/20/94; WHILE CARRYING THE SEAT BY THE CARRYING HANDLE, THE HANDLE POPS OUT OF PLACE, CAUSING THE SEAT TO FLIP OVER. THE BABY WAS NOT STRAPPED INTO THE SEAT AT THE TIME AND FELL ONTO THE CARPET. THE BABY WAS NOT SERIOUSLY HURT. THE MANUFACTURER WILL BE CONTACTED ABOUT THE PROBLEM. *AK

FIRESTONE STEEL PROD. CO.

20040625	493163	FIRESTONE	FIRESTONE	200	N	N			TIRES	RI	
				2							

WHEN DRIVING 55 MPH REAR RIGHT TIRE BLEWOUT. THIS CAUSED THE CONSUMER TO PULL OF THE ROAD AND CHANGE THE TIRE. CONSUMER STATED THAT THE TIRE LOOKED LIKE IT JUST MELTED ,AND THERE WERE NO OBJECTS AND THE ROAD. THIS WAS A FIRESTONE TIRE. *AK THE CONSUMER NOTICED THAT THE PASSENGER SIDE FRONT FLOOR MAT WAS WET. THE TECHNICIAN DETERMINED THAT THE A/C EVAPORATOR DRAIN WAS CLOGGED DUE TO LEAVES COMING FROM THE WINDSHIELD COWLING. THE DEALER CLEANED THE DRAIN AND REMOVED THE LEAVES. THE LEFT FRONT HUB AND BEARING HAD EXCESSIVE PLAY AND WERE NOISY. THE CHECK ENGINE LIGHT ILLUMINATED. THE TROUBLE CODES INDICATED THAT THE GAS CAP MAY HAVE BEEN LOOSE. THE VEHICLE BODY CONTROL MODULE (BCM) FAILED AND HAD TO BE REPLACED. IT CAUSED THE SECURITY LIGHTS TO REMAIN ON, THE A/C NOT TO WORK AND AT NIGHT THE HORN WOULD SOUND WHEN THE VEHICLE WAS OFF. AFTER THE CONSUMER LOCKED THE DOOR THE VEHICLE RADIO WOULD COME ON. THIS CAUSED THE BATTERY TO DRAIN AND AS A RESULT THE VEHICLE HAD TO BE JUMP STARTED. *NM

FIRESTONE TIRE & RUBBER CO.

20030205 402457 FIRESTONE STEEL RADIAL 999 N N TIRES NV
TIRE 9

ON TWO SEPERATE OCCASIONS WITHIN THE LAST TWO YEARS, I HAVE HAD TWO FIRESTONE TIRES CAUSE DAMAGE TO MY VEHICLE VIA COMPLETE BLOW OUT AND SEPERATION. I AM ONE OF THE FORTUNATE ONES THAT ARE HEAR TO TELL OF MY NEAR CATASTROPHES INVOLVING FIRESTONE TIRES. FARMER INSURANCE REPAIRED MY VEHICLE THE FIRST TIME AND SENT THE BLOWN TIRE (WHAT WAS LEFT) TO FIRESTONE AND A LETTER WAS SENT TO FARMERS INDICATING THAT LOW TIRE PRESSURE WAS THE CAUSE. THE SECOND TIRE WAS SEPERATED IN MARCH OF 02 AND ONCE AGAIN DAMAGED MY VEHICLE. ONCE AGAIN, I RECEIVED THE RESPONCE BACK. IT WAS THE SAME OLD STORY. IMPROPER AIR PRESSURE. MY VEHICLE IS DRIVEN AN AVERAGE OF 700 MILES PER WEEK. MY TIRES ARE MAINTAINED BY FLYIN J TRUCK CENTERS AND MY AIR PRESSURE IS DOCUMENTED FREQUENTLY AS REQUIRED. I AM UNDER THE BELIEF THAT INSUFFICIENT AIR PRESSURE IS THE STANDARD ANSWER GIVEN BY FIRESTONE TO NEGLECT COMPENSATION FOR DAMAGES WHICH OCCUR BY THEIR FAULTY TIRES. THIS TREND IS VERY ALARMING AND I AM HOPING THAT YOUR DEPARTMENT CAN GET INVOLVED INTO A RESOLUTION. I AM VERY DISTURBED BECAUSE FIRST OF ALL, FIRESTONE IS ABLE TO INSPECT THEIR OWN TIRES WITH NO INDEPENDANT AGENCY OVERSEEING THE PROCESS. ALSO HAVING A PARALEGAL ON STAFF TO SIGN THE DOCUMENTS SO THE GENERAL PUBLIC IS THWARTED FROM RESPONDING. I WILL BE HAPPY TO FORWARD VIA FAX, ALL DOCUMENTATION REGARDING THIS MATTER. I HAVE CONTACTED ALL AGENCIES INCLUDING, FOX NEWS, NEVADA ATTORNEY GENERAL, PRIVATE COUNCIL, SENATORS HARRY REID AND JOHN ENSIGN, AND THE U.S. DEPT. OF TRANSPORTATION. I AM NOT GOING TO STOP MY CAMPAIGN UNTIL FIRESTONE STANDS UP AND TAKES THE RESPONCIBILITY FOR THE DAMAGES DUE TO FAULTY WORKMANSHIP OF THEIR TIRES. I BELIEVE FIRESTONE INTENDS TO SEE IF THIS ISSUE GETS SWEEPED UNDER THE CARPET. PLEASE ADVISE ME OF YOUR RECEIPT OF THIS COMPLAINT AND A FAX NUMBER WHERE I CAN FORWARD ANY CORRESPONDENCE. THANK YOU FOR YOUR ATTENTION IN THIS MATTER AND I WILL WAIT TO HEAR BACK.

20040527 480449 FIRESTONE RADIAL TIRE 999 N N 0 0 TIRES OK
9

MY FIRESTONE SPARE TIRE (T125-70R16 96M TUBELESS RADIAL) EXPLODED WHILE STILL IN ITS TRUNK COMPARTMENT. MY VEHICLE (2002 PONTIAC BONNEVILLE) WAS PARKED AT THE TIME. THE TIRE BLEW OUTWARD WITH SUFFICIENT PRESSURE TO BREAK THE COVER OF THE SPARE TIRE WELL, SCAR THE WELL ITSELF, AND TO SHRED AND TEAR THE CARPET AND PADDING COVERING IT IN THE TRUNK. THE EXPLOSION ALSO KNOCKED A FEW ELECTRONIC COMPONENTS FROM THEIR NORMAL POSITIONS, BUT HAS APPEARED NOT TO HAVE PERMANENTLY DAMAGED THEM. THE TIRE HAD BEEN INFLATED TO APPROXIMATELY 50-55 PSI FIVE DAYS EARLIER. IT IS RATED AT 60PSI. THE TIRE HAD NEVER BEEN USED. *MR

Friday, August 24, 2007

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DATEA CMPLID MAKETXT MODELTXT YEARTXT CRASH FIRE INJURED DEATHS COMPDESC STATE VIN

FLEETWOOD ENTERPRISES, INC.

20000426 206163 PACE ARROW VISION 199 EQUIPMENT:ELECTRICAL:AIR CONDITIONER TX
 1GBMP37B8W3 20000315

9

THE AIR CONDITIONER CONDENSATION OVERFLOWED DAMAGING THE WOOD FLOORING AND CARPETING. NLM

20010327 283885 FLEETWOOD SOUTHWIND 200 FUEL SYSTEM, GASOLINE:STORAGE CA
 3FCNF53S3YJ 20010305

0

CONSUMER STATES THAT LP GAS DETECTOR FREQUENTLY ACTIVATES, DEALER INFORMED CONSUMER THAT FOR THE FIRST 3 YEARS, DETECTOR COULD ANTICIPATE FALSE ALARMS DUE TO NEW CARPET VAPORS AND RESIDUAL OIL VAPORS FROM DUCTING. *SLC

20020722 376716 FLEETWOOD PROWLER 200 N 1 OTHER MO
 1EC5S302022 20020722

2

METAL PIECE THAT HOLDS CARPET UP, WHEN THE SLIDE OUT IS IN PLACE, IS RAZOR SHARP/NOT VISIBLE AND COVERED BY CARPET. IT IS CAUSING MAJOR INJURIES TO CHILD'S FEET.*AK WHEN THE SLIDE OUT IS IN THE IN POSITION, THERE IS A THREE TO FOUR INCH GAP BETWEEN THE FLOOR OF THE 5TH WHEEL AND THE BOTTOM OF THE SLIDE. THERE IS METAL EDGING ON THE SLIDE COVERED BY CARPET AND IS VISIBLY UNSEEN. CONSUMER'S CHILD WAS INJURED WHEN HER FOOT WENT UNDER THE SLIDE. THE TOP OF THE CHILDS FOOT WAS SLICED OPEN APPROXIMATELY THREE TO FOUR INCHES LONG AND 1/2 INCH DEEP. *JG

20040608 485079 FLEETWOOD BOUNDER 200 N N STRUCTURE MA
 5B4MP67G933 20040608

3

WE BOUGHT A NEW 2003 FLEETWOOD, BOUNDER MOTORHOME AND WE ARE EXPERIENCING MUCH DIFFICULTY IN HAVING A LEAK REPAIRED IN OUR REAR BEDROOM. OUR CARPETING HAS BEEN SOAKED IN A CERTAIN SPOT AND NOW WE BELIEVE MILDEW IS SETTING IN. *AK

20050323 534067 FLEETWOOD PACE ARROW 200 N N EQUIPMENT:RECREATIONAL VEHICLE AL
 5B4MP67G043 20050802

4

2004 PACE ARROW 37C FLEETWOOD, MOTOR HOME BUILT OVER WEIGHT, THIS POSES UNSAFE CONDITION AND VOIDS ALL WARRANTIES. *BF THE CONSUMER STATED THE RV HAD OTHER ISSUES SUCH AS THE BATH ROOM DOOR HITTING THE CURTAIN VALANCE, THE TRIM WAS MISSING IN THE LIVING ROOM AND HALL. THE TV RECEIVER WAS MISSING, THE CARPET WAS DIRTY, THE MOTORHOME LEANED TO THE SIDE, THE BATHROOM DOOR NEEDED ADDITIONAL WORK, THE LEVELING JACK DID NOT LEVEL THE RV, THE SHOWER, BEDROOM SLIDE AND TOILET LEAKED, THE KITCHEN SHELVES NEEDED TO BE REPAIRED. THE CONSUMER HAS SINCE TRADED THE MOTORHOME IN FOR A DIFFERENT MAKE AND MODEL. *JB THE CONSUMER IS REQUESTING AN ACKNOWLEDGEMENT OF HIS PREVIOUS LETTER. *JB *TT

20050323 534162 FLEETWOOD PACE ARROW 200 N N STRUCTURE AL
 5B4MP67G043 20050802

4

2004 PACE ARROW 37C FLEETWOOD, MOTOR HOME BUILT OVER WEIGHT, THIS POSES UNSAFE CONDITION AND VOIDS ALL WARRANTIES. *BF THE CONSUMER STATED THE RV HAD OTHER ISSUES SUCH AS THE BATH ROOM DOOR HITTING THE CURTAIN VALANCE, THE TRIM WAS MISSING IN THE LIVING ROOM AND HALL. THE TV RECEIVER WAS MISSING, THE CARPET WAS DIRTY, THE MOTORHOME LEANED TO THE SIDE, THE BATHROOM DOOR NEEDED ADDITIONAL WORK, THE LEVELING JACK DID NOT LEVEL THE RV, THE SHOWER, BEDROOM SLIDE AND TOILET LEAKED, THE KITCHEN SHELVES NEEDED TO BE REPAIRED. THE CONSUMER HAS SINCE TRADED THE MOTORHOME IN FOR A DIFFERENT MAKE AND MODEL. *JB THE CONSUMER IS REQUESTING AN ACKNOWLEDGEMENT OF HIS PREVIOUS LETTER. *JB *TT

FLXIBLE CORPORATION

19990401 154683 FLXIBLE METRO 199 STRUCTURE:BODY PA

6

LEAK INSIDE PASSENGER COMPARTMENT ON PASSENGER'S SIDE, SOAKING CARPET WHEN IT RAINS.

FORD MOTOR COMPANY

19950112 2714	FORD	CROWN	199	N	0	0	OTHER	CA
2FALP74W3RX	19941110							
		VICTORIA	4					
PROBLEM WITH HOOK ON FRONT FLOOR MATS. *AK								
19950207 9154	FORD	MUSTANG	199	N	0	0	OTHER	CA
1FACP45E9PF	19950207							
			3					
FLOOR MAT; THE EXTRA FLOOR MAT CATCHES THE THROTTLE AND HOLD IT DOWN THIS ALMOST CAUSE ACCIDENT THE MAT SHOULD BE DESIGNED SO IT WOULD NOT STICK. TT								
19950821 51293	FORD	FESTIVA	198	Y	0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	LA
KNJBT06K3K6	19950821							
			9				CONTROL:CATALYTIC CONVERTOR	
CATALYTIC CONVERTER OVER HEATED MELTING FIRE WALLS AND CARPET INSIDE OF VEHICLE. TT								
19950821 50950	FORD	EXPLORER	199		0	0	VEHICLE SPEED CONTROL	GA
1FNDU34X8MU	19950821							
			1					
THE ACCELERATOR PEDAL GOT STUCK AND WOULD NOT RETURN POSSIBLY DUE TO THE POSITION OF THE FLOOR MAT. PLEASE DESCRIBE. TT								

Friday, August 24, 2007

DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19951004	56503	FORD	TAURUS	199		Y	0	0	ELECTRICAL SYSTEM:WIRING	SC	
	1FACP52UOPA	19951004									

3

VEHICLE WAS SUPPLIED WITH AN ELECTRICAL HARNESS FOR POWER SEATS, BUT THE MODEL THIS CONSUMER PURCHASED HAD MANUAL SEATS. SOMETHING MADE CONTACT WITH THE OPEN HARNESS,

SMOLDERED, THEN BURST INTO FLAMES AND BURNED THE CARPET. DEALER SAID THAT THE FIRE WAS THE FAULT OF THE OWNER. DEALER WOULD NOT REPLACE CARPET WHERE IT HAD BURNED. OWNER

SUGGESTS THAT UNUSED ELECTRICAL HARNESSES SHOULD BE CAPPED TO PREVENT OBJECTS FROM COMING INTO CONTACT WITH THE OPEN CONNECTORS. TT *ML

19951011	1839	FORD	ESCORT	199	N	Y	0	0	FUEL SYSTEM, GASOLINE:STORAGE:TANK ASSEMBLY	GA	
	1FAPP128XMW	19951011									

1

STRONG ODOR OF GASOLINE, CARPETING IN PASSENGER SIDE AND TRUNK AREA HAS BURNT, POSSIBLE GASOLINE LEAKING FROM THE TANK. TT IT HAS BEEN DETERMINED BY A PRIVATE AUTO REPAIR SHOP THERE

WAS A HOLE IN THE FULE LINE WHICH WAS LEAKING ONTO EXHAUST AND CATCHING FIRE, DUE TO THIS FAILURE THE ENGINE IS INOPERATIVE AND CARPET IN TRUNK HAS TO BE REPLACED.*JB

19951011	1840	FORD	ESCORT	199	N	Y	0	0	FUEL SYSTEM, GASOLINE:DELIVERY:HOSES, LINES/PIPING,	GA	
	1FAPP128XMW	19951011									

1

AND FITTINGS

STRONG ODOR OF GASOLINE, CARPETING IN PASSENGER SIDE AND TRUNK AREA HAS BURNT, POSSIBLE GASOLINE LEAKING FROM THE TANK. TT IT HAS BEEN DETERMINED BY A PRIVATE AUTO REPAIR SHOP THERE

WAS A HOLE IN THE FULE LINE WHICH WAS LEAKING ONTO EXHAUST AND CATCHING FIRE, DUE TO THIS FAILURE THE ENGINE IS INOPERATIVE AND CARPET IN TRUNK HAS TO BE REPLACED.*JB

19951102	9961	FORD	AEROSTAR	199		N	0	0	SEAT BELTS	WA	
	1FMCA11U3SZ	19950619									

5

DURING INSTALLATION OF CARPETING, CUTOUTS PARTIALLY COVERED HOLES AND BOLT WAS FORCED INTO HOLE WITH EDGE OF CARPET, CAUSING CROSS-THREADING. *AK

19960725	15385	FORD	THUNDERBIRD	199		N	0	0	FUEL SYSTEM, GASOLINE:DELIVERY:HOSES, LINES/PIPING,	IL	
	1FAPP60T7NH	19960725									

2

AND FITTINGS

NOTICED GASOLENE ODOR IN INTERIOR, FOUND ONE OF THREE PLASTIC FUEL LINE HOSES HAD WORN HOLE INTO FROM RUBBING AGAINST BODY, CAUSING GAS TO SOAK INTO CARPET.*AK

19961118	111415	FORD	EXPLORER	199		N			EQUIPMENT	MD	
	1FMDU34X1SU	19961118									

5

DUE TO THE DESIGN OF THE FLOOR MAT, THE FLOOR MAT IS STICKING UNDER THE GAS PEDAL, CAUSING THE VEHICLE TO ACCELERATE. *AK

19961202	114266	FORD	MUSTANG	198	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	SC	
	1FABP40E6JF	19961202									

8

FLOOR MATS WHEN PLACED TOO HIGH CAUSE ACCELERATOR TO STICK, RESULTING IN ACCELERATION. *AK

19961231	120599	FORD	EXPLORER	199		N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
	1FMDU32XXMU	19961029									

1

SPRING UNDERNEATH ACCELERATOR PEDAL FRACTURED DURING ACCELERATION, CAUSING SPLINTERED END TO CATCH IN CARPETING, HOLDING PEDAL IN DOWN POSITION/UNEXPECTED ACCELERATION.

19970219	129109	FORD	TEMPO	199		N	N		OTHER	IL	
	1FAPP31X2PK	19970219									

3

SECOND OCCURRENCE, WHEN DRIVING FLOOR MAT OBSTRUCTED ACCELERATOR PEDAL, CAUSING SUDDENLY UNINTENTIONAL ACCELERATION, PEDAL BECAME STUCK

UNDERNEATH FLOOR MAT, AS RESULT SPEED

INCREASED FROM 50-75MPH, FRONT SEAT PASSENGER HAD TO REACH DOWN TO PULL UP PEDAL. *AK

19970321	133799	FORD	F150	199	N	N		VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA
1FPDX17W0VK		19970321							

7

CONSUMER NOTES THAT DUE TO THE DESIGN OF THE ACCELERATOR PEDAL WHEN DEPRESSING THE PEDAL, THE HOOK ON THE BACK SIDE OF THE PEDAL IS STICKING TO THE FLOOR MAT, RESULTING IN

UNEXPECTED ACCELERATION. CONSUMER HAS CONTACTED THE DEALER ABOUT THE PROBLEM. *AK

19970424	63665	FORD	ESCORT	199	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	RI
1FAPP1283MW		19970328							

1

GAS PEDAL GOT CAUGHT UNDER POORLY DESIGNED FLOOR MAT, CAUSING ACCELERATOR TO STICK.

19970819	78981	FORD	F150	199				VEHICLE SPEED CONTROL	CA
1FTDX18WXXVN		19970819							

7

ACCELERATOR STUCK ON FLOOR MAT WITH THROTTLE WIDE OPEN.

19970821	78947	FORD	BRONCO	999	N	0	0	STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS	MI
				9					

THE HEAT SHIELD FELL OFF, MELTING THE FLOOR MATS.

DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19970821	79212	FORD	F150	199	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	TX	
<p>7 UPON DEPRESSING THE ACCELERATOR PEDAL THE FLOOR MAT AND THE PEDAL GET CAUGHT TOGETHER, CAUSING UNWANTED ACCELERATION. CONSUMER HAS TO TURN THE VEHICLE OFF TO STOP THE VEHICLE WHEN THE PROBLEM OCCURS. *AK</p>											
19970830	183309	FORD	F150	199	Y				VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	TX	
<p>1FTEX15N8PK 19970830 3 WHEN PARKING VEHICLE THE ACCELERATOR SUDDENLY WENT TO THE FLOOR. DRIVER PLACED BOTH FEET ON THE BRAKE BUT VEHICLE CONTINUED UP AN INCLINE INTO A STAIRWELL AND BUILDING. THE FLOOR MAT WAS DETERMINED AS THE CAUSE OF PEDAL STICKING BUT DRIVER IS UNSURE.</p>											
19980126	63186	FORD	EXPEDITION	199	N	N			OTHER	FL	
<p>1FMEU18WVLA 19980126 7 NOTICED ODOR/BURNING WHEN IN CONTACT WITH REAR DECK CARPETING DUE TO BEING SATURATED WITH BATTERY ACID. *AK</p>											
19980127	62919	FORD	F150	199	N	N			VEHICLE SPEED CONTROL	MD	
<p>1FTEX18L2VN 19980127 7 THE ACCELERATOR GETS STUCK ON DRIVER'S SIDE FLOOR MAT DUE TO LOCATION OF FLOOR MAT. THIS ONLY HAPPENS UPON FULL ACCELERATION. *AK</p>											
19980206	65758	FORD	F150	199					VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MO	
<p>1FTEX17LOVL 19980206 7 GAS PEDAL GETS CAUGHT ON FLOOR MAT WHEN FLOORED TO PASS ANOTHER VEHICLE.</p>											
19980218	67571	FORD	F150	199	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	TX	
<p>1FTZX1768WN 19980218 8 THE ACCELERATOR PEDAL GOT STUCK ON THE FORWARD EDGE OF THE FLOOR MAT, CAUSING THE ENGINE TO STAY AT HIGH RPM. DRIVER PUT CAR IN NEUTRAL AND PULLED TO THE SIDE OF THE ROAD TO AVOID CRASH. THE DEALER HAS BEEN NOTIFIED. *AK</p>											
19980420	92945	FORD	F150	199	N	N			OTHER	MN	
<p>1FTZX18WKA3 19980420 8 FLOOR MAT STICKS UNDERNEATH ACCELERATOR PEDAL, CAUSING THE PEDAL TO STICK TO FLOOR. VEHICLE LOST CONTROL, RAN INTO DITCH. *AK</p>											
19980518	101467	FORD	F150	199		N			OTHER	CA	
<p>1FTDX17WVVK 19980421 7 ACCELERATOR PEDAL GOT CAUGHT IN THE FLOOR MAT, RESULTING IN UNWANTED ACCELERATION.</p>											
19980615	111833	FORD	ESCORT	199		N			STRUCTURE:FRAME AND MEMBERS	MA	
<p>3FALP1137WR 19980615 8 WATER LEAKS UNDER THE FLOORMATS FROM NEAR THE FIREWALL INTO THE INTERIORS.</p>											
19980922	129771	FORD	F150	199	N	N			OTHER	MI	
<p>1FTDRX18W0V 19980922 7 EA980018; WHILE DRIVING FLOORMAT SLIDED UNDERNEATH THE GAS PEDAL WHICH CAUSED ACCELERATION, ALMOST CAUSING AN ACCIDENT. *AK</p>											
19980923	129781	FORD	F150	199	N	N			OTHER	IL	
<p>8</p>											

PE98; ALLEGED LOSS OF THROTTLE CONTROL; CONSUMER STATES THAT THE FLOOR MAT MOVES UNDER DRIVER'S FEET WHILE DRIVING. *AK

19980928	132201	FORD	EXPLORER	199	N	N	OTHER	LA
1FMDU32P1VZ		19980928						

7

WHILE DRIVING ABOUT 15 MPH THE EXPLORER BEGAN TO TRAVEL AT A SPEED OF 80 MPH BECAUSE THE FLOOR MAT GOT STUCK UNDER THE PEDAL. DRIVER SHIFTED THE TRANSMISSION INTO NEUTRAL TO STOP THE SUV WHILE USING THE BRAKES. PROBLEM HAS NOT BEEN REPORTED TO DEALERSHIP.

19981002	88051	FORD	F150	199	N	N	OTHER	OH
1FTDX1720WN		19981002						

8

EA98018, THE ORIGNAL FLOOR MATS SLIPPED THROUGH, PUSHING THE ACCLERATOR PEDAL WHICH MAY CAUSE AN ACCIDENT UNEXPECTEDLY.*AK CONSUMER STATED WHEN DRIVERS FLOOR MAT SLIPS FOWARD TOWARD THE FIREWALL, THE ACCELERATOR PEDAL WILL STICK AND PULL OPEN WHEN PRESSED TO FLOOR TO PASS ANOTHER VEHICLE.*JB

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19981024	101613	MERCURY	GRAND MARQUIS	199	N	N	0	0	EQUIPMENT	CO	
	2MEFM75W8WX	19981024									
				8							
<p>YOUR FORM IS A LITTLE DIFFICULT TO COMPLETE FOR A COMPLAINT OF THIS NATURE. THE PROBLEM LIES WITH THE FLOOR MATS. THEY ARE SO LIGHT WEIGHT THAT THEY TEND TO SHIFT WHEN ONE ENTERS OR DEPARTS THE VEHICLE. THEY ALSO SHIFT WHEN THE VEHICLE IS IN MOTION, DUE TO THE MOVEMENT OF THE FOOT BETWEEN THE BRAKES AND THE GAS. EVEN THE RETENTION POST FOR THE DRIVERS FLOOR MAT FAILS TO KEEP IT IN PLACE. IT TENDS TO ROTATE TO THE RIGHT AND MOVE FORWARD TOWARD THE PEDALS. THIS IS A PROBLEM THAT COULD CAUSE AN ACCIDENT IF THE FLOOR MAT WERE TO JAM EITHER THE BRAKE OR GAS PEDAL. THANK YOU FOR YOUR TIME.</p>											
19981030	102380	FORD	F150	199					OTHER	AZ	
	1FTZX1721WK	19981015									
				8							
<p>DRIVER'S FLOOR MAT CONTINUALLY HUNG UP THROTTLE PEDAL CAUSING THROTTLE PEDAL TO STICK.</p>											
19981123	117005	FORD	TAURUS	199	N	N			OTHER	PA	
				4							
<p>WHILE DRIVING AT ABOUT 55MPH THE VEHICLE STARTED TO ACCELERATE, AND WHEN BRAKES WERE APPLIED THE VEHICLE KEPT ACCELERATING. DEALER SAYS MAY HAVE BEEN THE CARPET IN THE VEHICLE.</p>											
19981123	117004	FORD	TAURUS	199	N	N			VEHICLE SPEED CONTROL:CABLES	PA	
				4							
<p>WHILE DRIVING AT ABOUT 55MPH THE VEHICLE STARTED TO ACCELERATE, AND WHEN BRAKES WERE APPLIED THE VEHICLE KEPT ACCELERATING. DEALER SAYS MAY HAVE BEEN THE CARPET IN THE VEHICLE.</p>											
19981127	120118	FORD	F150	199					VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
				8							
<p>ACCELERATOR PEDAL DESIGN CONTAINS METAL PIECE ON THE BOTTOM WHICH GETS STUCK ON THE FLOOR MAT WHEN IT SLIDES FORWARD.</p>											
19981215	126730	FORD	F150	199	N	N			OTHER	FL	
	1FTDX17W6VN	19981215									
				7							
<p>DRIVER'S SIDE FLOOR MAT BUNCHES UP 3/4 FROM TOP OF MAT UNDER BRAKE AND GAS PEDAL WHICH MAKES HARD FOR PEDALS TO OPERATE PROPERLY. DEALER CONTACTED AND CANNOT REMEDY THE PROBLEM. PROBLEM STILL EXISTS. *AK *ML</p>											
19981230	130132	FORD	F150	199			0	0	EQUIPMENT	UN	
	1FTDX1868VK	19981230									
				7							
<p>1ST SERVICE AT 3000 MILEAGE-A/C LEAKED TWICE; LATER - ALIGNMENT AT THE BACK (BED) AREA WAS CROOKED DUE TO SHOCKS; BUILT-IN FLOOR MATS ALMOST CAUSED AN ACCIDENT WHEN THE GAS PEDAL BECAME STUCK TO THE THE FLOOR MAT WHILE DRIVING; LASTLY,POWER STEERING WHEEL LOCKED ITSELF WHILE DRIVING ON THE ROAD AND WAS UNABLE TO MANUEVER/CONTROL THE PICK-UP'S STEERING WHEELS; JOETEN REPRESENTATIVES CONCLUDED THAT POWER STEERING PUMP FAILED/BROKE.</p>											
19981230	130133	FORD	F150	199			0	0	STEERING:HYDRAULIC POWER ASSIST:PUMP	UN	
	1FTDX1868VK	19981230									
				7							
<p>1ST SERVICE AT 3000 MILEAGE-A/C LEAKED TWICE; LATER - ALIGNMENT AT THE BACK (BED) AREA WAS CROOKED DUE TO SHOCKS; BUILT-IN FLOOR MATS ALMOST CAUSED AN ACCIDENT WHEN THE GAS PEDAL BECAME STUCK TO THE THE FLOOR MAT WHILE DRIVING; LASTLY,POWER STEERING WHEEL LOCKED ITSELF WHILE DRIVING ON THE ROAD AND WAS UNABLE TO MANUEVER/CONTROL THE PICK-UP'S STEERING WHEELS; JOETEN REPRESENTATIVES CONCLUDED THAT POWER STEERING PUMP FAILED/BROKE.</p>											
19981230	130131	FORD	F150	199			0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	UN	

1FTDX1868VK 19981230

7

1ST SERVICE AT 3000 MILEAGE-A/C LEAKED TWICE; LATER - ALIGNMENT AT THE BACK (BED) AREA WAS CROOKED DUE TO SHOCKS; BUILT-IN FLOOR MATS ALMOST CAUSED AN ACCIDENT WHEN THE GAS PEDAL

BECAME STUCK TO THE THE FLOOR MAT WHILE DRIVING; LASTLY,POWER STEERING WHEEL LOCKED ITSELF WHILE DRIVING ON THE ROAD AND WAS UNABLE TO MANUEVER/CONTROL THE PICK-UP'S STEERING

WHEELS; JOETEN REPRESENTATIVES CONCLUDED THAT POWER STEERING PUMP FAILED/BROKE.

19990104 133310 FORD F150 199 N N VEHICLE SPEED CONTROL:ACCELERATOR PEDAL CA
8

ACCELERATOR PEDAL HAS A KNOB THAT WEARS INTO THE FLOOR MAT, CAUSING THE PEDAL TO SOMETIMES STICK TO THE FLOOR. DEALER HAS REPLACED FLOOR MAT AND PROBLEM STILL EXISTS. *AK

19990217 138532 FORD CROWN 199 N N 0 0 OTHER NY
2FALP73W3VX 19990217

VICTORIA

7

THE FLOOR MATS KEEPS SHIFTING RIGHT INTO & UNDER THE GAS PEDAL AND/OR BRAKES. THIS CAUSES AN INTERFERENCE WITH THE APPLICATION OF EITHER OR BOTH PEDALS. WILL BE TAKING TO DEALER TO GET MATS MORE STABILIZED. *AK

19990219 140626 FORD TAURUS 198 N N STRUCTURE:FRAME AND MEMBERS FL
1FABP57UOKA 19990219

9

IN HOT WEATHER BLACK GREASE/OIL/RUBBER COMES FROM THE LEFT HAND SIDE ABOVE THE EMERGENCY BRAKES. LEAKS ONTO THE EMERGENCY BRAKES AND THE CARPET BY THE BRAKE PEDAL. DEALER CONTACTED, AND CANNOT REMEDY THE PROBLEM. PROBLEM STILL EXISTS.*AK.ET.

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19990219	140781	FORD	F150	199	N	N			OTHER	IL	
	1FTDX07W3VK	19990219									

7

EA98018; THE FLOORMAT MOVED UNDERNEATH THE ACCELERATOR PEDAL AND CAUSED THE THROTTLE TO STICK, HAD TO TURN OFF THE VEHICLE TO SHUT OFF, ALMOST RESULTING AN ACCIDENT. ALSO PROBLEMS WITH BRAKING SYSTEM IN WHICH BRAKE PEDAL GOES TO THE FLOOR AND EXTENDED STOPPING DISTANCE OCCURS. DEALER SAID THE BRAKES REPRESENT THE CHARACTERISTICS OF THE VEHICLE. *AK

19990219	140782	FORD	F150	199	N	N			SERVICE BRAKES, HYDRAULIC:ANTILOCK	IL	
	1FTDX07W3VK	19990219									

7

EA98018; THE FLOORMAT MOVED UNDERNEATH THE ACCELERATOR PEDAL AND CAUSED THE THROTTLE TO STICK, HAD TO TURN OFF THE VEHICLE TO SHUT OFF, ALMOST RESULTING AN ACCIDENT. ALSO PROBLEMS WITH BRAKING SYSTEM IN WHICH BRAKE PEDAL GOES TO THE FLOOR AND EXTENDED STOPPING DISTANCE OCCURS. DEALER SAID THE BRAKES REPRESENT THE CHARACTERISTICS OF THE VEHICLE. *AK

19990222	144476	FORD	TEMPO	199					EQUIPMENT	IL	
	1FAPP31X2PK	19990218									

3

FLOOR MAT BECAME STUCK UNDER GAS PEDAL CAUSING VEHICLE TO ACCELERATE.

19990223	144218	FORD	EXPLORER	199		N			OTHER	OK	
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4

THE FLOORMAT ON THE DRIVERS SIDE CAN EASILY SLIP IN FRONT OF THE ACCELERATOR PEDAL AND RESULT IN FULL THROTTLE. THE FIRST TIME THIS HAPPENED I THOUGHT I WAS GOING TO CRASH AND ENDED UP SLIPPING THE IGNITION INTO NEUTRAL AND SHUTTING OF ENGINE IN TRAFFIC. IT STILL HAPPENS OCCASIONALLY, BUT I KNOW TO CHECK THE FLOORMAT. I SAW IN THE USA TODAY THAT YOU WERE LOOKING AT STICKING THROTTLES IN FORD EXPLORERS AND THOUGHT MY EXPERIENCE MIGHT BE RELEVANT.

19990302	147005	LINCOLN	TOWN CAR	199		N	0	0	VISIBILITY:WINDSHIELD	OR	
	1LNLM81W4VY	19990302									

7

THE WATER LEAK IS COMING IN FROM THE WINDSHIELD WIPER MOTOR ASSEMBLY. I HAVE TALKED WITH OTHER 1997 LINCOLN TOWNCAR OWNERS AND THEY ALL HAVE THE SAME PROBLEM. THE WATER ENTERS THE CAR UNDER THE WINDSHIELD WIPER MOTOR AND RUNS DOWN THE FIREWALL UNDERNETH THE CARPET AND FORMS A POOL OF WATER UNDERNETH THE CARPET IN THE REAR PASSENGER COMPARTMENT. THE DEALER TRIES TO SELL YOU AN UNDERCOATING AND DOES NOT GUARATNEE THIS WILL FIX THE PROBLEM

19990302	147006	LINCOLN	TOWN CAR	199		N	0	0	SUSPENSION:FRONT	OR	
	1LNLM81W4VY	19990302									

7

THE WATER LEAK IS COMING IN FROM THE WINDSHIELD WIPER MOTOR ASSEMBLY. I HAVE TALKED WITH OTHER 1997 LINCOLN TOWNCAR OWNERS AND THEY ALL HAVE THE SAME PROBLEM. THE WATER ENTERS THE CAR UNDER THE WINDSHIELD WIPER MOTOR AND RUNS DOWN THE FIREWALL UNDERNETH THE CARPET AND FORMS A POOL OF WATER UNDERNETH THE CARPET IN THE REAR PASSENGER COMPARTMENT. THE DEALER TRIES TO SELL YOU AN UNDERCOATING AND DOES NOT GUARATNEE THIS WILL FIX THE PROBLEM

19990302	147007	LINCOLN	TOWN CAR	199		N	0	0	STRUCTURE:FRAME AND MEMBERS	OR	
	1LNLM81W4VY	19990302									

7

THE WATER LEAK IS COMING IN FROM THE WINDSHIELD WIPER MOTOR ASSEMBLY. I HAVE TALKED WITH OTHER 1997 LINCOLN TOWNCAR OWNERS AND THEY ALL HAVE THE SAME PROBLEM. THE WATER ENTERS THE CAR UNDER THE WINDSHIELD WIPER MOTOR AND RUNS DOWN THE FIREWALL UNDERNETH THE CARPET AND FORMS A POOL OF WATER UNDERNETH THE CARPET IN THE REAR PASSENGER COMPARTMENT. THE DEALER TRIES TO SELL YOU AN UNDERCOATING AND DOES NOT GUARATNEE THIS WILL FIX THE PROBLEM

19990316	151673	FORD	EXPEDITION	199		N	0	0	VEHICLE SPEED CONTROL	AK	
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1FMEU18W4VL 19990316

7

WE EXPERIENCED AN INVOLUNTARY ACCELERATION, AND FORD REPLACED THROTTLE COMPONENTS. WE WERE DRIVING AT HIGHWAY SPEED AND THE THROTTLE FLOORED ITSELF, AND I HAD TO PULL THE PEDAL BACK ON TWO SEPARATE OCCATIONS. AND THE PEDAL WAS NOT CAUGHT UNDER THE FLOOR MAT.

19990405 157334	FORD	AEROSTAR	199	Y	0	0	STRUCTURE:BODY	CA
1FMCA11U0RZ	19990405							

4

WATER GETS IN UNDERTEATH THE FLOORING ONTO CARPET. CARPET BECOMES SOAKING WET. THIS HAPPENS WHEN ITS RAINING. *AK

19990408 156528	FORD	F150	199	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MN
IFTUXI8W6VK	19990408							

7

I HAD THE ACCELERATOR PEDAL ALL THE WAY TO THE FLOOR WHILE PASSING ANOTHER CAR. AFTER PASSING, THE ACCELERATOR WAS STUCK AT FULL THROTTLE. I TRIED PRESSING THE BRAKES, AND THAT DIDN'T WORK. I TRIED TO PUT IT IN NEUTRAL, AND I ACCIDENTLY PUT IT IN EITHER PARK OR REVERSE AND THEN THE TIRES SQUEALED. I WAS FINALLY ABLE TO GET TO THE SIDE OF THE ROAD (AVOIDING RUNNING INTO A SCHOOLBUS), AND PUT IT IN PARK AND PUT THE EMERGENCY BRAKE ON. THE PEDAL WAS STILL ALL THE WAY DOWN AT FULL THROTTLE. I REACHED DOWN WITH MY HAND AND PULLED THE ACCELERATOR UP TO 'UNSTICK' IT. I DO NOT BELIEVE THAT THE FLOOR MAT HAD ANYTHING TO DO WITH THIS, OR THAT A FLOOR MAT IS CAPABLE OF HOLDING THE PEDAL ALL THE WAY DOWN AT FULL THROTTLE. THE FORD DEALER IS CURRENTLY INVESTIGATING THE PROBLEM, BUT AFTER 1.5 DAYS THEY SAY THAT THEY CAN'T FIND ANYTHING. BUT, THE FORD DEALER MANAGER HAS THE IDENTICAL TRUCK, AND SAID THAT THIS HAPPENED TO HIM ALSO, BUT HE JUST THOUGHT IT WAS THE FLOOR MAT. I TOLD HIM TO DEMONSTRATE HOW THAT COULD HAPPEN, AND I THINK HE WILL TOMORROW IF THEY DO NOT FIND ANYTHING WRONG WITH THE VEHICLE. HE ALSO SAID THAT HE DOESN'T KNOW WHAT TO LOOK FOR AS FAR AS THE 'SUDDEN ACCELERATION' COMPLAINT. *AK

19990420 158802	FORD	CONTOUR	199	N	0	0	OTHER	CA
1FALP6539TK	19990420							

6

THE LEFT FRONT AXLE BROKE WHILE I WAS DRIVING THE CAR AND IT PUNCTURED MY TIRE AND DAMAGED THE RIM OF IT. THE MECHANIC SAYS IT WAS JUST WORN OUT EVEN THOUGH THE CAR IS ONLY 3 YEARS OLD. THE CHECK ENGINE LIGHT STAYS ON ALL THE TIME, AND THERE IS NOTHING WRONG. THE ENGINE RUMBLES WHEN IT IDLES. THE BRAKES GRIND ALL THE TIME, AND I HAVE REPLACED THE LEFT ROTOR 3 TIMES IN LESS THAN A YEAR. THE CARPET COMES OUT FROM UNDER THE REAR SEATS AN THE PASSENGER'S SIDE. *AK

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19990420	158801	FORD	CONTOUR	199	N	0	0		POWER TRAIN:AXLE ASSEMBLY	CA	
	1FALP6539TK	19990420									
6											
THE LEFT FRONT AXLE BROKE WHILE I WAS DRIVING THE CAR AND IT PUNCTURED MY TIRE AND DAMAGED THE RIM OF IT. THE MECHANIC SAYS IT WAS JUST WORN OUT EVEN THOUGH THE CAR IS ONLY 3 YEARS OLD.											
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19990420	158800	FORD	CONTOUR	199	N	0	0		SERVICE BRAKES, HYDRAULIC:FOUNDATION	CA	
	1FALP6539TK	19990420									
6											
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19990420	158799	FORD	CONTOUR	199	N	0	0		SERVICE BRAKES, HYDRAULIC:ANTILOCK	CA	
	1FALP6539TK	19990420									
6											
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19990506	159228	FORD	EXPLORER	199	N				VISIBILITY:SUN ROOF ASSEMBLY	TN	
	1FMDU34X4MU	19990506									
1											
THE SUN ROOF LEAKS AND HAS CAUSED WATER DAMAGE IN THE FRONT PART OF THE INTERIOR, INCLUDING THE ROOF, SEATS AND CARPET. ALSO THE PAINT HAS RAPIDLY WORN AWAY AND RUST HAS FORMED AS A CAUSE OF THIS. THE METAL IS SHOWING WHERE PAINT USED TO BE											
19990607	139532	FORD	EXPLORER	199	N	N	0	0	PARKING BRAKE:CONVENTIONAL	NJ	FILL
	IN 19990607										
6											
CROSSED INTERSECTION & APPLIED BRAKES TO SLOW DOWN. VEHICLE FAILED TO SLOW DOWN. USED EMERGENCY BRAKES & VEHICLE KEPT GOING. FINALLY SHIFTED INTO PARK & VEHICLE STOPPED. TOWED VEHICLE TO HOME. NOTICED THICK HEM OF CARPETING HAD MOVED OVER ACCELERATOR PEDAL. *AK											
19990607	139533	FORD	EXPLORER	199	N	N	0	0	PARKING BRAKE:CONVENTIONAL	NJ	FILL
	IN 19990607										
6											
CROSSED INTERSECTION & APPLIED BRAKES TO SLOW DOWN. VEHICLE FAILED TO SLOW DOWN. USED EMERGENCY BRAKES & VEHICLE KEPT GOING. FINALLY SHIFTED INTO PARK & VEHICLE STOPPED. TOWED VEHICLE TO HOME. NOTICED THICK HEM OF CARPETING HAD MOVED OVER ACCELERATOR PEDAL. *AK											
19990607	139534	FORD	EXPLORER	199	N	N	0	0	SERVICE BRAKES, HYDRAULIC:ANTILOCK	NJ	FILL
	IN 19990607										
6											
CROSSED INTERSECTION & APPLIED BRAKES TO SLOW DOWN. VEHICLE FAILED TO SLOW DOWN. USED EMERGENCY BRAKES & VEHICLE KEPT GOING. FINALLY SHIFTED INTO PARK & VEHICLE STOPPED. TOWED VEHICLE TO HOME. NOTICED THICK HEM OF CARPETING HAD MOVED OVER ACCELERATOR PEDAL. *AK											
19990609	139937	FORD	ESCORT	199					EQUIPMENT	SC	
	3FAFP15P5XR	19990609									

9

VEHICLE INTERMITTENTLY EMITS CHEMICAL ODOR SIMILAR TO THE ODOR OF INSECT. FIRST TRIP TO DEALER BLAMED ON RUBBER FLOOR MATS NEXT TRIP BLAMED ON STICKERS AND UNDERCOAT ON PIPES BURNING

CLAIMED WOULD BE GONE BY 1,500 MILES ODOR GITATION AM GOING TO HAVE TO PARK VEHICLE TO REGAIN HE ALTH IF NO EXPLANATION FOUND TO STOP CHEMICAL DISCHARGE

19990615 144785 FORD CONTOUR 199 N VISIBILITY:DEFROSTER/DEFOGGER SYSTEM OH
 1FALP6536TK 19990615

6

THE REAR POWER WINDOW ON THE PASSENGER SIDE DOES NOT WORK. THE MOULDING ON THE OUTSIDE OF THE REAR WINDOWS HAS BEEN LOOSE EVER SINCE THE I BOUGHT THE CAR. THE CARPETING IN THE

REAR OF THE CAR HAS BEEN LOOSE/ HASN'T FIT EVER SINCE I BOUGHT THE CAR. THE BLOWER NO LONGER BLOWS THROUGH THE PANEL VENTS--ONLY THROUGH THE DEFROSTER/DEFOGGER VENTS. *AK

19990615 144784 FORD CONTOUR 199 N STEERING:LINKAGES OH
 1FALP6536TK 19990615

6

THE REAR POWER WINDOW ON THE PASSENGER SIDE DOES NOT WORK. THE MOULDING ON THE OUTSIDE OF THE REAR WINDOWS HAS BEEN LOOSE EVER SINCE THE I BOUGHT THE CAR. THE CARPETING IN THE

REAR OF THE CAR HAS BEEN LOOSE/ HASN'T FIT EVER SINCE I BOUGHT THE CAR. THE BLOWER NO LONGER BLOWS THROUGH THE PANEL VENTS--ONLY THROUGH THE DEFROSTER/DEFOGGER VENTS. *AK

19990615 144783 FORD CONTOUR 199 N VISIBILITY:POWER WINDOW DEVICES AND CONTROLS OH
 1FALP6536TK 19990615

6

THE REAR POWER WINDOW ON THE PASSENGER SIDE DOES NOT WORK. THE MOULDING ON THE OUTSIDE OF THE REAR WINDOWS HAS BEEN LOOSE EVER SINCE THE I BOUGHT THE CAR. THE CARPETING IN THE

REAR OF THE CAR HAS BEEN LOOSE/ HASN'T FIT EVER SINCE I BOUGHT THE CAR. THE BLOWER NO LONGER BLOWS THROUGH THE PANEL VENTS--ONLY THROUGH THE DEFROSTER/DEFOGGER VENTS. *AK

19990618 144884 MERCURY GRAND MARQUIS 199 OTHER CA
 2MEFM74W5WX 19990201

8

FLOOR MAT ON PASSENGER SIDE MALFUNCTIONING. *YC

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19990724	169884	FORD	ESCORT	199		N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	FL	
	3FAFP1135WR	19990724									
				8							
<p>AIR CONDITIONER LEAKS ON THE FOOT OF THE DRIVER. IT HAS LEAKED TO THE POINT THAT IT HAS GAVE THE CARPET A MUSTY SMELL AND IT (THE CARPET) HAS WATER DAMAGE. I HAVE REPORTED IT TO THE DEALER TWICE AND THEY HAVE NOT PROPERLY FIXED THE PROBLEM. NOW IT HAS TO BE TAKEN IN AGAIN FOR THE EXACT SAME PROBLEM.</p>											
19991129	213227	FORD	F150	199					OTHER	CA	
	1FTZX1723WK	19990201									
				8							
<p>FLOOR MATS SLIPPED. YH</p>											
20000222	220093	FORD	F150	200		N	N		POWER TRAIN:AUTOMATIC TRANSMISSION	FL	
	1FT2X1729YN	20000222									
				0							
<p>WHILE DRIVING THROTTLE MALFUNCTIONED, CAUSING SUDDEN ACCELERATION. DRIVER HAD TO PRESS DOWN THE BRAKES IN ORDER TO STOP VEHICLE. THIS MAY HAVE CAUSED A CRASH. ALSO, PROBLEMS WITH THE TRANSMISSION SYSTEM. AFTER TAKEN IN TO THE DEALER, DEALER CLAIMED THAT NO ADJUSTMENTS WERE NEEDED, THE FLOOR MATS WERE CAUSING THE PROBLEM. CONSUMER BELIEVES THAT ADJUSTMENTS WERE MADE HOWEVER, BECAUSE VEHICLE SHIFTS MUCH BETTER NOW. *AK *ML</p>											
20000222	220092	FORD	F150	200		N	N		VEHICLE SPEED CONTROL	FL	
	1FT2X1729YN	20000222									
				0							
<p>WHILE DRIVING THROTTLE MALFUNCTIONED, CAUSING SUDDEN ACCELERATION. DRIVER HAD TO PRESS DOWN THE BRAKES IN ORDER TO STOP VEHICLE. THIS MAY HAVE CAUSED A CRASH. ALSO, PROBLEMS WITH THE TRANSMISSION SYSTEM. AFTER TAKEN IN TO THE DEALER, DEALER CLAIMED THAT NO ADJUSTMENTS WERE NEEDED, THE FLOOR MATS WERE CAUSING THE PROBLEM. CONSUMER BELIEVES THAT ADJUSTMENTS WERE MADE HOWEVER, BECAUSE VEHICLE SHIFTS MUCH BETTER NOW. *AK *ML</p>											
20000226	220519	FORD	EXPEDITION	199		Y	N	2	0	VEHICLE SPEED CONTROL	WV
	1FMPU18LXXL	20000226									
				9							
<p>BACKED INTO A LIGHT POLE IN A PARKINGLOT. ENGINE STARTED TO "REV" WHILE STILL IN REVERSE. WITH MY FOOT STILL ON THE BRAKE, I SHIFTED FROM REVERSE TO DRIVE. AT THAT TIME, THE CAR ACCELERATED FORWARD AT A HIGH RATE OF SPEED, HITTING A CAR AND GOING THROUGH A STOREFRONT WALL. I HAD MY FOOT ON THE BRAKE THE ENTIRE TIME (PICTURES SHOW THE TIRE MARKS THE ENTIRE WAY). WHEELS CONTINUED TO ACCELERATE AFTER CAR WAS STOPPED BY DEBRI, BURNING HOLES IN THE CARPET OF THE STORE. HARD TO SAY WHAT THE CAUSE WAS AT THIS TIME. LAWYER REFERS TO IT AS "SUDDEN ACCELERATION SYNDROME" BUT THIS WAS RELATED TO HITTING THE POLE. *AK</p>											
20000306	228204	FORD	F150	199			N		OTHER	MI	
	1FTEF15YXTL	20000306									
				6							
<p>DRIVER CARPET TYPE FLOOR MAT WILL NOT STAY SECURED TO FLOOR. KEEPS SLIDING FORWARD AND BUNCHES UP UNDER BRAKE/GAS PEDAL. DEALER REPLACED CLIP/POST TO FLOOR BUT STILL DOESN'T HOLD. I NEARLY HAD A BAD ACCIDENT BECAUSE OF THIS PROBLEM.</p>											
20000307	227627	LINCOLN	CONTINENTAL	199		N	N		VEHICLE SPEED CONTROL	CT	
	1LNCM9748LY	20000307									
				0							
<p>WHEN DRIVING GAS PEDAL WOULD STICK INTERMITTENTLY. CONTACTED DEALER, AND HE INDICATED THAT IT WAS NOT A WARRANTY PROBLEM, BUT RATHER THE FLOOR MAT WAS CAUSING THE PROBLEM. THE PROBLEM WENT AWAY FOR A FEW YEARS. THEY REPLACED THROTTLE BEARINGS. *AK *ML</p>											
20000307	227626	LINCOLN	CONTINENTAL	199		N	N		OTHER	CT	
	1LNCM9748LY	20000307									

0

WHEN DRIVING GAS PEDAL WOULD STICK INTERMITTENTLY. CONTACTED DEALER, AND HE INDICATED THAT IT WAS NOT A WARRANTY PROBLEM, BUT RATHER THE FLOOR MAT WAS CAUSING THE PROBLEM. THE PROBLEM WENT AWAY FOR A FEW YEARS. THEY REPLACED THROTTLE BEARINGS. *AK *ML

20000314 184561 MERCURY MYSTIQUE 199 N VEHICLE SPEED CONTROL CA
1MELM66L0TK 20000314

6

WE TOOK THIS CAR TO THE DEALER IN MAY OF 1999 BECAUSE THE THROTTLE SEEMED TO STICK, THEN BREAK FREE, CAUSING TO CAR TO LURC FORWARD INTO TRAFFIC. THEY KEPT THE CAR BUT IT WOULD NOT

REPEAT THE PROBLEM SO THEY RETURNED IT TO US AND CHARGED US OVER \$100. EVER SINCE THE THROTTLE WOULD SOMETIMES FEEL ROUGH IN ABOUT ONE HALF TO ONE INCH OF TRAVEL BUT THEN WOULD BE

SMOOTH AS SILK. IN FEB WE TOOK THE CAR IN FOR THE SMOG CHECK AND THE SERVICE PERSON FINISHED THE TEST AND PUT THE CAR IN REVERSE AND IT SAT STILL, THE ENGINE AT IDLE AND IT WOULD NOT

MOVE. HE SHIFTED IT BACK AND FORTH THEN SUDDENLY IT SHOT OUT OF THE STALL WITHOUT WARNING. HE SAID HE HAD PUSHED ON THE FOOT PEDAL BUT NOTHING HAPPENED. THEN ON MARCH 14, 2000, I WAS

TRAVELING AT A STEADY SPEED OF 50 MILES PER HOUR FOR ABOUT FIVE MINUTES WHEN I DECIDED TO ACCELERATE TO 55, THE THROTTLE STUCK TIGHT. I PUSHED VERY HARD BUT NOTHING HAPPENED FOR

ABOUT 20 SECONDS, THEN SUDDENLY IT RELEASED AND MY SPEED INCREASED. AT THIS POINT WE CANNOT AFFORD TO PAY FORD \$100 EVERY TIME WE TAKE THIS IN AND THEY CAN'T FIND ANYTHING. I'M SURE IT

IS A THROTTLE PROBLEM. THE SMOG MECHANIC THINKS IT MAY ALSO HAVE SOMETHING TO DO WITH A SWITCH ON THE TRANSMISSION, AS HE SAID WHEN IT DID IT TO HIM HE MOVED THE SHIFT LEVER BACK AND

FOR AND PUSHED ON THE FOOT PEDAL AND IT DID NOT INCREASE IN SPEED NOR DID IT MOVE. IS THERE SOME KIND OF RECALL HAVING TO DO WITH EITHER OF THESE PROBLEMS? THE DEALER DOESN'T SEEM TO

THINK SO. THANKS FOR YOUR HELP. IT HAS BEEN AN ONGOING THING. WHEN THE PROBLEM OCCURS IT IS WITHOUT WARNING. I HAVE HAD A COUPLE OF SCARY OCCURRENCES. ONCE AT A STOP SIGN I PULLED UP

STOPPED SAW THAT IT WAS CLEAR, PRESS ON THE FOOT PEDAL AND NOTHING HAPPENED, THE CAR SAT STILL AT IDLE, NO REVING JUST IDLE. I THOUGHT MY FOOT WAS CAUGHT ON THE CARPET SO I PUSHED

AGAIN, STILL NOTHING SO I THOUGHT MAYBE THE FLOOR MAT HAD GOTTEN CAUGHT UNDER THE PEDAL, JUST AS I WAS REACHING DOWN TO PULL ON FLOOR MAT CAR SHOT FORWARD. AK

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000314	185592	MERCURY	MYSTIQUE	199					VEHICLE SPEED CONTROL	CA	
1MELM66L0TK		20000314									

6

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20000314	184824	MERCURY	MYSTIQUE	199					POWER TRAIN:AUTOMATIC TRANSMISSION	CA	
1MELM66L0TK		20000314									

6

WE TOOK THIS CAR TO THE DEALER IN MAY OF 1999 BECAUSE THE THROTTLE SEEMED TO STICK, THEN BREAK FREE, CAUSING TO CAR TO LURC FORWARD INTO TRAFFIC. THEY KEPT THE CAR BUT IT WOULD NOT

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20000314	184698	MERCURY	MYSTIQUE	199					VEHICLE SPEED CONTROL	CA	
1MELM66L0TK		20000314									

6

WE TOOK THIS CAR TO THE DEALER IN MAY OF 1999 BECAUSE THE THROTTLE SEEMED TO STICK, THEN BREAK FREE, CAUSING TO CAR TO LURC FORWARD INTO TRAFFIC. THEY KEPT THE CAR BUT IT WOULD NOT REPEAT THE PROBLEM SO THEY ERTURNED IT TO US AND CHARGED US OVER \$100. EVER SINCE THE THROTTLE WOULD SOMETIMES FEEL ROUGH IN ABOUT ONE HALF TO ONE INCH OF TRAVEL BUT THEN WOULD BE SMOOTH AS SILK. IN FEB WE TOOK THE CAR IN FOR THE SMOG CHECK AND THE SERVICE PERSON FINISHED THE TEST AND PUT THE CAR IN REVERSE AND IT SAT STILL, THE ENGINE AT IDLE AND IT WOULD NOT MOVE. HE SHIFTED IT BACK AND FORTH THEN SUDDENLY IT SHOT OUT OF THE STALL WITHOUT WARNING. HE SAID HE HAD PUSHED ON THE FOOT PEDAL BUT NOTHING HAPPENED. THEN ON MARCH 14, 2000, I WAS TRAVELING AT A STEADY SPEED OF 50 MILES PER HOUR FOR ABOUT FIVE MINUTES WHEN I DECIDED TO ACCELERATE TO 55, THE THROTTLE STUCK TIGHT. I PUSHED VERY HARD BUT NOTHING HAPPENED FOR ABOUT 20 SECONDS, THEN SUDDENLY IT RELEASED AND MY SPEED INCREASED. AT THIS POINT WE CANNOPT AFFORD TO PAY FORD \$100 EVERY TIME WE TAKE THIS IN AND THEY CAN'T FIND ANYTHING. I'M SURE IT IS A THROTTLE PROBLEM. THE SMOG MECHANIC THINKS IT MAY ALSO HAVE SOMETHING TO DO WITH A SWITCH ON THE TRANSMISSION, AS HE SAID WHEN IT DID IT TO HIM HE MOVED THE SHIFT LEVER BACK AND FOR AND PUSHED ON THE FOOT PEDAL AND IT DID NOT INCREASE IN SPEED NOR DID IT MOVE. IS THERE SOME KIND OF RECALL HAVING TO DO WITH EITHER OF THESE PROBLEMS? THE DEALER DOESN'T SEEM TO THINK SO. THANKS FOR YOUR HELP. IT HAS BEEN AND ON GOING THING. WHEN THE PROBLEM OCCURS IT IS WITHOUT WARNING. I HAVE HAD A COUPLE OF SCARY OCCURENCES. ONCE AT A STOP SIGN I PULLED UP STOPPED SAW THAT IT WAS CLEAR, PRESS ON THE FOOT PEDAL AND NOTHING HAPPENED, THE CAR SAT STILL AT IDLE, NO REVING JUST IDLE. I THOUGHT MY FOOT WAS CAUGHT ON THE CARPET SO I PUSHED AGAIN, STILL NOTHING SO I THOUGHT MAYBE THE FLOOR MAT HAD GOTTEN CAUGHT UNDER THE PEDAL, JUST AS I WAS REACHING DOWN TO PULL ON FLOOR MAT CAR SHOT FORWARD. AK

20000314 184677	MERCURY	MYSTIQUE	199	N	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	CA
1MELM66L0TK	20000314					

6

WE TOOK THIS CAR TO THE DEALER IN MAY OF 1999 BECAUSE THE THROTTLE SEEMED TO STICK, THEN BREAK FREE, CAUSING TO CAR TO LURC FORWARD INTO TRAFFIC. THEY KEPT THE CAR BUT IT WOULD NOT REPEAT THE PROBLEM SO THEY ERTURNED IT TO US AND CHARGED US OVER \$100. EVER SINCE THE THROTTLE WOULD SOMETIMES FEEL ROUGH IN ABOUT ONE HALF TO ONE INCH OF TRAVEL BUT THEN WOULD BE SMOOTH AS SILK. IN FEB WE TOOK THE CAR IN FOR THE SMOG CHECK AND THE SERVICE PERSON FINISHED THE TEST AND PUT THE CAR IN REVERSE AND IT SAT STILL, THE ENGINE AT IDLE AND IT WOULD NOT MOVE. HE SHIFTED IT BACK AND FORTH THEN SUDDENLY IT SHOT OUT OF THE STALL WITHOUT WARNING. HE SAID HE HAD PUSHED ON THE FOOT PEDAL BUT NOTHING HAPPENED. THEN ON MARCH 14, 2000, I WAS TRAVELING AT A STEADY SPEED OF 50 MILES PER HOUR FOR ABOUT FIVE MINUTES WHEN I DECIDED TO ACCELERATE TO 55, THE THROTTLE STUCK TIGHT. I PUSHED VERY HARD BUT NOTHING HAPPENED FOR ABOUT 20 SECONDS, THEN SUDDENLY IT RELEASED AND MY SPEED INCREASED. AT THIS POINT WE CANNOPT AFFORD TO PAY FORD \$100 EVERY TIME WE TAKE THIS IN AND THEY CAN'T FIND ANYTHING. I'M SURE IT IS A THROTTLE PROBLEM. THE SMOG MECHANIC THINKS IT MAY ALSO HAVE SOMETHING TO DO WITH A SWITCH ON THE TRANSMISSION, AS HE SAID WHEN IT DID IT TO HIM HE MOVED THE SHIFT LEVER BACK AND FOR AND PUSHED ON THE FOOT PEDAL AND IT DID NOT INCREASE IN SPEED NOR DID IT MOVE. IS THERE SOME KIND OF RECALL HAVING TO DO WITH EITHER OF THESE PROBLEMS? THE DEALER DOESN'T SEEM TO THINK SO. THANKS FOR YOUR HELP. IT HAS BEEN AND ON GOING THING. WHEN THE PROBLEM OCCURS IT IS WITHOUT WARNING. I HAVE HAD A COUPLE OF SCARY OCCURENCES. ONCE AT A STOP SIGN I PULLED UP STOPPED SAW THAT IT WAS CLEAR, PRESS ON THE FOOT PEDAL AND NOTHING HAPPENED, THE CAR SAT STILL AT IDLE, NO REVING JUST IDLE. I THOUGHT MY FOOT WAS CAUGHT ON THE CARPET SO I PUSHED AGAIN, STILL NOTHING SO I THOUGHT MAYBE THE FLOOR MAT HAD GOTTEN CAUGHT UNDER THE PEDAL, JUST AS I WAS REACHING DOWN TO PULL ON FLOOR MAT CAR SHOT FORWARD. AK

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000314	184562	MERCURY	MYSTIQUE	199					POWER TRAIN:AUTOMATIC TRANSMISSION	CA	
1MELM66L0TK		20000314									

6

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20000314	184825	MERCURY	MYSTIQUE	199					ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	CA	
1MELM66L0TK		20000314									

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20000314	185725	MERCURY	MYSTIQUE	199					ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	CA	
1MELM66L0TK		20000314									

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20000314 185724	MERCURY	MYSTIQUE	199	N	POWER TRAIN:AUTOMATIC TRANSMISSION	CA
1MELM66L0TK	20000314					

6

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000315	186382	FORD	TAURUS	198	N	Y	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	PA	
	1FABP30U0GG	20000315									
6											
WHILE DRIVING STOPPED AND TURNED CAR OFF. ABOUT TEN MINUTES LATER, CAR CAUGHT ON FIRE, FIRE WAS UNDER THE DASH, AND IT BURNED THE VISOR AND CARPET. *AK											
20000328	195220	FORD	CONTOUR	199		N			VEHICLE SPEED CONTROL	MD	
	1FALP67L9SK	20000328									
5											
RECALL 97V225000 WAS PERFORMED 03/27/1998. THE CABEL FAILED AND FORD DID NOT HAVE THE PART IN STOCK. PROJECTED DATE IS JUNE 2000. I SUSPECT THAT THE RECALL DID NOT FIX THE ORIGINAL											
PROBLEM. PART #F5RZ-9775-AA WAS REPLACED WITH RECALL AND PART NUMBER F5RZ-9A758-A FAILED. WITH 38000 POTENTIAL CARS IMPACTED A LOT OF LIVES COULD BE AT STAKE. THE NHTSA DATABASE											
SHOWS THIS PROBLEM HAS OCCURRED AFTER THE RECALL WAS PERFORMED. FORD UNWILLING TO BE OF ANY HELP AND HAS NO SYMPATHY FOR CARS THAT COULD BE INOPERABLE FOR 3 MONTHS. THE FACT THAT											
THE PARTS ARE NOT IN STOCK TELLS ME THAT THIS MAY BE A PROBLEM THAT IS BEING PUSHED UNDER THE CARPET. FORD MAY NOT HAVE THE PARTS BECAUSE TOO MANY OF THESE CABLES ARE BREAKING											
EVEN AFTER THE RECALL. THE RECALL WAS DONE TWO YEARS AGO. THE EXCUSE THAT WE ARE IN THE MIDDLE OF A RECALL ON THESE CARS DOES NOT EXPLAIN WHY THE PARTS ARE NOT AVAILABLE.*AK											
20000516	211634	FORD	FOCUS	200	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	FL	
	1FAFP33P9YW	20000516									
0											
CARPET ON PASSENGER'S SIDE WAS WET. CONTACTED DEALER, THEY INSTALLED A BOX TO CATCH THE MOISTURE OF THE CONDENSOR. NEXT DAY, COULD SMELL A MUSTY ODOR. HUSBAND HAS A LUNG											
CONDITION, AND HAS NOT BEEN ABLE TO SIT IN THE CAR. CONTACTED THE MANUFACTURER. MANUFACTURER CLAIMED IT WAS FAULTY WORKMANSHIP FROM THE DEALERSHIP.*AK											
20000623	227714	FORD	CONTOUR	199		N			SERVICE BRAKES, HYDRAULIC:FOUNDATION	WI	
	3FAFP66L0XM	20000531									
9											
CAR HAS BEEN IN SHOP 1/2 OF TIME OWNED FOR NUMEROUS PROBLEMS. BRAKE SYSTEM HAD TO BE REPLACED IN FIRST TWO WEEKS AND TOOK COMPANY 4 WEEKS TO "ORDER" PADS AND ROTORS. ALIGNMENT IS											
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WRONG, NOW POWER WINDOW MAKES HORRIBLE NOISES GOING UP AND DOWN. CAR HAS BEEN MORE OF A PAIN THAN ANYTHING I EVER BOUGHT. *AK											
20000623	227713	FORD	CONTOUR	199		N			SUSPENSION:FRONT	WI	
	3FAFP66L0XM	20000531									
9											
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20000623	227854	FORD	CONTOUR	199		N			VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	WI	
	3FAFP66L0XM	20000531									
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20000623	228584	FORD	ESCORT	199		N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	TX	
	1FAFP13P8WW	20000530									

8

AC DRAINER AREA SOMEHOW CLOGGED AND WOULD NOT DRAIN PROPERLY. WAS DRAINING INSIDE CABIN CAUSING MUSTY ODOR AND WET CARPET. DEALERSHIP SAID NOT A COMMON PROBLEM, NOT COVERED BY EXTENDED WARRANTY SINCE NO ACTUAL FAILURE, HAD TO REMOVE AC MOTOR, DRAIN AND REINSTALL, ALIGN AND SEAL. THIS SEEMS LIKE A DESIGN DEFECT. AC SHOULD NOT SUCK UP DEBRIS LIKE IT DOES

20000706 219285 FORD F150 199 N N OTHER FL
 1FTEX17L9VK 20000706

7

WHEN DRIVING AND APPLYING THE GAS OR BRAKE PEDAL THE FLOOR MATS WILL CURL UP AND GET CAUGHT BETWEEN THE PEDALS. CONTACTED THE DEALER.*AK

20000718 223471 FORD MUSTANG 199 Y N VEHICLE SPEED CONTROL:ACCELERATOR PEDAL CA
 1FAFP42X1XF 20000718

9

THROTTLE PEDAL GETS STUCK AGAINST THE FLOOR MAT. DEALER SAYS IT'S NOT A COMMON PROBLEM .*AK HAPPENED 4 TIMES. LAST TIME CAUSED ACCIDENT. *YH

20000725 228630 FORD ESCORT 199 N EQUIPMENT:ELECTRICAL:AIR CONDITIONER FL
 1FAFP10P7VWV 20000703

8

AIR CONDITIONER LEAKED INTO PASSENGER COMPARTMENT AND MADE LOUD NOISE. LEARNED THAT VEHICLE INGESTS LEAVES AND OTHER MATTER INTO THE AIR CONDITIONING SYSTEM. FIX MADE AND CARPET LINER REPLACED, BUT PROBLEM RECURRED. DEALER CHEERFULLY AND COMPLETELY REPAIRED EACH TIME, BUT I WAS COUNSELLED TO NOT ALLOW LEAVES TO FALL ONTO VEHICLE AS THEY ARE INGESTED. APPARENT DESIGN DEFECT. *AK

20000911 245757 FORD FOCUS 200 EQUIPMENT:ELECTRICAL:AIR CONDITIONER TX
 1FAFP33PLYW 20000811

0

THE AIR CONDITIONER VALVE FAILED CAUSING CONDENSATION TO LEAK UNDERNEATH THE FLOOR MAT OF THE DRIVERS SIDE THUS RESULTING IN MILDEW FORMATION AND DETERIORATION OF THE FLOORBOARD. NLM

20001013 249106 FORD WINDSTAR 199 N N FUEL SYSTEM, GASOLINE:STORAGE:TANK ASSEMBLY GA
 2FMVA5240XB 20001013

9

WAS TRAVELING ABOUT 45MPH ON HIGHWAY AND THERE WAS A KNOCKING NOISE BECAUSE OF GASOLINE USAGE. ALSO, THERE WAS A LEAK IN THE REAR WINDOW, AND WATER CAME THOUGH AND RUINED THE CARPET.*AK

Friday, August 24, 2007

DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20001013	249107	FORD	WINDSTAR	199	N	N			VISIBILITY:GLASS, SIDE/REAR	GA	
	2FMVA5240XB	20001013									

9
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20001101	254066	FORD	EXPLORER	199					OTHER	UN	

4
 A PIECE OF CARPET DEVELOPED A SPLIT WHICH TRAPPED THE METAL ARM CAUSING THE ACCELERATOR TO STICK TO THE FLOOR AND RAPIDLY SPEEDING TO ABOUT 75 MPH BEFORE CONSUMER TURNED OFF THE IGNITION, CONSUMER CUT AWAY THIS MATERIAL BEHIND THE ACCELERATOR ARM ELIMINATING THE PROBLEM.*ET

20001116	261192	MERCURY	TOPAZ	199	N	0	0		STRUCTURE:FRAME AND MEMBERS	TX	
	1MEPM36XXRX	20001108									

4
 NORTH PARK CONTACTED FORD REPRESENTATIVE AND THE FORD REPRESENTATIVE WOULD ONLY PAY FOR A PORTION OF THE BILL. WE WERE TOLD THAT THE FACTORY SEALANT DID NOT SEAL PROPERLY AND THUS IT CAUSED THE RAIN WATER TO ENTER THE RIGHT FRONT PASSENGER SIDE AND DAMAGE THE CARPET. THE FORD REPRESENTATIVE TOLD NORTH PARK THAT THEY WOULD ONLY PAY FOR A PORTION. NORTH PARK WAS EXCELLENT IN TRYING TO GET THE FACTORY TO PAY. SO WE ENDED UP PAYING \$199.61 TO GET THE CAR FIXED. WE FEEL SINCE THIS APPEARS TO BE A FACTORY DEFECT, WE SHOULD BE REIMBURSED

20001120	261664	FORD	MUSTANG	200					OTHER	IN	
	1FAFP45XXYF	20001109									

0
 THE FRONT CARPET BY THE GAS PEDAL WORE OUT AND WAS REPLACED, THE CARPET IS WEARING OUT AGAIN. *SLC

20001213	270131	FORD	EXPLORER	199	N	0	0		STEERING:HYDRAULIC POWER ASSIST SYSTEM	NY	
	1FMZU34E3WZ	20001207									

8
 THIS VEHICLE HAS BEEN IN AND OUT OF THE DEALERSHIP FOR SERVICE ISSUES WITH PROBLEMS RELATED TO THE STEERING CAPABILITIES. TECHNICIANS HAVE BLOWN FOAM IN THE A-PILLERS, ADDED SOUND PROOFER, RIVETED THE LEFT FLOOR PAN, AND NOT TO MENTION, AS STATED ON THE SERVICE ORDER, REPOSITIONED THE FLOOR MAT, AS A SOLUTION. THE VEHICLE HAS A BINDING IN STEERING BETWEEN THE STEERING COLUMN AND SOMETHING IN THE LEFT FRONT WHEEL. NO ONE CAN SEEM TO RESOLVE THE PROBLEM. I HAVE ALSO FILED A COMPLAINT WITH THE DISPUTE SETTLEMENT BOARD, AND AT THIS TIME, HAVE HAD NO RESPONSE. THIS PROBLEM HAS ONLY WORSENERED, AND I FEEL IT NEEDS SOME ATTENTION BEFORE IT BECOMES A MAJOR LIABILITY FACTOR ON FORD MOTOR COMPANY, THE DEALERSHIP, AND ANY OTHER PARTIES INVOLVED WITH THIS MATTER. WHAT IS THE POINT OF WHERE ENOUGH IS ENOUGH? OR MAYBE I SHOULD GET MY INSURANCE COMPANY INVOLVED ALONG WITH A ATTORNEY. THIS IS THE POINT AT WHICH I'M AT. I NEED SOMEONE TO UNDERSTAND THIS VEHICLE HAS A PROBLEM, BEFORE SOMEONE BECOMES A STATISTIC ON THE ACCOUNT OF ALL OF THE PROBLEMS THAT NO ONE CAN RESOLVE WITH THIS

20001213	269910	MERCURY	MOUNTAINEER	200	Y	N			VEHICLE SPEED CONTROL	IN	
	4M2ZU86P6YU	20001213									

0
 VEHICLE EXPERIENCES SUDDEN ACCELERATION, CONSUMER CHANGED FLOOR MATS BECAUSE HE THOUGHT THEY WERE GETTING UNDER THE ACCELERATOR, HOWEVER AFTER THE CHANGE IT HAPPENED AGAIN CAUSING A REAR END COLLISION, DEALER CAN NOT FIGURE OUT THE PROBLEM. *SLC

20010117	279017	FORD	EXPLORER	199	N	0	0		VEHICLE SPEED CONTROL	CA	
	1FM DU34X3TU	20001230									

6
 THIS IS THE SECOND TIME SUBJECT VEHICLE HAS SUDDENLY ACCELERATED TO FULL THROTTLE AFTER AN INITIAL START FROM BEING STOPPED, I.E., AT A STOP LIGHT. FORD CLAIM FLOOR MAT INTERFERENCE. AFTER SOME INVESTIGATING I HAVE DISCOVERED ONE COMMON DENOMINATOR BETWEEN THIS INCIDENT AND THE 60+ SIMILAR COMPLIANTS ON THE NHTSA WEB SITE. THIS IS A

LIFE THREATENING SITUATION. *AK

20010122 264426	FORD	EXPEDITION	200	Y	N	0	0	OTHER	MI
1FMPU16L11L	20010103								

1

THE GAS PEDAL ON THE ADJUSTABLE PEDAL SYSTEM WILL ON OCCASION WEDGE UNDER EDGE OF FLOOR MAT. FLOOR MATS I HAVE ARE OEM PARTS THAT CAME WITH THE VEHICLE. PROBLEM HAS HAPPENED TWICE

IN 2 MONTHS, ONCE AT 75MPH, AND THE OTHER AT 5 MPH. SECOND INCIDENT CAUSED ACCIDENT. DRIVER SIDE FLOOR MAT IS SECURED TO FLOOR CARPET WITH "RETAINER" MECHANISM (HOOK) THIS IS A VERY

DANGEROUS DESIGN FLAW IN THE ADJUSTABLE PEDAL SYSTEM AND MUST BE ADDRESSED BY FORD MOTOR COMPANY.*AK

20010122 264425	FORD	EXPEDITION	200	Y	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MI
1FMPU16L11L	20010103								

1

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20010207 272309	FORD	F150	199	N	N	0	0	VISIBILITY:WINDSHIELD	KY
1FTDX1724VN	20001030								

7

BACK RIGHT SIDE WINDOW LEAKS IF IT STORMS.REPLACEMENT WINDOW STILL LEAKS, THIS LEAK HAS RESULTED INTO AN ORDER IN THE VEHICLE, DUE TO WET CARPET.

20010208 276423	FORD	F150	199	N	N	0	0	VISIBILITY:WINDSHIELD	KY
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7

BACK RIGHT SIDE WINDOW LEAKS IF IT STORMS. REPLACEMENT WINDOW STILL LEAKS, THIS LEAK HAS RESULTED INTO AN ORDER IN THE VEHICLE, DUE TO WET CARPET.

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010301	281117	FORD	F150	200		N			VEHICLE SPEED CONTROL	MN	
1FTRX18L71K	20010217										

1

TRUCK STARTED ACCELERATING UNCONTROLLABLY TO THE POINT THAT BRAKES COULD NOT STOP VEHICLE, ONLY TURNING OFF ENGINE WOULD DO SO. THIS PROBLEM WAS NOT CAUSE BY FLOORMATS! TO THIS

POINT (2/17) DEALER HASN'T FOUND ANYTHING WRONG. THE TRUCK HAS EXPERIENCED THIS PROBLEM THREE TIMES IN THE LAST 500 MILES. THE LAST TIME TRUCK CONTINUED TO HAVE THIS PROBLEM WHEN RESTARTED. IT HAD TO BE TOWED TO THE DEALER. THIS IS A VERY DANGEROUS CONDITION, I BARELY WAS ABLE TO CONTROL THE TRUCK THE LAST TIME.*AK

20010327	281551	FORD	FOCUS	200					STRUCTURE:FRAME AND MEMBERS	KS	
1FAHP3830YW	20010203										

0

CONSUMER NOTICED THE CARPET PADDING WAS SATURATED, DEALER INSPECTED AND FOUND THE SEAM BY THE TRANSMISSION HUMP HAD NOT BEEN SEALED PROPERLY. *SLC

20010412	294451	FORD	F150	200	N	N			OTHER	TX	
1FTRX17L31K	20010412										

1

FLOOR MAT ON DRIVERSIDE IS REVERSIBLE, HAS A HOOK ON ONE SIDE. CONSUMER WAS DRIVING AT HIGHWAY SPEED, PRESSED DOWN HARD ON ACCELERATOR, AND PEDAL GOT STUCK WIDE OPEN ON HOOK OF

FLOOR MAT. CONSUMER HAD TO TURN IGNITION OFF TO GET VEHICLE TO SLOW DOWN. *AK

20010419	297385	FORD	WINDSTAR	199	Y	N	1	0	SEAT BELTS:FRONT:RETRACTOR	NC	
2FMDA5144SB	20010409										

5

MY MINIVAN WAS REAR-ENDED BY A SPEEDING FORD F350 AT A STOP LIGHT. FORTUNATELY I WAS THE ONLY ONE IN THE VEHICLE. MY SEAT BELT FAILED, IMPALING ME ONTO THE STEERING WHEEL. THE REAR

WINDOW SHATTERED, SPRAYING GLASS CUBES AND SHARDS ALL THE WAY TO THE FRONT WINDSHIELD. THE SHARDS PRIMARILY STUCK INTO THE BACK OF THE REAR SEAT MAKING IT LOOK LIKE A CACTUS. THERE

ARE FINE PIECES EMBEDDED INTO THE CARPET AND UPHOLSTERY. I THOUGHT THAT "SAFETY" GLASS WASN'T SUPPOSED TO DO THIS. AS FOR THE SEATBELT, I AM STILL BEING TREATED FOR THE INJURIES. *AK

20010524	315820	FORD	F150	199		N	0	0	OTHER	WA	
2FTZX1722XC	20010522										

9

THE FACTORY-SUPPLIED FLOOR MATS ON THIS VEHICLE HAVE AN APPROX. 2_ WIDE STRIP ALONG THE SIDE OF THE MAT. ON THE DRIVER_S SIDE, THIS STRIP IS ALONG THE REAR PORTION OF THE RH SIDE OF THE

MAT AND MAKES AN APPROX. 2_ WIDE SQUARE CORNER SEVERAL INCHES BACK FROM THE FRONT EDGE OF THE MAT AND JUST BEHIND THE GAS PEDAL. THE MAT HAS A TENDENCY TO SLIDE FORWARD OVER TIME.

I_VE NOW HAD 2 INSTANCES OF THIS SQUARE CORNER SLIDING FORWARD AND ENGAGING THE GAS PEDAL, HOLDING IT FULLY DEPRESSED (ACCELERATOR STUCK WIDE OPEN_ENGINE RPM PEGGED WHEN CLUTCH

WAS DEPRESSED). BOTH OCCURRED IN DENSE, HIGH-SPEED INTERSTATE HIGHWAY TRAFFIC. THE FIRST HAD TO BE CLEARED BY REACHING UNDER THE GAS PEDAL WITH MY TOE AND PULLING BACK ON THE PEDAL

TO FREE IT. IN THE SECOND, I HAD TO SHUT DOWN THE ENGINE AND COAST TO THE SHOULDER BEFORE I COULD CLEAR THE PROBLEM, AND WAS FORTUNATELY IN A POSITION IN TRAFFIC TO DO SO. I BELIEVE THIS

FLOOR MAT SHAPE IS HAZARDOUS AND THE SHAPE OF THE DRIVER_S SIDE MAT SHOULD EITHER BE ALTERED TO PRECLUDE THIS CONDITION, OR THE DRIVER_S SIDE MAT SHOULD BE REMOVED FROM THE VEHICLE.

20010619	294692	FORD	F150	199		N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MI	
2FTZX18W8WC	20010608										

8

GAS PEDAL TRAPPED UNDER FLOORMAT DURING ACCELERATION. ALMOST CASUED MULTIPLE CAR ACCIDENT. THIRD INCIDENT.*AK

20010626	299979	FORD	TAURUS	200	Y	N			VEHICLE SPEED CONTROL	MD	
1FAFP58U71A	20010626										

1

CONSUMER WAS BACKING OUT OF A GARAGE USING IDLE SPEED WITH FOOT ON BRAKE, WHEN VEHICLE SUDDENLY ACCELERATED BACKWARD, CONSUMER WAS ABLE TO REGAIN

CONTROL BY SHIFTING THE VEHICLE INTO DRIVE AND THEN INTO REVERSE, VEHICLE STRUCK SEVERAL ITEMS IN THE GARAGE CAUSING DAMAGE TO THE FRONT AND RIGHT FRONT DOOR, FORD STATED THE SUDDEN ACCELERATION WAS CAUSED BY A FLOOR MAT ON THE DRIVERS SIDE , HOWEVER CONSUMER DISAGREES. *SLC

20010725	315172	FORD	RANGER	200	POWER TRAIN:CLUTCH ASSEMBLY	TX
1FTYR14V1YP	20010721					

0

PROBLEM WITH CLUTCH, DIES WHEN TRYING TO ENTER TRAFFIC, HARD TO STEER WHEN TURNING AND STRANGE NOISE COMING FROM FRONT OF TRUCK. HAD IT BACK NUMEROUS OCCATIONS AND ITS BEEN BLAMED ON CARPET UNDER GAS PEDDAL TO MY IMAGINATION.

20010801	317179	FORD	RANGER	200	OTHER	TX
1FTYR14V1YP	20010727					

0

THIS IS A RED CARPET CONTRACT. BOUGHT THE PICKUP IN OCT.99. STARTED HAVING TROUBLE WITH THE CLUTCH IN JAN.2000, SENT IT IN TO CHECK THE CLUTCH AND THEY SAID NOTHING WRONG. SENT I BACK BECAUSE ENGINE LIGHT STAYED ON AND THE PROBLEM WITH CLUTCH WAS STILL THERE. THEY CHANGED A SENSOR AND AGAIN SAID NOTHING WRONG WITH CLUTCH. I DIDN'T GET IT OUT OF THE LOT BEFORE THE CLUTCH WENT COMPLETELY OUT. THIS TIME THEY REPLACED THE CLUTCH.THEY SAID IT WAS A MANUFACOR DEFAULT IN NOV.2000 WAS HIT BROADSIDED ON PASSENGER SIDE,BEHIDE DOOR, AND THE WHOLE BACKEND WAS REPLACED. PUT 2 NEW TIARES ON BACK AND EXTENSIVE WORK DONE ON BACKEND. ASSUMED TIRES WERE BALANCED AND FRONT AND BACK ALIGNED. I HAD IT BACK AGAIN JULY 22,2001. THE CLUTCH IS ACTING UP AGAIN, THE STEERING IS ALL WRONG AND IT KEEPS DYING ON ME. THE BACK OF THE TRUCK FEELS LIKE IT IS TRYING TO PASS THE FRONT END. THE FRONT END SHAKES RELLY BAD AT 60MPH, AND WHEN I TRY TO SPEED UP THE MOTOR BOGS DOWN. I TOOK IT BACK FOR ALL THIS AND ONCE AGAIN NOTHING IS WRONG EXCEPT MY INAGINATION, AND THE WHEELS NEED TO BE BALANCED AND THE FARONT END NEEDS RE-ALIGNMENT. I WAS TOLD THAT THE REASON IT WOULDN'T SPEED UP WHEN GIVEN GAS WAS BECAUSE OF THE CARPET UNDER THE GAS PEDDAL, SO THEY REMOVED IT. THE CLUTCH IS STILL NOT ENGAGING CORRECTLY AND THEY STILL SAY THERE IS NOTHING WRONG WITH IT. MY WARRANTUY IS OUT AT 36000 MILES AND I WANT THIS TRUCK FIXED NOW NOT NEXT YEAR. BECAUSE I AM A WOMAN THEY THINK THAT I AM STUPID BUT I HAVE NEWS FOR THEM. THERE IS SOMETHING WRONG WITH THE TRUCK AND IF I'D HAVE KNOWN THAT THIS WOULD BE HAPPENING I WOULD NEVER HAVE ACCEPTED THE TRUCK AFTER THE ACCIDENT. THE ASSURED ME THAT EVERYTHING WAS LIKE BRANDNEW, BUT THEY LIED AND NOW THEY WON'T CORRECT ANYTHING. I DO HOPE THAT YOU WILL CHECK INTO THIS, AS I HAVE 2 SMALL CHILDREN WHO TRAVEL IN THIS TRUCK AND IF ANYTHING HAPPENS TO THEM BECAUSE OF THESE PROBLEMS, I WILL HAVE NO OTHER OPTION THAT TO HIRE AN ATTORNEY AND GO TO COURT.

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010801	317178	FORD	RANGER	200					POWER TRAIN:CLUTCH ASSEMBLY	TX	
	1FTYR14V1YP	20010727									

0

THIS IS A RED CARPET CONTRACT. BOUGHT THE PICKUP IN OCT.99. STARTED HAVING TROUBLE WITH THE CLUTCH IN JAN.2000, SENT IT IN TO CHECK THE CLUTCH AND THEY SAID NOTHING WRONG. SENT I BACK BECAUSE ENGINE LIGHT STAYED ON AND THE PROBLEM WITH CLUTCH WAS STILL THERE. THEY CHANGED A SENSOR AND AGAIN SAID NOTHING WRONG WITH CLUTCH. I DIDN'T GET IT OUT OF THE LOT BEFORE THE CLUTCH WENT COMPLETELY OUT. THIS TIME THEY REPLACED THE CLUTCH.THEY SAID IT WAS A MANUFACOR DEFAULT IN NOV.2000 WAS HIT BROADSIDED ON PASSENGER SIDE,BEHIDE DOOR, AND THE WHOLE BACKEND WAS REPLACED. PUT 2 NEW TIARES ON BACK AND EXTENSIVE WORK DONE ON BACKEND. ASSUMED TIRES WERE BALANCED AND FRONT AND BACK ALIGNED. I HAD IT BACK AGAIN JULY 22,2001. THE CLUTCH IS ACTING UP AGAIN, THE STEERING IS ALL WRONG AND IT KEEPS DYING ON ME. THE BACK OF THE TRUCK FEELS LIKE IT IS TRYING TO PASS THE FRONT END. THE FRONT END SHAKES RELLY BAD AT 60MPH, AND WHEN I TRY TO SPEED UP THE MOTOR BOGS DOWN. I TOOK IT BACK FOR ALL THIS AND ONCE AGAIN NOTHING IS WRONG EXCEPT MY INAGINATION, AND THE WHEELS NEED TO BE BALANCED AND THE FARONT END NEEDS RE-ALIGNMENT. I WAS TOLD THAT THE REASON IT WOULDN'T SPEED UP WHEN GIVEN GAS WAS BECAUSE OF THE CARPET UNDER THE GAS PEDDAL, SO THEY REMOVED IT. THE CLUTCH IS STILL NOT ENGAGING CORRECTLY AND THEY STILL SAY THERE IS NOTHING WRONG WITH IT. MY WARRANTUY IS OUT AT 36000 MILES AND I WANT THIS TRUCK FIXED NOW NOT NEXT YEAR. BECAUSE I AM A WOMAN THEY THINK THAT I AM STUPID BUT I HAVE NEWS FOR THEM. THERE IS SOMETHING WRONG WITH THE TRUCK AND IF I'D HAVE KNOWN THAT THIS WOULD BE HAPPENING I WOULD NEVER HAVE ACCEPTED THE TRUCK AFTER THE ACCIDENT. THE ASSURED ME THAT EVERYTHING WAS LIKE BRANDNEW, BUT THEY LIED AND NOW THEY WON'T CORRECT ANYTHING. I DO HOPE THAT YOU WILL CHECK INTO THIS, AS I HAVE 2 SMALL CHILDREN WHO TRAVEL IN THIS TRUCK AND IF ANYTHING HAPPENS TO THEM BECAUSE OF THESE PROBLEMS, I WILL HAVE NO OTHER OPTION THAT TO HIRE AN ATTORNEY AND GO TO COURT.

20010821	300179	FORD	EXPLORER	199		N			FUEL SYSTEM, GASOLINE:DELIVERY:HOSES, LINES/PIPING,	CA	
	1FMZU34E3WZ	20010818							AND FITTINGS		

8

WHILE DRIVING LATE AT NIGHT IN A RESIDENTIAL NEIGHBORHOOD MY WIFE_S EXPLORER STALLED IN THE MIDDLE OF THE STREET. SHE HAD THE EXPLORER TOWED HOME FOR ME TO DIAGNOSE. I EXAMINED THE EXPLORER AND FOUND THAT THE INERTIA SWITCH_S ELECTRICAL CONNECTOR HAD SLID OFF. THIS RESULTED IN THE LOSS OF POWER TO THE FUEL PUMP. FORD HAS LOCATED THIS SWITCH NEAR THE FLOOR ON THE PASSENGER SIDE FOOT AREA WITH THE WIRING ROUTED UNDER THE CARPET. REPEATED PASSENGER FOOT PRESSURE ON THE FLOOR HAD RESULTED IN THE CONNECTOR SLIDING OFF. WHILE DRIVING THIS REDUCES STEERING AND BRAKING EFFICIENCY AS WELL AS FORWARD MOVEMENT. THANK GOODNESS SHE WAS NOT ON A FREEWAY, BRIDGE, TUNNEL OR MANEUVERING THROUGH A CURVE WHICH COULD HAVE

20010821	300180	FORD	EXPLORER	199		N			FUEL SYSTEM, GASOLINE:DELIVERY:FUEL PUMP	CA	
	1FMZU34E3WZ	20010818									

8

WHILE DRIVING LATE AT NIGHT IN A RESIDENTIAL NEIGHBORHOOD MY WIFE_S EXPLORER STALLED IN THE MIDDLE OF THE STREET. SHE HAD THE EXPLORER TOWED HOME FOR ME TO DIAGNOSE. I EXAMINED THE EXPLORER AND FOUND THAT THE INERTIA SWITCH_S ELECTRICAL CONNECTOR HAD SLID OFF. THIS RESULTED IN THE LOSS OF POWER TO THE FUEL PUMP. FORD HAS LOCATED THIS SWITCH NEAR THE FLOOR ON THE PASSENGER SIDE FOOT AREA WITH THE WIRING ROUTED UNDER THE CARPET. REPEATED PASSENGER FOOT PRESSURE ON THE FLOOR HAD RESULTED IN THE CONNECTOR SLIDING OFF. WHILE DRIVING THIS REDUCES STEERING AND BRAKING EFFICIENCY AS WELL AS FORWARD MOVEMENT. THANK GOODNESS SHE WAS NOT ON A FREEWAY, BRIDGE, TUNNEL OR MANEUVERING THROUGH A CURVE WHICH COULD HAVE

20010913	311553	FORD	WINDSTAR	199		N	0	0	ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS	NY	
	2FMZA5148WB	20010907									

8

WHEN VEHICLE RECEIVED FROM DEALER, THE REAR A/C -HEATER UNIT FAN INOP. DEALER REPORTED "REPLACED FUSE". 4 WEEKS LATER REAR HEATER, A/C UNIT AGAIN INOP. DUE TO LACK OF FAITH IN DEALER

ABILITIES, OWNER REPAIRED FAULT. FOUND 60 AMP CURRENT LIMITER BLOWN. TRACED FAULT TO MAIN POWER WIRE BETWEEN FUSE BLOCK AND A/C CONTROL PANEL
 CHAFED/BURNED TO CHASSIS WELD POINT
 LOCATED UNDER CARPET BY DRIVERS LEFT FOOT REST. WIRING REPAIRED, WELD POINT GROUND FLUSH, 60 AMP CURRENT LIMITER REPLACED.*AK

20020109	337300	FORD	F150	199				VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MI
2FTZX076XWC		20011228							

8

GAS PEDAL JAMMED UNDER FLOOR MAT, HIT FRONT PORCH OF HOUSE,COULD NOT STOP VEHICLE WITH BOTH FEET FEET ON BRAKE PEDAL. SAME THING HAPPENED MANY TIMES ON THE FREEWAY, BUT COULD ALWAYS PULL FLOOR MAT BACK WITH MY FEET, THIS TIME HAPPENED IN MY DRIVEWAY, AND MY GRANDSON WAS STANDING IN FRONT OF THE PORCH. THANK GOD HE TOOK OFF RUNNING, I PANICKED OR I WOULD HAVE PUT THE VEHICLE IN NEUTRAL. I FEEL THAT IS A DESIGN DEFECT, THERE SHOULD BE A HOOK TO HOLD THE MAT IN PLACE, APPARENTLY FORD THINKS SO TOO, THE NEW TRUCKS HAVE THE HOOKS. MY TRUCK HAS A LITTLE PLASTIC SCREW THAT IS SUPPOSED TO BURROW INTO THE CARPET, IT DOES NOT WORK. *AK

20020220	350980	FORD	CONTOUR	199	N	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	KY
1FAFP6536XK		20020217							

9

SAID CAR HAD DEFECTS ALMOST AS SOON AS WE PURCHASED IT, WE NOTICED IT HAD 2 DIFFERENT EMBLAMS ON THE FENDERS AND THEY HAD TO RUN THE VIN# SO THEY COULD FIND OUT WHICH IT WAS. THE CAR STARTED LEAKING WITHIN 6 MONTHS OF PURCHASE, THEY WORKED ON IT 3 TIMES TO NO PREVAIL(STILL LEAKS) THE DASH HAS BOWED UP AT THE WINDSHIELD AND AT THE PANEL BEHIND THE STEERING WHEEL, INSTRUMENT PANEL HAS SMOKED UP, HEATER SWITCH ONLY WORKS ON HIGH SETTING, PASS. SIDE FRONT WINDOW FELL OUT OF DOOR TRACK WHILE GOING DOWN THE HIGHWAY, SPEAKER BUSTED, CARPET RUINED BECAUSE OF LEAKS. BLANCETTS HAD ALL OF THESE PARTS ORDERED FOR OVER 6 MONTHS AND THEY STILL DID NOT GET ALL OF THEM IN, AN D FORD MOTOR COMPANY HAS CLOSED THEM DOWN. I DON'T KNOW THE SPECIFICS OF THE REASONS FOR CLOSING THEM, BUT THEY HAD TROUBLE ONCE OR TWICE WITH GETTING CARS AND TRUCKS WITH MILEAGE ROLLBACK PROBLEMS.

20020220	350982	FORD	CONTOUR	199	N	0	0	VISIBILITY:GLASS, SIDE/REAR	KY
1FAFP6536XK		20020217							

9

SAID CAR HAD DEFECTS ALMOST AS SOON AS WE PURCHASED IT, WE NOTICED IT HAD 2 DIFFERENT EMBLAMS ON THE FENDERS AND THEY HAD TO RUN THE VIN# SO THEY COULD FIND OUT WHICH IT WAS. THE CAR STARTED LEAKING WITHIN 6 MONTHS OF PURCHASE, THEY WORKED ON IT 3 TIMES TO NO PREVAIL(STILL LEAKS) THE DASH HAS BOWED UP AT THE WINDSHIELD AND AT THE PANEL BEHIND THE STEERING WHEEL, INSTRUMENT PANEL HAS SMOKED UP, HEATER SWITCH ONLY WORKS ON HIGH SETTING, PASS. SIDE FRONT WINDOW FELL OUT OF DOOR TRACK WHILE GOING DOWN THE HIGHWAY, SPEAKER BUSTED, CARPET RUINED BECAUSE OF LEAKS. BLANCETTS HAD ALL OF THESE PARTS ORDERED FOR OVER 6 MONTHS AND THEY STILL DID NOT GET ALL OF THEM IN, AN D FORD MOTOR COMPANY HAS CLOSED THEM DOWN. I DON'T KNOW THE SPECIFICS OF THE REASONS FOR CLOSING THEM, BUT THEY HAD TROUBLE ONCE OR TWICE WITH GETTING CARS AND TRUCKS WITH MILEAGE ROLLBACK PROBLEMS.

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020220	351111	FORD	CONTOUR	199	N	0	0	0	STRUCTURE:BODY	KY	
1FAFP6536XK	20020217										

9

SAID CAR HAD DEFECTS ALMOST AS SOON AS WE PURCHASED IT, WE NOTICED IT HAD 2 DIFFERENT EMBLAMS ON THE FENDERS AND THEY HAD TO RUN THE VIN# SO THEY COULD FIND OUT WHICH IT WAS. THE CAR

STARTED LEAKING WITHIN 6 MONTHS OF PURCHASE, THEY WORKED ON IT 3 TIMES TO NO PREVAIL(STILL LEAKS) THE DASH HAS BOWED UP AT THE WINDSHIELD AND AT THE PANEL BEHIND THE STEERING WHEEL,

INSTRUMENT PANEL HAS SMOKED UP, HEATER SWITCH ONLY WORKS ON HIGH SETTING, PASS. SIDE FRONT WINDOW FELL OUT OF DOOR TRACK WHILE GOING DOWN THE HIGHWAY, SPEAKER BUSTED, CARPET RUINED

BECAUSE OF LEAKS. BLANCETTS HAD ALL OF THESE PARTS ORDERED FOR OVER 6 MONTHS AND THEY STILL DID NOT GET ALL OF THEM IN, AN D FORD MOTOR COMPANY HAS CLOSED THEM DOWN. I DON'T KNOW

THE SPECIFICS OF THE REASONS FOR CLOSING THEM, BUT THEY HAD TROUBLE ONCE OR TWICE WITH GETTING CARS AND TRUCKS WITH MILEAGE ROLLBACK PROBLEMS.

20020220	350981	FORD	CONTOUR	199	N	0	0	0	VISIBILITY:DEFROSTER/DEFOGGER	KY	
1FAFP6536XK	20020217										

9

SYSTEM:WINDSHIELD:CONTROLS/WIRING

SAID CAR HAD DEFECTS ALMOST AS SOON AS WE PURCHASED IT, WE NOTICED IT HAD 2 DIFFERENT EMBLAMS ON THE FENDERS AND THEY HAD TO RUN THE VIN# SO THEY COULD FIND OUT WHICH IT WAS. THE CAR

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INSTRUMENT PANEL HAS SMOKED UP, HEATER SWITCH ONLY WORKS ON HIGH SETTING, PASS. SIDE FRONT WINDOW FELL OUT OF DOOR TRACK WHILE GOING DOWN THE HIGHWAY, SPEAKER BUSTED, CARPET RUINED

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THE SPECIFICS OF THE REASONS FOR CLOSING THEM, BUT THEY HAD TROUBLE ONCE OR TWICE WITH GETTING CARS AND TRUCKS WITH MILEAGE ROLLBACK PROBLEMS.

20020225	334156	FORD	FOCUS	200	N	0	0	0	ELECTRICAL SYSTEM	VA	
3FAHP3139YR	20020225										

0

CONSUMER STATED THE GAS GAUGE FAILED, THE BRAKES WERE SQUEAKING, THE MIRROR WAS TORN OFF BY REPEATED CAR WASHES, GAS LEAKED ON THE BOTH DRIVER AND PASSENGER SIDE CARPET, AND THE

TRUCK LATCH WAS BROKE, ALSO THE FUES BURST ON LOCKS. *YH

20020225	334157	FORD	FOCUS	200	N	0	0	0	VISIBILITY:REARVIEW MIRRORS/DEVICES:EXTERIOR	VA	
3FAHP3139YR	20020225										

0

CONSUMER STATED THE GAS GAUGE FAILED, THE BRAKES WERE SQUEAKING, THE MIRROR WAS TORN OFF BY REPEATED CAR WASHES, GAS LEAKED ON THE BOTH DRIVER AND PASSENGER SIDE CARPET, AND THE

TRUCK LATCH WAS BROKE, ALSO THE FUES BURST ON LOCKS. *YH

20020225	334158	FORD	FOCUS	200	N	0	0	0	FUEL SYSTEM, OTHER	VA	
3FAHP3139YR	20020225										

0

CONSUMER STATED THE GAS GAUGE FAILED, THE BRAKES WERE SQUEAKING, THE MIRROR WAS TORN OFF BY REPEATED CAR WASHES, GAS LEAKED ON THE BOTH DRIVER AND PASSENGER SIDE CARPET, AND THE

TRUCK LATCH WAS BROKE, ALSO THE FUES BURST ON LOCKS. *YH

20020225	334287	FORD	FOCUS	200	N	0	0	0	VISIBILITY:REARVIEW MIRRORS/DEVICES	VA	
3FAHP3139YR	20020225										

0

CONSUMER STATED THE GAS GAUGE FAILED, THE BRAKES WERE SQUEAKING, THE MIRROR WAS TORN OFF BY REPEATED CAR WASHES, GAS LEAKED ON THE BOTH DRIVER AND PASSENGER SIDE CARPET, AND THE

TRUCK LATCH WAS BROKE, ALSO THE FUES BURST ON LOCKS. *YH

20020225	334155	FORD	FOCUS	200	N	0	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS	VA	
3FAHP3139YR	20020225										

0

CONSUMER STATED THE GAS GAUGE FAILED, THE BRAKES WERE SQUEAKING, THE MIRROR WAS TORN OFF BY REPEATED CAR WASHES, GAS LEAKED ON THE BOTH DRIVER AND PASSENGER SIDE CARPET, AND THE TRUCK LATCH WAS BROKE, ALSO THE FUES BURST ON LOCKS. *YH

20020225 334286 FORD FOCUS 200 N 0 0 LATCHES/LOCKS/LINKAGES:DOORS:LATCH VA
 3FAHP3139YR 20020225

0

CONSUMER STATED THE GAS GAUGE FAILED, THE BRAKES WERE SQUEAKING, THE MIRROR WAS TORN OFF BY REPEATED CAR WASHES, GAS LEAKED ON THE BOTH DRIVER AND PASSENGER SIDE CARPET, AND THE TRUCK LATCH WAS BROKE, ALSO THE FUES BURST ON LOCKS. *YH

20020226 335100 FORD FOCUS 200 N 0 0 FUEL SYSTEM, GASOLINE:STORAGE:TANK ASSEMBLY FL
 1FAFP33PXYW 20020226

0

WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020226	334980	FORD	FOCUS	200	N	0	0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	FL	
1FAFP33PXYW		20020226									
				0					CONTROL:GAS RECIRCULATION VALVE (EGR VALVE)		

WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND

20020226	334587	FORD	FOCUS	200	N	0	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS	FL	
1FAFP33PXYW		20020226									
				0							

WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND

20020226	334716	FORD	FOCUS	200	N	0	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	FL	
1FAFP33PXYW		20020226									
				0							

WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND

20020226	334717	FORD	FOCUS	200	N	0	0	0	CHILD SEAT	FL	
1FAFP33PXYW		20020226									
				0							

WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE.

DEALER FOUND SERPENTINE BELT

FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND

20020226	334718	FORD	FOCUS	200	N	0	0	STRUCTURE:BODY	FL
1FAFP33PXYW		20020226							

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WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION

SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT

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20020226	334978	FORD	FOCUS	200	N	0	0	ELECTRICAL SYSTEM	FL
1FAFP33PXYW		20020226							

0

WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION

SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020226	335099	FORD	FOCUS	200	N	0	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION	FL	
1FAFP33PXYW	20020226			0					COMPONENTS:DRUM		
<p>WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND</p>											
20020226	334977	FORD	FOCUS	200	N	0	0	0	EXTERIOR LIGHTING	FL	
1FAFP33PXYW	20020226			0							
<p>WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND</p>											
20020226	335101	FORD	FOCUS	200	N	0	0	0	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE:BELTS	FL	
1FAFP33PXYW	20020226			0					AND ASSOCIATED PULLEYS		
<p>WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND</p>											
20020226	334849	FORD	FOCUS	200	N	0	0	0	SEATS	FL	
1FAFP33PXYW	20020226			0							
<p>WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE.</p>											

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 DEALER REMOVED AND INSTALLED FUEL
 TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT
 METAL FELL OUT. BOTH HEADLAMPS
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 COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT.
 ENGINE LIGHT IS ON. PROBLEMS WITH REWIND

20020226	334850	FORD	FOCUS	200	N	0	0	SEATS	FL
1FAFP33PXYW		20020226							

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WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM
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 COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT.
 ENGINE LIGHT IS ON. PROBLEMS WITH REWIND

20020226	334851	FORD	FOCUS	200	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM	FL
1FAFP33PXYW		20020226							

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WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM
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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020226	334852	FORD	FOCUS	200	N		0	0	VISIBILITY:REARVIEW MIRRORS/DEVICES	FL	
1FAFP33PXYW		20020226									

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WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND

20020226	334719	FORD	FOCUS	200	N		0	0	STRUCTURE	FL	
1FAFP33PXYW		20020226									

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WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND

20020226	334979	FORD	FOCUS	200	N		0	0	EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	FL	
1FAFP33PXYW		20020226									

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WHEN APPLYING BRAKE PEDAL IT WOULD GO TO THE FLOOR, ALSO BRAKES WILL GRIND. ROTORS HAD TO BE TURNED, AND BRAKES WERE REPLACED 7 TIMES, BUT THE PROBLEM REOCCURRED. *AK TRANSMISSION SLIPS AND JERKS AND RPMS JUMP. NO PROBLEM FOUND. CONSUMER HEARS LOOSE GRAVEL SOUND FROM RIGHT FRONT WHEEL AREA. DEALER FOUND WHEEL WELL LOOSE. DEALER FOUND SERPENTINE BELT FAILED CAUSING WHISTLE SQUEAL UNDER HOOD. GAS LIGHT ON WITH FULL TANK AND DOOR AJAR LIGHT IS ON. DEALER REPLACED BATTERY. EVAPORATIVE HOSE LOOSE. DEALER REMOVED AND INSTALLED FUEL TANK. CIGARETTE LIGHTER NOT WORKING. R-CUP HOLD BUBBLING. DRIVER SIDE MIRROR KNOB FALLS OFF. REAR CHILD SEAT LATCH COVER IN BROKE. FRONT DRIVER SEAT METAL FELL OUT. BOTH HEADLAMPS MOULDING FALL OUT. SUNVISOR MIRROR/BACKET MOULDING ON PASSENGER SIDE BETWEEN DOOR / DASH LOOSE. BROKEN. RIGHT OUTER AC VENT BROKEN. LOOSE CARPET ON RIGHT FRONT FLOOR. PILLAR TRIM COMING OFF. DECK LID WIRE HARNESS HAD TP BE REPLACED. CLICKING NOISE FROM L/H FRONT OF VEHICLE. EGR VALVE REPLACED. LEFT REAR TAIL LAMP IS OUT. ENGINE LIGHT IS ON. PROBLEMS WITH REWIND

20020228	333942	FORD	FOCUS	200	N				FUEL SYSTEM, GASOLINE:STORAGE:TANK ASSEMBLY	FL	
1FAFP33PXYW		20020228									

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THERE IS A VERY BAD SQUEAKING NOISE WHEN BRAKING, AND WHEN CONSUMER LETS OFF THE BRAKE THERE IS A GRINDING NOISE. DRIVER STATES MORE THAN TWICE BRAKE PEDAL WAS APPLIED, AND PEDAL WENT TO THE FLOOR. FORD HAS BEEN CONTACTED.*AK.ALSO CONSUMER WAS COMPLAINING OF THE TRANSMISSION SLIPPING, THE CIGARETTE LIGHTER WAS NOT WORKING, CUP HOLDER BUBBLING, SERPENTINE

BELT WAS REPLACED DUE TO A SQUEAL COMING FROM UNDER THE HOOD, GAS LIGHT WAS COMING ON WHEN THE TANK WAS FULL OF GAS, DOOR AJAR LIGHT WAS COMING ON, STARTER AND BATTERY WERE REPLACED, DRIVER SIDER MIRROR KNOB FELL OFF, RPM RUNS HIGH, HEADLAMP MOLDING WAS REPLACED, SUNVISOR WAS BROKE, REAR CHILD SEAT LATCH COVER WAS BROKE, AIR CONDITIONER AND HEATER WERE REPLACED, PASSENGER DOOR TRIM, DRIVER SEAT METAL BAR, REWIND BUTTON FOR AM/FM CASSETTE WAS INOPERATIVE, CARPET LOOSE, PILLAR TRIM WAS COMING OFF, TICKING NOISE WAS COMING FROM THE FRONT OF VEHICLE, THE EGR VALVE WS REPLACED, REAR TAIL LIGHT WAS OUT, THE BULB WAS REPLACED, DECK LID WIRE HARNESS, A NEW FUEL TANK WAS INSTALLED DUE TO THE ENGINE LIGHT ILLUMINATING, THE FRONT AND REAR BRAKES HAVE BEEN REPLACED DUE TO WARPAGE, ALSO THE SPEEDOMETER STOPPED WORKING.*JB

20020228	333810	FORD	FOCUS	200	N	EXTERIOR LIGHTING	FL
1FAFP33PXYW	20020228						

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THERE IS A VERY BAD SQUEAKING NOISE WHEN BRAKING, AND WHEN CONSUMER LETS OFF THE BRAKE THERE IS A GRINDING NOISE. DRIVER STATES MORE THAN TWICE BRAKE PEDAL WAS APPLIED, AND PEDAL

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20020228	333809	FORD	FOCUS	200	N	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM	FL
1FAFP33PXYW	20020228						

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BELT WAS REPLACED DUE TO A SQUEAL COMING FROM UNDER THE HOOD, GAS LIGHT WAS COMING ON WHEN THE TANK WAS FULL OF GAS, DOOR AJAR LIGHT WAS COMING ON, STARTER AND BATTERY WERE REPLACED, DRIVER SIDER MIRROR KNOB FELL OFF, RPM RUNS HIGH, HEADLAMP MOLDING WAS REPLACED, SUNVISOR WAS BROKE, REAR CHILD SEAT LATCH COVER WAS BROKE, AIR CONDITIONER AND HEATER WERE REPLACED, PASSENGER DOOR TRIM, DRIVER SEAT METAL BAR, REWIND BUTTON FOR AM/FM CASSETTE WAS INOPERATIVE, CARPET LOOSE, PILLAR TRIM WAS COMING OFF, TICKING NOISE WAS COMING FROM THE FRONT OF VEHICLE, THE EGR VALVE WS REPLACED, REAR TAIL LIGHT WAS OUT, THE BULB WAS REPLACED, DECK LID WIRE HARNESS, A NEW FUEL TANK WAS INSTALLED DUE TO THE ENGINE LIGHT ILLUMINATING, THE FRONT AND REAR BRAKES HAVE BEEN REPLACED DUE TO WARPAGE, ALSO THE SPEEDOMETER STOPPED WORKING.*JB

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020228	333808	FORD	FOCUS	200					ELECTRICAL SYSTEM	FL	
1FAFP33PXYW		20020228									

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THERE IS A VERY BAD SQUEAKING NOISE WHEN BRAKING, AND WHEN CONSUMER LETS OFF THE BRAKE THERE IS A GRINDING NOISE. DRIVER STATES MORE THAN TWICE BRAKE PEDAL WAS APPLIED, AND PEDAL WENT TO THE FLOOR. FORD HAS BEEN CONTACTED.*AK.ALSO CONSUMER WAS COMPLAINING OF THE TRANSMISSION SLIPPING, THE CIGARETTE LIGHTER WAS NOT WORKING, CUP HOLDER BUBBLING, SERPENTINE BELT WAS REPLACED DUE TO A SQUEAL COMING FROM UNDER THE HOOD, GAS LIGHT WAS COMING ON WHEN THE TANK WAS FULL OF GAS, DOOR AJAR LIGHT WAS COMING ON, STARTER AND BATTERY WERE REPLACED, DRIVER SIDER MIRROR KNOB FELL OFF, RPM RUNS HIGH, HEADLAMP MOLDING WAS REPLACED, SUNVISOR WAS BROKE, REAR CHILD SEAT LATCH COVER WAS BROKE, AIR CONDITIONER AND HEATER WERE REPLACED, PASSENGER DOOR TRIM, DRIVER SEAT METAL BAR, REWIND BUTTON FOR AM/FM CASSETTE WAS INOPERATIVE, CARPET LOOSE, PILLAR TRIM WAS COMING OFF, TICKING NOISE WAS COMING FROM THE FRONT OF VEHICLE, THE EGR VALVE WS REPLACED, REAR TAIL LIGHT WAS OUT, THE BULB WAS REPLACED, DECK LID WIRE HARNESS, A NEW FUEL TANK WAS INSTALLED DUE TO THE ENGINE LIGHT ILLUMINATING, THE FRONT AND REAR BRAKES HAVE BEEN REPLACED DUE TO WARPAGE, ALSO THE SPEEDOMETER STOPPED WORKING.*JB

20020228	333807	FORD	FOCUS	200					POWER TRAIN:AUTOMATIC TRANSMISSION	FL	
1FAFP33PXYW		20020228									

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20020228	333535	FORD	FOCUS	200					EQUIPMENT:ELECTRICAL	FL	
1FAFP33PXYW		20020228									

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20020228	333534	FORD	FOCUS	200					STRUCTURE:BODY:DOOR	FL	
1FAFP33PXYW		20020228									

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20020228	333533	FORD	FOCUS	200	N	EQUIPMENT	FL
1FAFP33PXYW	20020228						
				0			

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020228	333532	FORD	FOCUS	200		N			SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS	FL	
1FAFP33PXYW	20020228										
				0							
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20020228	333943	FORD	FOCUS	200		N			ENGINE AND ENGINE COOLING:ENGINE:GASOLINE:BELTS	FL	
1FAFP33PXYW	20020228										
				0					AND ASSOCIATED PULLEYS		
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20020228	333671	FORD	FOCUS	200		N			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	FL	
1FAFP33PXYW	20020228										
				0					CONTROL:GAS RECIRCULATION VALVE (EGR VALVE)		
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20020228	333670	FORD	FOCUS	200		N			STRUCTURE:BODY	FL	
1FAFP33PXYW	20020228										
				0							

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20020228	333669	FORD	FOCUS	200	N	SEATS	FL
1FAFP33PXYW	20020228						

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020228	333668	FORD	FOCUS	200		N			OTHER	FL	
1FAFP33PXYW		20020228									

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20020408	345623	FORD	CONTOUR	199		Y			EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	KY	
1FAFP6536XK		20020402									

9

OUR CAR HAS HAD PROBLEMS SINCE DAY ONE WE HAVE 2 DIFFERENT EMBLAMS ON THE FENDERS, WINDOW FELL OUT, SPEAKERS BUSTED, CARPET RUINED BY LEAKS, FAN SWITCH ONLY WORKS ON HIGH SETTING, INSTRUMENT PANEL SMOKED UP AS IF BURNING, HOOD DOESN'T MEET UP WITH COWL, TRUNK STAYS SOAKED, AND THERE ARE NUMEROUS OTHER PROBLEMS ALL HAPPENED WITHIN SIX MONTHS OF ORIGINAL

20020408	345625	FORD	CONTOUR	199		Y			ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	KY	
1FAFP6536XK		20020402									

9

OUR CAR HAS HAD PROBLEMS SINCE DAY ONE WE HAVE 2 DIFFERENT EMBLAMS ON THE FENDERS, WINDOW FELL OUT, SPEAKERS BUSTED, CARPET RUINED BY LEAKS, FAN SWITCH ONLY WORKS ON HIGH SETTING, INSTRUMENT PANEL SMOKED UP AS IF BURNING, HOOD DOESN'T MEET UP WITH COWL, TRUNK STAYS SOAKED, AND THERE ARE NUMEROUS OTHER PROBLEMS ALL HAPPENED WITHIN SIX MONTHS OF ORIGINAL

20020408	345624	FORD	CONTOUR	199		Y			VISIBILITY:DEFROSTER/DEFOGGER	KY	
1FAFP6536XK		20020402									

9

OUR CAR HAS HAD PROBLEMS SINCE DAY ONE WE HAVE 2 DIFFERENT EMBLAMS ON THE FENDERS, WINDOW FELL OUT, SPEAKERS BUSTED, CARPET RUINED BY LEAKS, FAN SWITCH ONLY WORKS ON HIGH SETTING, INSTRUMENT PANEL SMOKED UP AS IF BURNING, HOOD DOESN'T MEET UP WITH COWL, TRUNK STAYS SOAKED, AND THERE ARE NUMEROUS OTHER PROBLEMS ALL HAPPENED WITHIN SIX MONTHS OF ORIGINAL

20020408	345622	FORD	CONTOUR	199		Y			VISIBILITY:WINDSHIELD	KY	
1FAFP6536XK		20020402									

9

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20020426	352798	FORD	EXPLORER	199		N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	NJ	
1FMDU34X8SU		20020315									

5

CONSUMER STATED THE ACCELERATOR PEDAL JAMMED BETWEEN THE CENTER MOUNT AND CARPETED FLOOR WHILE DRIVING, THE PEDAL INCLUDING THE STEEL ARM AND MOUNTING BRACKET FAILED, WHICH BECAME SEPARATED FROM THE FIREWALL, THE ACCELERATOR PEDAL MOUNTING BRACKET THAT HOLDS THE ENTIRE PEDAL AND RELATED ARM CABLE BROKE, CLOSER EXAMINATION REVEALED THAT THE

ACCELERATOR PEDAL BRACKET WAS TACK WELDED TO THE INTERIOR OF THE FIREWALL UNDER THE DRIVERS SIDE DASHBOARD, THE WELD HOLDING BRACKET FAILED CAUSING THE PEDAL TO GET STUCK.*JB

20020514 353946 FORD EXPLORER 199 N VEHICLE SPEED CONTROL:ACCELERATOR PEDAL NJ
 1FMDU34X8SU 20020315

5

CONSUMER STATED THE ACCELERATOR PEDAL JAMMED BETWEEN THE CENTER MOUNT AND CARPETED FLOOR WHILE DRIVING, THE PEDAL INCLUDING THE STEEL ARM AND MOUNTING BRACKET FAILED, WHICH

BECAME SEPARATED FROM THE FIREWALL, THE ACCELERATOR PEDAL MOUNTING BRACKET THAT HOLDS THE ENTIRE PEDAL AND RELATED ARM CABLE BROKE, CLOSER EXAMINATION REVEALED THAT THE

ACCELERATOR PEDAL BRACKET WAS TACK WELDED TO THE INTERIOR OF THE FIREWALL UNDER THE DRIVERS SIDE DASHBOARD, THE WELD HOLDING BRACKET FAILED CAUSING THE PEDAL TO GET STUCK.*JB

20020611 365174 MERCURY GRAND MARQUIS 199 N OTHER FL
 2MEFM74W9XX 20020611

9

REPLACEMENT FLOORMATS PURCHASED AT FORD DEALERSHIP, ROLLED UP FROM THE HEAT. WHILE DRIVING ENGINE REVVED, CONSUMER NOTICED FLOORMAT ON TOP OF ACCELERATOR PEDAL. PART NUMBER

1W7Z5413086EAC. *AK *JB

20020620 366179 FORD TAURUS 200 N 0 0 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL SC
 1FAFP55S31A 20020617

1

ENGINE RACES TO 3500-4500 RPM WITH FOOT OFF OF ACCELERATOR AND USUALLY WHILE ON BRAKE, HOT OR COLD, IN OR OUT OF GEAR, WHILE DRIVING, STOPPED, OR PARKED. HAS NOTHING TO DO WITH PEDAL

SPACING, HAS OCCURRED OFTEN ENOUGH TO VERIFY THAT FOOT WAS EITHER COMPLETELY OFF ACCELERATOR OR COMPLETELY ON BRAKES. OCCURS RANDOMLY AND WITHOUT WARNING, USUALLY AROUND 40 MPH

IN CITY STYLE DRIVING. HAS BEEN SERVICED THREE (3) TIMES, HAS NOT BEEN DUPLICATED BY FORD SERVICE TECHS, NOR HAS THE PROBLEM BEEN RESOLVED. HAPPENS BOTH WITH THE SPEED CONTROL CABLE

ATTACHED OR DETACHED FROM THE THROTTLE BODY. PEDAL IS NOT JAMMING ON FLOOR MAT OR ANY OTHER FOOTWELL OBSTRUCTIONS. HAS OCCURRED WHILE STOPPED AT A STOPLIGHT, REQUIRED EXTREME

BRAKING EFFORT TO KEEP VEHICLE STATIONARY, RESOLVED WHEN ACCELERATOR DEPRESSED ON GREEN LIGHT. HAS ALSO OCCURRED DRIVING INTO NEIGHBORHOOD, RODE BRAKES UNTIL I GOT TO MY DRIVEWAY

WHERE HEAVY BRAKING WAS APPLIED AND CAR PUT IN PARK AND IGNITION QUICKLY TURNED OFF. DURING DRIVE THRU NEIGHBORHOOD WHILE ENGINE RACING WAS OCCURING, NUMEROUS ATTEMPTS WERE MADE TO

RESOLVE PROBLEM BY PUTTING VEHICLE IN NUETRAL, BUT HAD NO EFFECT. VEHICLE WAS REENTERED AFTER SITTING IN DRIVEWAY FOR APPROX 30-60 MINUTES. BRAKE PEDAL DEPRESSED, IGNITION TURNED ON,

FOOT REMAINED ON BRAKE TO PUT VEHICLE IN REVERSE, IMMEDIATLEY UPON PUTTING VEHICLE IN REVERSE THROTTLE RACED AND THREW VEHICLE 1.5-2 CAR LENGTHS BACKWARDS BEFORE CONTORL WAS

RESUMED BY FIRMLY APPLYING BRAKES. DURING THIS INCIDENT, FOOT WAS NEVER REMOVED FROM BRAKE PEDAL. CAR QUICKLY SHUT OFF, AND SCENARIO WAS REPEATED BY FATHER, CAR BROUGHT UNDER

CONTROL AGIAN, AND PROBLEM RESOLVED BY APPLYING ACCELARATOR WHILE IN NEUTRAL. OTHER INCIDENTS HAVE OCCURED WHILE REMOVING FOOT FROM ACCELARATOR AND COASTING. OBVIOUSLY IT IS NOT

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020625	370132	FORD	RANGER	199		N	0		VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	TN	
	1FTCR10X5RU	20020623									

4

WHEN GAS PEDAL IS DEPRESSED TO FLOOR IT IS JAMMED THERE BY THE CARPETING LEAVING YOU AT FULL THROTTLE. MUST MANUALLY PULL THE PEDAL UP WHICH IS DANGEROUS WHILE DRIVING OR TURN THE KEY OFF.*AK

20020830	375777	FORD	FOCUS	200		N	0	0	STRUCTURE:BODY	AK	
	1FAFP34P01W	20020826									

1

BOUGHT THE CAR FROM KARLSON MOTORS IN KETCHIKAN AK WHERE WE RESIDE AT. ON JUNE 7, 2002 NEEDED TO TAKE THE CAR TO THE DEALERSHIP FOR A WATER LEAK ON THE FRONT FLOORBOARD ON THE PASSENGER SIDE. ON JULY 8, 2002 HAD TO TAKE THE CAR BACK TO THE DEALERSHIP FOR ANOTHER WATER LEAK IN THE TRUNK. ON AUGUS 9, 2002 HAD TO TAKE THE CAR BACK TO THE DEALERSHIP FOR ANOTHER WATER LEAK ON THE FRONT FLOORBOARD ON THE PASSENGER SIDE. ON AUGUST 22, 2002 CALLED THE DEALERSHIP FOR YET ANOTHER WATER LEAK ON THE FRONT FLOORBOARD ON THE PASSENGER SIDE.

HOWEVER THE SERVICE DEPARTMENT WAS NOT ABLE TO GET THE CAR INTO THE REPAIR SHOP UNTIL AUGUST 27, 2002. WE HAVE HAD RAIN NOW FOR 5 CONSECITIVE DAYS. THE WATER IS THICK AND SMELLS REALLY BAD INSIDE THE CAR. NOW I WANT TO KNOW WHAT IS THE WATER DAMAGE TO MY CARPET AND UNDER THE CARPET. I HAVE REQUESTED FOR A DIFFERENT VEHICLE PREFERBLY ONE THAT DOESNT LEAK WATER. I LIVE IN KETCHIKAN AK WHERE IT IS A RAIN FOREST. IT RAINS OVER 200 INCHES A YEAR. I ALSO HAVE ASTHMA AND ALLERGIES, MOLD AND MILDEW ARE NOT KIND TO MY BODY. I NEEDED TO DO A BREATHING TREATMENT TO ASSIT WITH MY ASTHMA SO THAT I CAN BREATHE MORE EASLIY. I HAVE CALLED AND TALKED TO THE DEALERSHIP AND THEY SAID THERE IS NOTHING THAT THEY CAN DO EXCEPT KEEP FIXING MY CAR. I CALLED THE HEADQUARTERS OF FORD MY AND THAT WAS THE SAME COMMENT. I DONT FEEL THAT THEY ARE TREATING THIS PROPERLY. THE CAR WAS CLOSE TO \$16,000. I DONT FEEL THAT I SHOULD HAVE TO KEEP TAKING IT TO THE DEALERSHIP TO KEEP GETTING IT FIXED. FOR THE PRICE OF THE CAR IT SHOULDN'T HAVE ANY PROBLEMS IN THE FIRST PLACE. I FEEL THAT I HAVE BOUGHT A LEMON AND NO ONE IN THE FORD COMPANY WANTS TO LISTEN. I AM HOPING THAT THIS GOES IN THE CORRECT HANDS AND SOMETHING CAN BE DONE ABOUT THIS.

20020911	380201	FORD	ASPIRE	199		N			ENGINE AND ENGINE COOLING:COOLING SYSTEM:FAN	KY	
	KNJLT05H9R6	20020907									

4

MY NAME IS [REDACTED] THE MOTHER OF [REDACTED] I BOUGHT THIS CAR NEW. THE FAN FAILED WITHIN THE FIRST YEAR I OWNED IT AND THE DEALERSHIP FIXED IT. [REDACTED] HAS OWNED THE CAR FOR A FEW MONTHS NOW, AND THE FAN WENT OUT AGAIN, BUT THIS TIME THE RELAY TO THE FAN MELTED. IN CHECKING WITH THE HAYNES BOOK ON THIS CAR, IT STATES TO WATCH FOR BURN HOLES IN THE CARPET AND SMOKING WIRING UNDER THE DASH BECAUSE OF THIS. OUR FEAR IS AFTER GETTING IT FIXED IT WILL DO IT AGAIN AND POSSIBLY CAUSE A FIRE. FORD IS NOT WILLING TO HELP US IN ANY WAY, AS THE WARRANTY IS UP AND THEY STATED THEY COULDN'T FIX IT PERMANENTLY ANYWAY. IT WOULD BE A LOST CAUSE. WE CAN FIX IT THROUGH FORD AND IF IT EVER IS RECALLED WE COULD BE REIMBURSED, BUT OUR FEAR IS THAT IT COULD CAUSE A POTENTIAL FIRE HAZARD IN THE FUTURE, JUST AS IT DID NOW AND MOST PROBABLY WHEN IT WAS FIXED THE FIRST TIME. MY HUSBAND IS CHECKING WITH FORD TO SEE IF THEY HAVE A RECORD OF THE FIRST TIME THE FAN WAS REPLACED AND WHAT WAS WRONG WITH IT THEN, ALTHOUGH THE SYMPTOMS WERE THE SAME THEN AS NOW. IT SEEMS THE OLDER THE CAR IS THE BETTER CHANCE THERE IS OF THIS THING CATCHING FIRE. PLEASE LOOK INTO IT FOR US AND THANK YOU FOR YOUR TIME. [REDACTED] AND [REDACTED] *AK

20021113	387056	FORD	FOCUS	200		N	0	0	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	FL	
	1FAFP3437YW	20021106									

0

THESE PROBLEMS HAVE ALL HAPPENED AT DIFFERENT TIMES AND SEEM TO BE COMPLETELY UNRELATED. THE ROTORS HAD TO BE REPLACED WITH THE BRAKES AT APPROXIMATELY 13K MILES. THE ENGINE JUST WENT INTO IDLE WHILE I WAS DRIVING. THIS HAPPENED THREE SEPARATE TIMES, BUT WHEN I TOOK IT IN TO THE DEALER. THEY DIDN'T SEE ANYTHING WRONG WITH IT AND COULDN'T DUPLICATE THE MALFUNCTION. MY REAR WHEELS STARTED MAKING A VERY LOW NOISE AROUND 8/15/02. AFTER AN ACCIDENT AT THE END OF AUGUST. THE NOISE WAS MUCH WORSE AND THE REAR BEARINGS

WERE REPLACED BY THE SHOP THAT
 FIXED MY CAR AFTER THE ACCIDENT. SOUTH FLORIDA IS A "HIGH-SALT/CORROSION" AREA BECAUSE OF OUR PROXIMITY TO THE SEA. THIS WAS NEVER INTRODUCED BEFORE.
 WHEN THE CIGARETTE LIGHTER IS
 PUSHED IN, IT DOES NOT MERELY POP OUT WHEN IT IS HOT. IT EJECTS AND IS THROWN ON THE FLOOR. HAVING IT LAND ON MY LEG TWICE AND MY CARPET SCORCHED BY IT
 TWICE, IT COULD HAVE CAUSE A

20021113	387057	FORD	FOCUS	200	N	0	0	STRUCTURE:BODY:TRUNK LID	FL
1FAFP3437YW		20021106							

0

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20021113	387055	FORD	FOCUS	200	N	0	0	WHEELS	FL
1FAFP3437YW		20021106							

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 TWICE, IT COULD HAVE CAUSE A

20021113	387202	FORD	FOCUS	200	N	0	0	EXTERIOR LIGHTING:TAIL LIGHTS	FL
1FAFP3437YW		20021106							

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 TWICE, IT COULD HAVE CAUSE A

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20021113	387058	FORD	FOCUS	200		N	0	0	OTHER	FL	
1FAFP3437YW	20021106										

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20021118	389065	FORD	CONTOUR	200		N	0	0	STRUCTURE:BODY:HATCHBACK/LIFTGATE:SUPPORT DEVICE	TX	
1FAFP68G7YK	20021114										

0

THE COMPONENT IS IN THE TRUNK. THE VALVE IS HELD BY TABS. IF A TAB COMES LOOSE OR IF THE VALVE POPS OFF, WATER MAY ENTER THE TRUNK COMPARTMENT, CAUSING THE CARPET AND INSULATION TO GET WET AND MOLD TO BUILD UP, REPLACEMENT OF COMPONENTS AND ITEMS STOWED IN TRUNK REQUIRED. DT

20021202	391548	FORD	CROWN	199		N	N		EQUIPMENT	WI	
2FAFP73W7XX	20021202		38600								
			VICTORIA	9							

CONSUMER EXPERIENCED PROBLEMS WITH THE FLOOR MAT ON THE DRIVER'S SIDE. TS. THE FLOOR MAT MOVED AROUND AND BECAME STUCK TO THE HOOKS WHICH WERE EMBEDDED IN THE FLOOR AND WERE FLAT FROM NORMAL WEAR. CONSUMER WAS UNABLE TO HOOK THE FLOOR MAT ON THE APPARATUS, THEREFORE THE FLOOR MAT SLID UNDER THE ACCELERATOR. SCC. *JB

20021231	400609	FORD	AEROSTAR	199		N	Y	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	GA
				3							

THEY SAY "WHERE THERE'S SMOKE THERE'S FIRE" SO THAT'S WHY I CHECKED THE FIRE BUTTON ON THE FORM. JUST TO THE RIGHT OF THE ACCELERATOR THE CARPET STARTED SMOKING. WE STILL DON'T KNOW THE CAUSE. BUT, EVERYTIME WE RUN THE CAR AN AWFUL SMELL RESULTS. WE NO LONGER DRIVE LONG DISTANCES. IT'S OUR ONLY CAR BUT I WE'LL HAVE TO TAKE IT TO THE GARAGE SOON. WITH HOLIDAY BILLS THIS COULDN'T HAVE COME AT A WORSE TIME.

20021231	400608	FORD	AEROSTAR	199		N	Y	0	0	STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS	GA
				3							

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20030125	399684	FORD	F150	200		N	N	0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	MI
1FTRW08L23K	20030125		2694								
				3							

WE PURCHASED A 2003 FORD F150 SUPERCREW FX4 IN OCTOBER OF 2002. ON DECEMBER 2,2002 THIS VEHICLE LOST CONTROL OF IT'S BRAKES AND ACCELERATION PEDAL. IT WAS PICKED UP THAT DAY AND TAKEN TO THE DEALERSHIP TO BE FIXED. IT IS STILL TO THIS DAY AT THE DEALERSHIP. WE HAVE NOT HAD POSSESSION OF IT SINCE. THEY HAVE REPEATEDLY TRIED TO FIX IT BUT WE UNABLE, UNTIL 01-22-03 WHEN WE WERE TOLD IT WAS FIXED. BUT EVEN SO WE ARE NOT GIVEN A GUARANTEE BY THE DEALERSHIP THAT IT IS. THEY DO NOT FEEL SAFE WITH IT ON THE ROAD ALSO. WE ARE IN THE PROCESS OF ACTING ON THE LEMON LAW WITH FORD. AT FIRST,WE WERE TOLD THAT THE EGR VALVE WAS THE PROBLEM, IT LITTERALY LET MOISTURE INTO THE THROTTLE BODY WHICH FORMED ICE, AND THEY HAVE PICTURES OF THIS, WHICH MADE THE VEHICLE LOSE CONTROL OF THE BRAKES AND THE THROTTLE TO STICK WIDE OPEN. I HAVE BEEN TOLD THAT THERE HAS BEEN FURTHER COMPLAINTS AGAINST

MOISTURE IN THROTTLE BODYS OF

THE SAME TRUCKS BUT NOT TO THE EXTENT OF OURS. ALSO THERE IS COMPLAINTS OF THE GAS PEDAL STICKING BUT FORD IS TELLING PEOPLE THAT IT IS THIER FLOOR MAT CREATING THE PROBLEM. I REALLY

FEEL THIS SHOULD BE LOOKED INTO BEFORE SOMEONE GETS HURT OR KILLED. IT IS NOT A GOOD FEELING WHEN YOU ARE DRIVING ON ICY CURVES AND HILLS AND THE SPEED KEEPS INCREASING ON ITS OWN AND

THE BRAKES DONT WORK! THE ONLY WAY I STOPPED IT WAS BY THROWING IT IN PARK, THANK GOD IT WAS IN 4 WHEEL DRIVE, THIS PROBABLY RUINED THE TRANSMISSION, BUT IT WAS THE LEAST OF MY CONCERNS

AT THE MOMENT. I HAD A CAR COMING TOWARDS ME AND ONE FOLLOWING BEHIND ME, THANK GOD NO ONE WAS HURT. PLEASE CHECK INTO THIS.

20030125 399559	FORD	F150	200	N	N	0	0	OTHER	MI
1FTRW08L23K	20030125	2694							

3

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030205	402456 1FTNW21F6YE	FORD 20030205	F250 SUPER 67000 DUTY	200 0	N	N			TIRES	NV	
<p>ON TWO SEPERATE OCCASIONS WITHIN THE LAST TWO YEARS, I HAVE HAD TWO FIRESTONE TIRES CAUSE DAMAGE TO MY VEHICLE VIA COMPLETE BLOW OUT AND SEPERATION. I AM ONE OF THE FORTUNATE ONES THAT ARE HEAR TO TELL OF MY NEAR CATASTROPHES INVOLVING FIRESTONE TIRES. FARMER INSURANCE REPAIRED MY VEHICLE THE FIRST TIME AND SENT THE BLOWN TIRE (WHAT WAS LEFT) TO FIRESTONE AND A LETTER WAS SENT TO FARMERS INDICATING THAT LOW TIRE PRESSURE WAS THE CAUSE. THE SECOND TIRE WAS SEPERATED IN MARCH OF 02 AND ONCE AGAIN DAMAGED MY VEHICLE. ONCE AGAIN, I RECEIVED THE RESPONCE BACK. IT WAS THE SAME OLD STORY. IMPROPER AIR PRESSURE. MY VEHICLE IS DRIVEN AN AVERAGE OF 700 MILES PER WEEK. MY TIRES ARE MAINTAINED BY FLYIN J TRUCK CENTERS AND MY AIR PRESSURE IS DOCUMENTED FREQUENTLY AS REQUIRED. I AM UNDER THE BELIEF THAT INSUFFICIENT AIR PRESSURE IS THE STANDARD ANSWER GIVEN BY FIRESTONE TO NEGLECT COMPENSATION FOR DAMAGES WHICH OCCUR BY THEIR FAULTY TIRES. THIS TREND IS VERY ALARMING AND I AM HOPING THAT YOUR DEPARTMENT CAN GET INVOLVED INTO A RESOLUTION. I AM VERY DISTURBED BECAUSE FIRST OF ALL, FIRESTONE IS ABLE TO INSPECT THEIR OWN TIRES WITH NO INDEPENDANT AGENCY OVERSEEING THE PROCESS. ALSO HAVING A PARALEGAL ON STAFF TO SIGN THE DOCUMENTS SO THE GENERAL PUBLIC IS THWARTED FROM RESPONDING. I WILL BE HAPPY TO FORWARD VIA FAX, ALL DOCUMENTATION REGARDING THIS MATTER. I HAVE CONTACTED ALL AGENCIES INCLUDING, FOX NEWS, NEVADA ATTORNEY GENERAL, PRIVATE COUNCIL, SENATORS HARRY REID AND JOHN ENSIGN, AND THE U.S. DEPT. OF TRANSPORTATION. I AM NOT GOING TO STOP MY CAMPAIGN UNTIL FIRESTONE STANDS UP AND TAKES THE RESPONCIBILITY FOR THE DAMAGES DUE TO FAULTY WORKMANSHIP OF THEIR TIRES. I BELIEVE FIRESTONE INTENDS TO SEE IF THIS ISSUE GETS SWEEPED UNDER THE CARPET. PLEASE ADVISE ME OF YOUR RECEIPT OF THIS COMPLAINT AND A FAX NUMBER WHERE I CAN FORWARD ANY CORRESPONDENCE. THANK YOU FOR YOUR ATTENTION IN THIS MATTER AND I WILL WAIT TO HEAR BACK.</p>											
20030403	422860	LINCOLN	LINCOLN	200 0	N	N			OTHER	NY	
<p>THE FLOOR MATS BECAME TANGLED IN THE BRAKE AND ACCELERATOR PEDALS, WHICH CAUSED CONSUMER TO LOSE CONTROL OF THE VEHICLE.*JB</p>											
20030408	425372	FORD	TAURUS	200 1	N	N	0	0	STRUCTURE	OH	
<p>DRAIN LINES UNDER THE HOOD CLOG RESULTING IN FLOODING OF DRIVER SIDE AND REAR DRIVER SIDE FLOOR. SOAKING THE CARPET AND FLOOR MATS. HAS BEEN "FIXED" 3 TIMES BY THE DEALERSHIP. LAST TIME, THEY KEPT THE CAR FOR 3 DAYS, TOOK OFF THE DASH BOARD TO GET AT LINES AND IT HAS FLOODED AGAIN. THEY HAVE NOT REPLACED ANY CARPETING OR MATS, AND ONCE AGAIN HAVE NOT CORRECTED THE</p>											
20030408	425245 1LNHM82W5XY	LINCOLN 20030408	TOWN CAR 20771	199 9	N	N	0	0	STRUCTURE	OK	
<p>WHEN DRIVING THROUGH A PUDDLE, OR EVEN WHEN PARKED IN THE RAIN, THERE IS A WATER LEAK ON FRONT PASSENGER FLOOR THAT SEEMS TO COME FROM UP UNDERNEATH AND BEHIND THE GLOVE COMPARTMENT. THIS HAS BEEN HAPPENING FOR OVER 3 YEARS. AND SOAKING THE CARPET MORE QUICKLY THAN BEFORE. WHILE WE HAD NO WAY OF KNOWING, SUSPECT THE LEAK WAS THERE WHEN WE</p>											
20030415	394881 2MEFM74W93X	MERCURY 20030415	MERCURY	999 9	N	N			STRUCTURE	NJ	
<p>THE CONSUMER'S LEFT FOOT BECAME LODGED BETWEEN THE FLOOR/CARPET AND THE UNDER SIDE OF THE DASH BOARD. MR SCC *JB</p>											
20030604	473373 1FAHP38392W	FORD 20030604	FOCUS 12000	200 2	N	N			VISIBILITY:SUN ROOF ASSEMBLY	CA	
<p>CONSUMERS VEHICLE IS LEAKING WATER FROM SUNROOF. THE CARPET IS LOOSE DUE TO CONSTANT REMOVAL. PLEASE PROVIDE ANY FURTHER INFORMATION.*AK</p>											
20030708	410943	FORD	EXPEDITION	200	N	N	0	0	TIRES:TREAD/BELT	AZ	

1FMRU15W11L 20030708

1

WE WERE ON VACATION AND WERE NEAR PALM SPRINGS, CALIFORNIA TRAVELLING ON THE I-10 W/B WHEN THE RIGHT REAR TIRE SEPARATED AND CAUSED EXTENSIVE DAMAGE TO THE RIGHT REAR QUARTER PANEL.

IF THE SEPARATED TREAD HADN'T HIT THE TAILPIPE AND QUARTER PANEL, THEN THE TIRE MAY HAVE COME UP AND HIT THE REAR PASSENGER. THE TREAD ACTUALLY PUSHED UP THE CARPETING AND INDENTED

THE UNDERCARRIAGE. WE KEPT THE SEPARATED TIRE. TOOK PICTURES. WE BOUGHT NEW TIRES. WE JUST FILED A COMPLAINT WITH CONTINENTAL TIRES AS OF 7-6-03. I THINK THEY EXPECTED US TO DRIVE ON THE

THREE OTHER TIRES UNTIL OUR VACATION WAS OVER. WHEN I TOLD THEM I REPLACED THE OTHER TIRES THEY SAID THERE WASN'T ANYTHING THEY COULD DO, EXCEPT EXAMINE THE BAD TIRE. IS IT GOING TO

TAKE A FATALITY(S) BEFORE SOMETHING IS DONE? CONTINENTAL TIRES SAID MY TIRES { GENERAL GRABBERS AW 275/60/R17 } WERE NOT PART OF THE RECALL. ACCORDING TO MY DOT #. I HOPE THEY WILL AT

LEAST REPLACE MY ONE TIRE AND REPAIR THE DAMAGE TO MY 2001 EXPEDITION. WELL AT LEAST THERE HASN'T BEEN ANY DEATHS/INJURIES. BUT I REMEMBER SEVERAL YEARS AGO FORD HAD PROBLEMS WITH

THE FIRESTONE TIRES, IT TOOK LAWSUITS AND DEATHS TO RECALL THOSE TIRES. I CAN SEE THAT FORD IS HAVING PROBLEMS WITH TIRES AGAIN. I HOPE YOU CAN HELP ME WITH THIS. OR WARN OTHER OWNERS OF

20030917	430560	MERCURY	SABLE	199	N	N	0	0	ELECTRICAL SYSTEM	MI
1MELM5341SG		20030917	56							

5

CAR STALLS IN WARM WEATHER. ON ONE OF MANY STALLED OCCASIONS I WAS STOPPED AT A RED LIGHT AND WHEN IT TURNED GREEN THE CAR LUNGED AS IF IT WERE MOVING BUT STALLED AND A MAN IN A TRUCK

BEHIND ME SLAMMED ON HIS BRAKES BUT A WOMAN BEHIND HIM SLAMMED INTO HIS TRUCK. THEY HAD AN ACCIDENT BECAUSE MY CAR STALLED AND STOPPED SHORT. ALSO, RIGHT REAR WINDOW WONT GO DOWN

SOMETIMES. THE A/C STINKS AND THE HEATER SMELLS LIKE SUPER HOT DRIED BURNT CARPETING. THERE'S A GAS SMELLS SO HEAVY AT TIMES IN THE BACK SEAT I'M SCARED FOR MY CHILDREN TO BE BACK

THERE. THE DASH LIGHTS GET SO HOT I'M AFRAID IT'S GOING TO MELT SOMETHING OR START A FIRE. THE CAR IS HAD TO START ON CERTAIN DAYS. OTHER DAYS IT STARTS RIGHT UP. SOMETIMES THE CAR

STARTS AND RUNS GREAT. OTHER DAYS IT STARTS BUT YOU CAN FEEL SOMETHING ISN'T RIGHT AND THE CAR WILL FEEL LIKE IT'S ON THE VERGE OF STALLING BUT THEN YOU CAN HEAR IT START BACK UP AGAIN.

ALMOST LIKE THE IGNITION IS TURNING ON AND OFF. I HAVE A LIST OF ALL THE REPAIRS DONE TO MY CAR JUST AFTER I PURCHASED IT AND THERE IS SOME MAJOR BILLS IN THIS PILE! READING THAT OTHER

PEOPLE ARE HAVING THE SAME EXACT PROBLEMS WITH THEIR SABLES IS PROOF THAT FORD PUT OUT AN UNSAFE CAR! I HAVEN'T GOT THE MONEY TO BUY ANOTHER CAR. I CAN HARDLY AFFORD TO FIX THE ONE I

HAVE BUT IT'S ALL I GOT. SHAME ON FORD! I WON'T BE BUYING ANOTHER FORD IN THE FUTURE UNLESS THEY RESOLVE THIS MESS! *JB

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030917	430441	MERCURY	SABLE	199	N	N	0	0	ENGINE AND ENGINE COOLING:ENGINE	MI	
1MELM5341SG		20030917	56								

5

CAR STALLS IN WARM WEATHER. ON ONE OF MANY STALLED OCCASIONS I WAS STOPPED AT A RED LIGHT AND WHEN IT TURNED GREEN THE CAR LUNGED AS IF IT WERE MOVING BUT STALLED AND A MAN IN A TRUCK BEHIND ME SLAMMED ON HIS BRAKES BUT A WOMAN BEHIND HIM SLAMMED INTO HIS TRUCK. THEY HAD AN ACCIDENT BECAUSE MY CAR STALLED AND STOPPED SHORT. ALSO, RIGHT REAR WINDOW WONT GO DOWN SOMETIMES. THE A/C STINKS AND THE HEATER SMELLS LIKE SUPER HOT DRIED BURNT CARPETING. THERE'S A GAS SMELLS SO HEAVY AT TIMES IN THE BACK SEAT I'M SCARED FOR MY CHILDREN TO BE BACK THERE. THE DASH LIGHTS GET SO HOT I'M AFRAID IT'S GOING TO MELT SOMETHING OR START A FIRE. THE CAR IS HAD TO START ON CERTAIN DAYS. OTHER DAYS IT STARTS RIGHT UP. SOMETIMES THE CAR STARTS AND RUNS GREAT. OTHER DAYS IT STARTS BUT YOU CAN FEEL SOMETHING ISN'T RIGHT AND THE CAR WILL FEEL LIKE IT'S ON THE VERGE OF STALLING BUT THEN YOU CAN HEAR IT START BACK UP AGAIN. ALMOST LIKE THE IGNITION IS TURNING ON AND OFF. I HAVE A LIST OF ALL THE REPAIRS DONE TO MY CAR JUST AFTER I PURCHASED IT AND THERE IS SOME MAJOR BILLS IN THIS PILE! READING THAT OTHER PEOPLE ARE HAVING THE SAME EXACT PROBLEMS WITH THEIR SABLES IS PROOF THAT FORD PUT OUT AN UNSAFE CAR! I HAVEN'T GOT THE MONEY TO BUY ANOTHER CAR. I CAN HARDLY AFFORD TO FIX THE ONE I HAVE BUT IT'S ALL I GOT. SHAME ON FORD! I WON'T BE BUYING ANOTHER FORD IN THE FUTURE UNLESS THEY RESOLVE THIS MESS! *JB

20030917	430559	MERCURY	SABLE	199	N	N	0	0	FUEL SYSTEM, GASOLINE	MI	
1MELM5341SG		20030917	56								

5

CAR STALLS IN WARM WEATHER. ON ONE OF MANY STALLED OCCASIONS I WAS STOPPED AT A RED LIGHT AND WHEN IT TURNED GREEN THE CAR LUNGED AS IF IT WERE MOVING BUT STALLED AND A MAN IN A TRUCK BEHIND ME SLAMMED ON HIS BRAKES BUT A WOMAN BEHIND HIM SLAMMED INTO HIS TRUCK. THEY HAD AN ACCIDENT BECAUSE MY CAR STALLED AND STOPPED SHORT. ALSO, RIGHT REAR WINDOW WONT GO DOWN SOMETIMES. THE A/C STINKS AND THE HEATER SMELLS LIKE SUPER HOT DRIED BURNT CARPETING. THERE'S A GAS SMELLS SO HEAVY AT TIMES IN THE BACK SEAT I'M SCARED FOR MY CHILDREN TO BE BACK THERE. THE DASH LIGHTS GET SO HOT I'M AFRAID IT'S GOING TO MELT SOMETHING OR START A FIRE. THE CAR IS HAD TO START ON CERTAIN DAYS. OTHER DAYS IT STARTS RIGHT UP. SOMETIMES THE CAR STARTS AND RUNS GREAT. OTHER DAYS IT STARTS BUT YOU CAN FEEL SOMETHING ISN'T RIGHT AND THE CAR WILL FEEL LIKE IT'S ON THE VERGE OF STALLING BUT THEN YOU CAN HEAR IT START BACK UP AGAIN. ALMOST LIKE THE IGNITION IS TURNING ON AND OFF. I HAVE A LIST OF ALL THE REPAIRS DONE TO MY CAR JUST AFTER I PURCHASED IT AND THERE IS SOME MAJOR BILLS IN THIS PILE! READING THAT OTHER PEOPLE ARE HAVING THE SAME EXACT PROBLEMS WITH THEIR SABLES IS PROOF THAT FORD PUT OUT AN UNSAFE CAR! I HAVEN'T GOT THE MONEY TO BUY ANOTHER CAR. I CAN HARDLY AFFORD TO FIX THE ONE I HAVE BUT IT'S ALL I GOT. SHAME ON FORD! I WON'T BE BUYING ANOTHER FORD IN THE FUTURE UNLESS THEY RESOLVE THIS MESS! *JB

20030917	430558	MERCURY	SABLE	199	N	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	MI	
1MELM5341SG		20030917	56								

5

CAR STALLS IN WARM WEATHER. ON ONE OF MANY STALLED OCCASIONS I WAS STOPPED AT A RED LIGHT AND WHEN IT TURNED GREEN THE CAR LUNGED AS IF IT WERE MOVING BUT STALLED AND A MAN IN A TRUCK BEHIND ME SLAMMED ON HIS BRAKES BUT A WOMAN BEHIND HIM SLAMMED INTO HIS TRUCK. THEY HAD AN ACCIDENT BECAUSE MY CAR STALLED AND STOPPED SHORT. ALSO, RIGHT REAR WINDOW WONT GO DOWN SOMETIMES. THE A/C STINKS AND THE HEATER SMELLS LIKE SUPER HOT DRIED BURNT CARPETING. THERE'S A GAS SMELLS SO HEAVY AT TIMES IN THE BACK SEAT I'M SCARED FOR MY CHILDREN TO BE BACK THERE. THE DASH LIGHTS GET SO HOT I'M AFRAID IT'S GOING TO MELT SOMETHING OR START A FIRE. THE CAR IS HAD TO START ON CERTAIN DAYS. OTHER DAYS IT STARTS RIGHT UP. SOMETIMES THE CAR STARTS AND RUNS GREAT. OTHER DAYS IT STARTS BUT YOU CAN FEEL SOMETHING ISN'T RIGHT AND THE CAR WILL FEEL LIKE IT'S ON THE VERGE OF STALLING BUT THEN YOU CAN HEAR IT START BACK UP AGAIN. ALMOST LIKE THE IGNITION IS TURNING ON AND OFF. I HAVE A LIST OF ALL THE REPAIRS DONE TO MY CAR JUST AFTER I PURCHASED IT AND THERE IS SOME MAJOR BILLS IN THIS PILE! READING THAT OTHER PEOPLE ARE HAVING THE SAME EXACT PROBLEMS WITH THEIR SABLES IS PROOF THAT FORD PUT OUT AN UNSAFE CAR! I HAVEN'T GOT THE MONEY TO BUY ANOTHER CAR. I CAN

HARDLY AFFORD TO FIX THE ONE I

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20030920	429870	FORD	EXPLORER	199	N	N	0	0	OTHER	AZ
1FMZU34E8WZ		20030920	76000							

8

ISSUE: FORD EXPLORER HAS FUEL CUT OFF SWITCH DIRECTLY BELOW THE GLOVE BOX AGAINST THE PASSENGER SIDE PILLAR (DIRECTLY ABOVE THE CARPET ON PASSENGER SIZE) APPROXIMATELY 1 FOOT ABOVE FLOORBOARD. PASSENGER MAY BE ABLE TO KNOCK THE CONNECTOR OR SWITCH LOOSE, CAUSING FUEL SHUT DOWN AND LOSS OF POWER IN THE VEHICLE. CONNECTOR IS ON BOTTOM OF SWITCH; CABLE RUNS DIRECTLY BELOW CARPET AND CAN BE TUGGED LOOSE WITH ENOUGH FORCE (CONNECTOR IS STANDARD FORD LOCKING BLADE TYPE). INCIDENT OCCURRED ON INTERSTATE 10 W IN LOS ANGELES ON THE INTERSTATE 5 NORTH ON RAMP. HEAVY TRAFFIC CAUSED WIFE TO STRAIGHTEN LEGS AND KICKED THE CONNECTOR LOOSE AT 60 MPH. VEHICLE LOST TOTAL ENGINE POWER AND STALLED IN TRAFFIC. VEHICLE WAS TOWED TO DEALERSHIP ONCE BEFORE THIS INCIDENT. FORTUNATELY IT WAS IN A PARKING LOT. DEALER MENTIONED ISSUE WAS RESOLVED AFTER PLUGGING SWITCH BACK IN. RESOLVED ISSUE USING CABLE TIES, BUT A MORE SUITABLE RECALL SHOULD BE DONE TO ENSURE OTHER OWNERS DO NOT ENCOUNTER THE SAME SITUATION. RECOMMEND A PLATE OR FASTENER THAT MAKES IT IMPOSSIBLE FOR PLUG TO COME LOOSE WHEN HIT WITH FOOT OR OTHER OBJECTS. ALSO RECOMMEND REPOSITIONING SWITCH TO REAR OF VEHICLE, OR UNDERNEATH REAR SEAT ON NEWER MODELS, IF IT HAS NOT ALREADY OCCURRED.

DISCUSSED THIS WITH A FRIEND WHO RECOMMENDED I FILE A COMPLAINT, EVEN THOUGH IT OCCURRED ALMOST A YEAR AGO. *JB THANK YOU.*JB

20031009	437204	FORD	F150	199	N	N	0	0	VISIBILITY:GLASS, SIDE/REAR	MD
				9						

THE TOP OF THE REAR SLIDING WINDOW IS LEAKING INTO THE CAB OF THE TRUCK. THIS LEAK HAS CAUSED A MOLD AND MILDEW PROBLEM WITH THE REAR SEAT AND THE CARPET TOWARDS THE BACK OF THE EXTENDED CAB. THE SMELL FROM THE MOLD IS AT TIMES UNBEARABLE, AS WELL AS UNHEALTHY. *LA

20031020	440140	FORD	FOCUS	200	N	N	0	0	STRUCTURE:BODY:DOOR	FL
				0						

WATER LEAK IN MY 2000 FORD FOCUS. UPON READING THIS WEBSITE I REALIZE THE OTHER PROBLEMS I'VE HAD ARE SIMILAR TO THIS CAR. CAR STALLING, FUEL GAUGE STICKING, RADIO GOING OUT, CARPET BEING REPLACED, WIPER PROBLEMS ETC. WHEN IT RAINS THE WATER CAN FILL THE PASSENGER FLOORBOARD 2-3 INCHES. I'VE HAD THE LEAK CHECKED AT SEVERAL DIFFERENT PLACES AND SO FAR NO ONE CAN FIND THE LEAK. ACCORDING TO THIS WEBSITE THE DEALER CAN'T FIND THE PROBLEM EITHER. MY CAR IS NOT UNDER WARRANTY ANY MORE, AND I WAS INFORMED IF THE LEAKING CONTINUES IT WILL DAMAGE THE "BRAIN" COMPUTER OR ELECTRICAL SYSTEM. IF THAT HAPPENS AND I HAVE TO SPEND A COUPLE THOUSAND TO FIX, BUT IF THE LEAKING IS NOT FOUND IT WILL JUST HAPPEN AGAIN. I FEEL THIS CAR IS UNSAFE AND SHOULD HAVE A RECALL. ALSO, I HAVE NOT RECEIVED NOTICE OF ALL THE RECALLS THAT PERTAINS TO THIS CAR. I HAVE RECEIVED ONLY ONE PERTAINING TO THE BACK REAL WHEEL BEARING, WHICH WAS REPLACED AT DEALER. BUT I SEE THAT THERE HAVE BEEN OTHERS. WHY WAS I NOT NOTIFIED? *LA

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20031020	440244	FORD	FOCUS	200	N	N	0	0	FUEL SYSTEM, GASOLINE	FL	

WATER LEAK IN MY 2000 FORD FOCUS. UPON READING THIS WEBSITE I REALIZE THE OTHER PROBLEMS I'VE HAD ARE SIMILAR TO THIS CAR. CAR STALLING, FUEL GAUGE STICKING, RADIO GOING OUT, CARPET BEING REPLACED, WIPER PROBLEMS ETC. WHEN IT RAINS THE WATER CAN FILL THE PASSENGER FLOORBOARD 2-3 INCHES. I'VE HAD THE LEAK CHECKED AT SEVERAL DIFFERENT PLACES AND SO FAR NO ONE CAN FIND THE LEAK. ACCORDING TO THIS WEBSITE THE DEALER CAN'T FIND THE PROBLEM EITHER. MY CAR IS NOT UNDER WARRANTY ANY MORE, AND I WAS INFORMED IF THE LEAKING CONTINUES IT WILL DAMAGE THE "BRAIN" COMPUTER OR ELECTRICAL SYSTEM. IF THAT HAPPENS AND I HAVE TO SPEND A COUPLE THOUSAND TO FIX, BUT IF THE LEAKING IS NOT FOUND IT WILL JUST HAPPEN AGAIN. I FEEL THIS CAR IS UNSAFE AND SHOULD HAVE A RECALL. ALSO, I HAVE NOT RECEIVED NOTICE OF ALL THE RECALLS THAT PERTAINS TO THIS CAR. I HAVE RECEIVED ONLY ONE PERTAINING TO THE BACK REAL WHEEL BEARING, WHICH WAS REPLACED AT DEALER. BUT I SEE THAT THERE HAVE BEEN OTHERS. WHY WAS I NOT NOTIFIED? *LA

20031020	440246	FORD	FOCUS	200	N	N	0	0	ELECTRICAL SYSTEM	FL	
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WATER LEAK IN MY 2000 FORD FOCUS. UPON READING THIS WEBSITE I REALIZE THE OTHER PROBLEMS I'VE HAD ARE SIMILAR TO THIS CAR. CAR STALLING, FUEL GAUGE STICKING, RADIO GOING OUT, CARPET BEING REPLACED, WIPER PROBLEMS ETC. WHEN IT RAINS THE WATER CAN FILL THE PASSENGER FLOORBOARD 2-3 INCHES. I'VE HAD THE LEAK CHECKED AT SEVERAL DIFFERENT PLACES AND SO FAR NO ONE CAN FIND THE LEAK. ACCORDING TO THIS WEBSITE THE DEALER CAN'T FIND THE PROBLEM EITHER. MY CAR IS NOT UNDER WARRANTY ANY MORE, AND I WAS INFORMED IF THE LEAKING CONTINUES IT WILL DAMAGE THE "BRAIN" COMPUTER OR ELECTRICAL SYSTEM. IF THAT HAPPENS AND I HAVE TO SPEND A COUPLE THOUSAND TO FIX, BUT IF THE LEAKING IS NOT FOUND IT WILL JUST HAPPEN AGAIN. I FEEL THIS CAR IS UNSAFE AND SHOULD HAVE A RECALL. ALSO, I HAVE NOT RECEIVED NOTICE OF ALL THE RECALLS THAT PERTAINS TO THIS CAR. I HAVE RECEIVED ONLY ONE PERTAINING TO THE BACK REAL WHEEL BEARING, WHICH WAS REPLACED AT DEALER. BUT I SEE THAT THERE HAVE BEEN OTHERS. WHY WAS I NOT NOTIFIED? *LA

20031020	440245	FORD	FOCUS	200	N	N	0	0	VISIBILITY:WINDSHIELD WIPER/WASHER	FL	
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WATER LEAK IN MY 2000 FORD FOCUS. UPON READING THIS WEBSITE I REALIZE THE OTHER PROBLEMS I'VE HAD ARE SIMILAR TO THIS CAR. CAR STALLING, FUEL GAUGE STICKING, RADIO GOING OUT, CARPET BEING REPLACED, WIPER PROBLEMS ETC. WHEN IT RAINS THE WATER CAN FILL THE PASSENGER FLOORBOARD 2-3 INCHES. I'VE HAD THE LEAK CHECKED AT SEVERAL DIFFERENT PLACES AND SO FAR NO ONE CAN FIND THE LEAK. ACCORDING TO THIS WEBSITE THE DEALER CAN'T FIND THE PROBLEM EITHER. MY CAR IS NOT UNDER WARRANTY ANY MORE, AND I WAS INFORMED IF THE LEAKING CONTINUES IT WILL DAMAGE THE "BRAIN" COMPUTER OR ELECTRICAL SYSTEM. IF THAT HAPPENS AND I HAVE TO SPEND A COUPLE THOUSAND TO FIX, BUT IF THE LEAKING IS NOT FOUND IT WILL JUST HAPPEN AGAIN. I FEEL THIS CAR IS UNSAFE AND SHOULD HAVE A RECALL. ALSO, I HAVE NOT RECEIVED NOTICE OF ALL THE RECALLS THAT PERTAINS TO THIS CAR. I HAVE RECEIVED ONLY ONE PERTAINING TO THE BACK REAL WHEEL BEARING, WHICH WAS REPLACED AT DEALER. BUT I SEE THAT THERE HAVE BEEN OTHERS. WHY WAS I NOT NOTIFIED? *LA

20031106	446821	FORD	FOCUS	200	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	FL	
	1FAFP3437YW	20040123	200								

THE AIR CONDITIONER UNIT FAILED, WATER DRAINED IN THE CABIN FROM UNDERNEATH THE DASHBOARD. WHEN THIS OCCURRED, MOLD STARTED TO DEVELOP ON THE CARPET, WHICH MADE THE OCCUPANTS SICK. THE DEALERSHIP HAD BLOWN OUT THE PIPES, BUT THE PROBLEM REMAINED. *AK *SC *JB

20031114	434382	FORD	FOCUS	200	N	N	0	0	OTHER	OH	
	1FAHP36382W	20031114	17000								

2002 FORD FOCUS SE WAGON NOTICED RAIN WATER LEAKING INTO PASSENGER COMPARTMENT VIA HEATING/COOLING COWLING ON PASSENGER SIDE WETTING FLOOR MAT SIGNIFICANTLY TILL THE POINT IT WAS COMPLETELY SOGGY. CHECKED GRILL BETWEEN HOOD AND WINDSHIELD AND NOTED NO LEAVES BLOCKING DRAINS. NOTED RUBBER DAM NOT CONTINUOUS, AND WATER

APPEARED TO BE LEAKING INTO ENGINE
 COMPARTMENT VIA ONE OF THESE GAPS AND THEN INTO THE HEATING/COOLING COWLING ALONG TOP SURFACE OF REAR OF ENGINE COMPARTMENT. THE FIT BETWEEN THE
 COWLING AND THE 'FIREWALL' AT THE
 BACK OF THE ENGINE COMPARTMENT IS NOT GOOD, AND THERE ARE GAPS ALONG THE ENTIRE TOP SURFACE ALLOWING WATER TO DRAIN IN. *LA

20031129 440067	FORD	WINDSTAR	199	N	N	0	0	SEAT BELTS:FRONT	PA
2FMZA5144XB	20031129	200							

9

THE FRONT SEAT BELTS GET LIGHTLY PINCHED BETWEEN THE INTERIOR DOOR PANELS LOWER STORAGE BIN AND THE CARPET ON THE FLOOR. THIS CAN CAUSE SOMEONE TO
 THINK THAT THEIR SEAT BELT IS ON
 CORRECTLY WHEN IN FACT IT IS NOT PROVIDING THEM ANY PROTECTION AT ALL. THE 12-18" OF EXCESS SLACK THAT IS CAUGHT BETWEEN THE INTERIOR DOOR PANEL AND THE
 CARPET COULD ALLOW A PERSON TO
 NOT BE SECURED TIGHTLY IN PLACE DURING AN ACCIDENT.*AK

20031202 438980	FORD	CONTOUR	199	N	N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION	OR
3FALP67L4VM	20031202								

7

COMPONENTS:DISC:ROTOR

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL
 ARMS, BUSHINGS, SWAY BARS, WHEEL
 BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR
 LATCH, ALMOST ALL OF THE FULL
 FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT
 WILL NOT TURN OFF, SEAT BELT
 LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS
 SIDE POWER SEATS, WATER LEAKAGE
 IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME,
 SAME FOR THE CRUISE CONTROL,
 WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL
 OWE MONEY ON THE PIECE OF CRAP.
 CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD
 IT TO ME SAYS IT WAS JUST FINE,
 BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20031202	439298	FORD	CONTOUR	199	N	N	0	0	SUSPENSION:FRONT:CONTROL ARM:LOWER BALL JOINT	OR	
3FALP67L4VM		20031202									

7

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP. CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD IT TO ME SAYS IT WAS JUST FINE, BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031202	439085	FORD	CONTOUR	199	N	N	0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	OR	
3FALP67L4VM		20031202									

7

CONTROL:CATALYTIC CONVERTOR

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP. CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD IT TO ME SAYS IT WAS JUST FINE, BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031202	439297	FORD	CONTOUR	199	N	N	0	0	SUSPENSION:FRONT:SPRINGS:COIL SPRINGS	OR	
3FALP67L4VM		20031202									

7

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP. CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD

IT TO ME SAYS IT WAS JUST FINE,
BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031202 439084 FORD CONTOUR 199 N N 0 0 ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION OR
3FALP67L4VM 20031202
7 CONTROL

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP.

CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD IT TO ME SAYS IT WAS JUST FINE,

BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031202 439187 FORD CONTOUR 199 N N 0 0 ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION OR
3FALP67L4VM 20031202
7 CONTROL:GAS RECIRCULATION VALVE (EGR VALVE)

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP.

CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD IT TO ME SAYS IT WAS JUST FINE,

BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20031202	439188	FORD	CONTOUR	199	N	N	0	0	VISIBILITY:WINDSHIELD WIPER/WASHER	OR	
3FALP67L4VM	20031202										

7

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP. CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD IT TO ME SAYS IT WAS JUST FINE, BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031202	439083	FORD	CONTOUR	199	N	N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION	OR	
3FALP67L4VM	20031202										

7

COMPONENTS:DRUM

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP. CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD IT TO ME SAYS IT WAS JUST FINE, BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031202	438978	FORD	CONTOUR	199	N	N	0	0	SUSPENSION:FRONT:STABILIZER BAR	OR	
3FALP67L4VM	20031202										

7

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP. CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD

IT TO ME SAYS IT WAS JUST FINE,

BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031202 438979 FORD CONTOUR 199 N N 0 0 SUSPENSION:FRONT:WHEEL BEARING OR
3FALP67L4VM 20031202

7

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP.

CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD IT TO ME SAYS IT WAS JUST FINE,

BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031202 438867 FORD CONTOUR 199 N N 0 0 POWER TRAIN:CLUTCH ASSEMBLY OR
3FALP67L4VM 20031202

7

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP.

CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD IT TO ME SAYS IT WAS JUST FINE,

BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20031202	438868	FORD	CONTOUR	199	N	N	0	0	ENGINE AND ENGINE COOLING:COOLING SYSTEM	OR	
3FALP67L4VM	20031202										

7

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP. CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD IT TO ME SAYS IT WAS JUST FINE, BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031202	438869	FORD	CONTOUR	199	N	N	0	0	SUSPENSION:FRONT:CONTROL ARM:LOWER ARM	OR	
3FALP67L4VM	20031202										

7

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP. CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD IT TO ME SAYS IT WAS JUST FINE, BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031202	439189	FORD	CONTOUR	199	N	N	0	0	SUSPENSION:FRONT:CONTROL ARM:UPPER BALL JOINT	OR	
3FALP67L4VM	20031202										

7

I BELIEVE ALL 1997 FORD CONTOURS SHOULD BE RECALLED, OVER THE PAST 3 YEARS I HAVE REPLACED THE CLUTCH, WATERPUMP, BLOWER MOTOR, BOTH LOWER CONTROL ARMS, BUSHINGS, SWAY BARS, WHEEL BEARINGS, FRONT & REAR BRAKES AND ROTORS(BOTH TWICE!!!!), AXLE, 2 OXYGEN SENSORS, CATALYTIC CONVERTER, EGR VALVE, COIL SPRINGS, BATTERY, BALLJOINTS, DOOR LATCH, ALMOST ALL OF THE FULL FRONT SUSPENSION!!!! THERE ARE MORE PARTS THAT I HAD REPLACED BUT I CAN'T REMEMBER ALL THE NAMES OF THE PARTS THERE ARE TOO MANY!! MY CHECK ENGINE LIGHT WILL NOT TURN OFF, SEAT BELT LIGHT WILL NOT TURN OFF, SHORT IN THE DRIVERS SIDE POWER WINDOW, THE ENGINE WILL (REV) UP BY ITSELF WHEN IT'S IN GEAR AND WHEN IT'S NOT, SHORT IN THE DRIVERS SIDE POWER SEATS, WATER LEAKAGE IN THE TRUNK, A/C LEAKS ONTO THE PASSENGER SIDE FLOOR, ALL DOORS SQUEAK NO MATTER WHAT YOU DO, CARPET IS FALLING OUT, HORN WILL NOT WORK MOST OF THE TIME, SAME FOR THE CRUISE CONTROL, WINDSHIELD WIPER SPRAYER DOES NOT WORK, KNOCKING NOISE COMING FROM THE ENGINE, ENDED UP IN VERY BAD DEBT BECAUSE OF THIS AND NO ONE WILL TAKE IT, I STILL OWE MONEY ON THE PIECE OF CRAP. CONTACTED FORD MOTOR AT ONE TIME REGARDING ALL THE PARTS I REPLACED AFTER THE FIRST YEAR I HAD IT, THEY SAY IT'S NOT THERE PROBLEM. DEALERSHIP WHO SOLD

IT TO ME SAYS IT WAS JUST FINE,
 BULL CRAP!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! I BELIEVE THAT THOSE ARE TOO MANY ITEMS FOR A 1997 TO GO WRONG ON. *AK

20031203	439121	FORD	CROWN	198	N	N	0	0	EQUIPMENT	NY
2FABP73F1KX		20031203								

VICTORIA 9
 THE FLOOR MAT ON THE DRIVER'S SIDE MOVES UNDER THE ACCELERATOR AND BRAKE PEDAL. THIS INTERFERES WITH PERFORMANCE OF DEPRESSING AND ACCELERATING. THE FLOOR MAT MOVES WITH NO WARNING. *AK CONSUMER HAVING PROBLEMS WITH THE FLOOR MAT MOVING UNDERNEATH THE ACCELERATOR AND BRAKE PEDALS. THIS INTERFERES WITH THE PERFORMANCE OF DEPRESSING THE ACCELERATOR AND BRAKE PEDALS. THE FLOOR MATS MOVE WITHOUT WARNING.*MR

20040124	456398	FORD	TAURUS	200	N	N	0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM	OH
1FAFP55S52A		20040124	43000							

2
 I BOUGHT MY CAR NEW IN NOV 01. I NOTICED A STALE SMELL AND COMPLAINED TO THE DEALER AND THEY CHANGED A FILTER. TWO DAYS LATER THE SMELL WAS BACK. THIS MONTH,AFTER A HEAVY RAIN, THERE WAS 1 1/2 INCHES OF WATER ON MY PASSENGER FLOOR AND WATER IN MY HEATER BLOWER WHICH WITHIN A MATTER OF MINUTES KILLED MY BLOWER ON ALL POSITIONS BUT HIGH. I CALLED FORD AND THEY SAID THERE WAS NO RECALLS ON MY VEHICLE. I DID SOME RESEARCH AND FOUND THAT MY CAR WAS MANUFACTURED IN OCT 01 AND THERE WAS A RECALL ON THE WINDSHIELD. I TOOK THE CAR TO THE DEALERSHIP AND THEY TOLD ME IT WAS PROBABLY NOT THE WINDSHIELD PUT A DESIGN FLAW AND THEY HAD A KIT THAT WOULD FIX THE PROBLEM AND THEY WOULD PUT A NEW BLOWER IN. I INFORMED THEM THAT I WAS NOT GOING TO PAY ANYTHING FOR THIS THEY SAID THEY WOULD CONTACT THE REP. I SCHEDULED AN APPOINTMENT AND IN THE MEANTIME CALLED FORD AND TOLD THEM THAT I WAS NOT PAYING FOR IT BECAUSE IT WAS A DESIGN FLAW. I TALKED WITH GLORIA AND SHE TOOK ALL THE INFORMATION AND SHE TOLD ME THAT SHE WOULD ADVISE THE DEALERSHIP AND ALSO THROW IN A CARPET SHAMPOO AND DEORDORIZER TREATMENT. WHEN I PICKED MY CAR UP I WAS CHARGED \$36.66 FOR A CONSUMER CO-PAY AND I HAD TO PAY IT OR I COULD NOT HAVE MY CAR. *LA

20040124	456399	FORD	TAURUS	200	N	N	0	0	VISIBILITY:WINDSHIELD	OH
1FAFP55S52A		20040124	43000							

2
 I BOUGHT MY CAR NEW IN NOV 01. I NOTICED A STALE SMELL AND COMPLAINED TO THE DEALER AND THEY CHANGED A FILTER. TWO DAYS LATER THE SMELL WAS BACK. THIS MONTH,AFTER A HEAVY RAIN, THERE WAS 1 1/2 INCHES OF WATER ON MY PASSENGER FLOOR AND WATER IN MY HEATER BLOWER WHICH WITHIN A MATTER OF MINUTES KILLED MY BLOWER ON ALL POSITIONS BUT HIGH. I CALLED FORD AND THEY SAID THERE WAS NO RECALLS ON MY VEHICLE. I DID SOME RESEARCH AND FOUND THAT MY CAR WAS MANUFACTURED IN OCT 01 AND THERE WAS A RECALL ON THE WINDSHIELD. I TOOK THE CAR TO THE DEALERSHIP AND THEY TOLD ME IT WAS PROBABLY NOT THE WINDSHIELD PUT A DESIGN FLAW AND THEY HAD A KIT THAT WOULD FIX THE PROBLEM AND THEY WOULD PUT A NEW BLOWER IN. I INFORMED THEM THAT I WAS NOT GOING TO PAY ANYTHING FOR THIS THEY SAID THEY WOULD CONTACT THE REP. I SCHEDULED AN APPOINTMENT AND IN THE MEANTIME CALLED FORD AND TOLD THEM THAT I WAS NOT PAYING FOR IT BECAUSE IT WAS A DESIGN FLAW. I TALKED WITH GLORIA AND SHE TOOK ALL THE INFORMATION AND SHE TOLD ME THAT SHE WOULD ADVISE THE DEALERSHIP AND ALSO THROW IN A CARPET SHAMPOO AND DEORDORIZER TREATMENT. WHEN I PICKED MY CAR UP I WAS CHARGED \$36.66 FOR A CONSUMER CO-PAY AND I HAD TO PAY IT OR I COULD NOT HAVE MY CAR. *LA

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040422	469886	FORD	FOCUS	200					STRUCTURE	NJ	
1FAFP33P22W		20040115	10000								

2

I BOUGHT THIS CAR BRAND NEW IN SEPTEMBER. THE FIRST PROBLEM THE CAR HAD WAS THAT THE POLLEN FILTER BECAME BLOCKED AND IT HAD BEEN RAINING OUT SO ALL THE WATER FROM OUTSIDE CAME RIGHT INTO MY CAR AND I GOT ABOUT AN INCH OF WATER IN THE PASSENGER SIDE OF MY CAR ALL OVER THE FLOOR. THE ENXT THING THAT HAPPENED WAS MY DRIVER SIDE FRONT TIRE BLEW WHILE DRIVING DOWN A ROAD, THERE WERE NO POTHOLES AND NO CURBS THAT I COULD HAVE HIT FOR THIS TO HAPPEN. ABOUT A MONTH AFTER THIS I NOTICED THAT THE PLASTIC HAD STARTED BUBBLING UP AND PEELING ON THE LOWER B PILLAR ON THE PASSENGER SIDE OF THE CAR, ALSO THE CARPET HAD COME UNGLUED (FROM WHEN MY CAR FLOODED) AND HAD NOW PULLED AWAY FROM THE SILL. ALSO, THE WETHERSTRIPPING HAD COME UNGLUED FROM THE WINDSHIEL AND YOU CAN NOW SEE THE SHARP EDGE OF THE WINDSHEILD. MY CAR IS IN SERVICE TODAY GETTING THAT FIXED. THERE IS ALSO, STILL A RATTLING NOISE COMING FROM WHERE THE SPEEDOMETER IS. THIS HAS BEEN GOING ON SINCE I BOUGHT THE CAR AND HAS NOT STOPPED. HOWEVER, EVERY TIME I TAKE IT TO THE DEALERSHIP, IT DOES NOT MAKE THIS NOISE, SO THEY

20040422	469885	FORD	FOCUS	200					OTHER	NJ	
1FAFP33P22W		20040115	10000								

2

I BOUGHT THIS CAR BRAND NEW IN SEPTEMBER. THE FIRST PROBLEM THE CAR HAD WAS THAT THE POLLEN FILTER BECAME BLOCKED AND IT HAD BEEN RAINING OUT SO ALL THE WATER FROM OUTSIDE CAME RIGHT INTO MY CAR AND I GOT ABOUT AN INCH OF WATER IN THE PASSENGER SIDE OF MY CAR ALL OVER THE FLOOR. THE ENXT THING THAT HAPPENED WAS MY DRIVER SIDE FRONT TIRE BLEW WHILE DRIVING DOWN A ROAD, THERE WERE NO POTHOLES AND NO CURBS THAT I COULD HAVE HIT FOR THIS TO HAPPEN. ABOUT A MONTH AFTER THIS I NOTICED THAT THE PLASTIC HAD STARTED BUBBLING UP AND PEELING ON THE LOWER B PILLAR ON THE PASSENGER SIDE OF THE CAR, ALSO THE CARPET HAD COME UNGLUED (FROM WHEN MY CAR FLOODED) AND HAD NOW PULLED AWAY FROM THE SILL. ALSO, THE WETHERSTRIPPING HAD COME UNGLUED FROM THE WINDSHIEL AND YOU CAN NOW SEE THE SHARP EDGE OF THE WINDSHEILD. MY CAR IS IN SERVICE TODAY GETTING THAT FIXED. THERE IS ALSO, STILL A RATTLING NOISE COMING FROM WHERE THE SPEEDOMETER IS. THIS HAS BEEN GOING ON SINCE I BOUGHT THE CAR AND HAS NOT STOPPED. HOWEVER, EVERY TIME I TAKE IT TO THE DEALERSHIP, IT DOES NOT MAKE THIS NOISE, SO THEY

20040422	466427	FORD	WINDSTAR	199					VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	OH	
2FMDA5148TB		20040115	0								

6

PROBLEM WITH WATER SEEPING IN AND SOAKING THE DRIVER AND FRONT PASSENGER FLOOR PADDING AND CARPET.

20040422	479506	FORD	FOCUS	200					POWER TRAIN	ME	
1FAFP34P71W		20040115	0								

1

I PURCHASED A 2001 FORD FOCUS SE 4-DOOR SEDAN IN NOVEMBER 2002. THE CAR WAS A MANUFACTURER BUY-BACK FROM THE ORIGINAL OWNER AND HAD A SMALL WARRANTY LEFT. AT THE END OF NOVEMBER 2002, I BROUGHT THE CAR BACK TO THE DEALERSHIP TO HAVE THE SPARK PLUGS, SPARK PLUG WIRES AND A FAULTY BELT REPLACED. AT THE END OF DECEMBER 2002, THE CAR WAS MAKING A STRANGE NOISE AND THE ENGINE LIGHT WAS ON, SO I RETURNED THE CAR TO THE DEALERSHIP. A DAY OR SO BEFORE MY APPOINTMENT WITH THE DEALERSHIP, I RECEIVED A RECALL NOTICE FROM FORD REGARDING THE PINCH BOLT. UNFORTUNATELY, I RECEIVED THAT RECALL NOTICE TOO LATE THE FAULTY PINCH BOLT HAD ALREADY FAILED AND CAUSED SO MUCH DAMAGE TO THE RACK AND PINION THAT IT HAD TO BE REPLACED. I HAVE SINCE REPLACED THE FRONT BRAKES. I ALSO EXPERIENCED A FAULTY VALVE IN THE HEATING SYSTEM THAT WAS ALLOWING WATER TO FLOW INTO THE CAR'S CABIN AND SOAK THE CARPETING. GETTING TO THE TRANSMISSION PROBLEM, ABOUT A WEEK AGO, THE CAR REFUSED TO ACCELERATE GOING UP A HILL AND INSTEAD THE ENGINE REVVED. NO MATTER WHAT I TRIED, I COULD NOT GET THE CAR TO ACCELERATE PAST 30 MPH. SINCE THE CAR IS NOW LONG PAST ITS SMALL MANUFACTURERS WARRANTY, I HAD AN INDEPENDENT MECHANIC LOOK AT THE CAR. HE RECOMMENDED THAT I FLUSH THE TRANSMISSION

AND SEE IF THAT WOULD HELP THE PROBLEM. I SPENT \$100 ON A TRANSMISSION FLUSH. THAT DIDN'T WORK AND THE PROBLEM CONTINUES. I CALLED FORD MOTOR COMPANY TO COMPLAIN ABOUT THE CAR AND TO ASK FOR A BUYBACK, BUT MY REQUEST WAS REFUSED. I THEN TOOK MY CAR TO WISCASSET FORD. THEY DIAGNOSED THE PROBLEM(S) WITH THE CAR (AT NO CHARGE). I NEED A NEW TRANSMISSION. THEY GAVE ME TWO OPTIONS FOR PAYMENT. 1) PAY FOR THE NEW TRANSMISSION OUT-OF-POCKET, ESTIMATED COST AT \$2500 - \$3000; 2) BUY AN EXTENDED WARRANTY ON THE DRIVE TRAIN FOR \$500. I AM PLANNING ON PURCHASING THE EXTENDED DRIVE TRAIN WARRANTY WHICH WILL ALLOW WISCASSET FORD TO REPLACE MY TRANSMISSION AND WILL ALSO GIVE ME AN EXTRA 15K MILES FOR THE DRIVE TRAIN.

20040422 475080 MERCURY VILLAGER 199 STEERING NJ
 4M2DV1112VD 20040115 61000

7

I WENT TO THE MERCURY DEALERSHIP TODAY FOR A FRONT WHEEL ALIGNMENT TODAY ON MY 1997 VILLAGER. I WAS INFORMED THAT THIS VEHICLE REQUIRES A FOUR WHEEL ALIGNMENT, DUE TO THE FRONT WHEEL DRIVE. I WAS INFORMED ALSO THAT IN ORDER FOR THE DEALER TO GET THE ALIGNMENT IN SPECS, REAR SHIMS WOULD NEED TO BE INSTALLED IN THE REAR TWO WHEELS OF THE VEHICLE. I WAS ALSO INFORMED THAT THESE SHIMS ARE NOT INSTALLED WHEN THE VEHICLE IS BUILT, BUT ARE REQUIRED IN ALMOST ALL CASES ONCE THE VEHICLE IS OUT ON THE ROAD AND HAS BEEN SUBJECTED TO NORMAL WEAR AND TEAR. THE PRICE TAG? A HEFTY \$347 PLUS TAX! I HAD TO DECLINE THE REPAIR, I THINK IT IS PATHETIC FOR FORD TO CUT COSTS IN THIS MANNER, ALWAYS PASSING UP QUALITY IN THE INTEREST OF SAVING A BUCK! THE MORAL OF THIS STORY IS I PAID 80.00 DOLLARS TODAY FOR A FRONT END ALIGNMENT AND NOTHING HAS CHANGED! I THINK FORD/MERCURY SHOULD BE CALLED ON THE CARPET AND REQUIRED TO INSTALL THIS PART ON ALL VILLAGERS. THIS IN MY OPINION SHOULD HAVE BEEN DONE IN THE FIRST PLACE!

20040422 479504 FORD FOCUS 200 STEERING ME
 1FAFP34P71W 20040115 0

1

I PURCHASED A 2001 FORD FOCUS SE 4-DOOR SEDAN IN NOVEMBER 2002. THE CAR WAS A MANUFACTURER BUY-BACK FROM THE ORIGINAL OWNER AND HAD A SMALL WARRANTY LEFT. AT THE END OF NOVEMBER 2002, I BROUGHT THE CAR BACK TO THE DEALERSHIP TO HAVE THE SPARK PLUGS, SPARK PLUG WIRES AND A FAULTY BELT REPLACED. AT THE END OF DECEMBER 2002, THE CAR WAS MAKING A STRANGE NOISE AND THE ENGINE LIGHT WAS ON, SO I RETURNED THE CAR TO THE DEALERSHIP. A DAY OR SO BEFORE MY APPOINTMENT WITH THE DEALERSHIP, I RECEIVED A RECALL NOTICE FROM FORD REGARDING THE PINCH BOLT. UNFORTUNATELY, I RECEIVED THAT RECALL NOTICE TOO LATE THE FAULTY PINCH BOLT HAD ALREADY FAILED AND CAUSED SO MUCH DAMAGE TO THE RACK AND PINION THAT IT HAD TO BE REPLACED. I HAVE SINCE REPLACED THE FRONT BRAKES. I ALSO EXPERIENCED A FAULTY VALVE IN THE HEATING SYSTEM THAT WAS ALLOWING WATER TO FLOW INTO THE CAR'S CABIN AND SOAK THE CARPETING. GETTING TO THE TRANSMISSION PROBLEM, ABOUT A WEEK AGO, THE CAR REFUSED TO ACCELERATE GOING UP A HILL AND INSTEAD THE ENGINE REVVED. NO MATTER WHAT I TRIED, I COULD NOT GET THE CAR TO ACCELERATE PAST 30 MPH. SINCE THE CAR IS NOW LONG PAST ITS SMALL MANUFACTURERS WARRANTY, I HAD AN INDEPENDENT MECHANIC LOOK AT THE CAR. HE RECOMMENDED THAT I FLUSH THE TRANSMISSION AND SEE IF THAT WOULD HELP THE PROBLEM. I SPENT \$100 ON A TRANSMISSION FLUSH. THAT DIDN'T WORK AND THE PROBLEM CONTINUES. I CALLED FORD MOTOR COMPANY TO COMPLAIN ABOUT THE CAR AND TO ASK FOR A BUYBACK, BUT MY REQUEST WAS REFUSED. I THEN TOOK MY CAR TO WISCASSET FORD. THEY DIAGNOSED THE PROBLEM(S) WITH THE CAR (AT NO CHARGE). I NEED A NEW TRANSMISSION. THEY GAVE ME TWO OPTIONS FOR PAYMENT. 1) PAY FOR THE NEW TRANSMISSION OUT-OF-POCKET, ESTIMATED COST AT \$2500 - \$3000; 2) BUY AN EXTENDED WARRANTY ON THE DRIVE TRAIN FOR \$500. I AM PLANNING ON PURCHASING THE EXTENDED DRIVE TRAIN WARRANTY WHICH WILL ALLOW WISCASSET FORD TO REPLACE MY TRANSMISSION AND WILL ALSO GIVE ME AN EXTRA 15K MILES FOR THE DRIVE TRAIN.

Friday, August 24, 2007

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040422	466640	MERCURY	MARAUDER	200					SERVICE BRAKES, HYDRAULIC	NC	
	2MEHM75V83X	20040115	4348								

3
 I HAVE HAD 17 WARRANTY REPAIR ITEMS. OVERDRIVE PROBLEM ON MARCH 24. VALVE BODY AND TEMP SENSOR REPLACE. CAR HAS BEEN AT THE DEALER FOR 24 DAYS. PURCHASED NEW ON FEB. 8, CAR IS CURRENTLY IN ARBRITATION. I HAVE ASKED FOR A BUY BACK. DEALER REFUSES TO FIX LOOSE CARPET IN REAR FLOOR.

20040422	466639	MERCURY	MARAUDER	200					POWER TRAIN	NC	
	2MEHM75V83X	20040115	4348								

3
 I HAVE HAD 17 WARRANTY REPAIR ITEMS. OVERDRIVE PROBLEM ON MARCH 24. VALVE BODY AND TEMP SENSOR REPLACE. CAR HAS BEEN AT THE DEALER FOR 24 DAYS. PURCHASED NEW ON FEB. 8, CAR IS CURRENTLY IN ARBRITATION. I HAVE ASKED FOR A BUY BACK. DEALER REFUSES TO FIX LOOSE CARPET IN REAR FLOOR.

20040422	466521	MERCURY	MARAUDER	200					OTHER	NC	
	2MEHM75V83X	20040115	4348								

3
 I HAVE HAD 17 WARRANTY REPAIR ITEMS. OVERDRIVE PROBLEM ON MARCH 24. VALVE BODY AND TEMP SENSOR REPLACE. CAR HAS BEEN AT THE DEALER FOR 24 DAYS. PURCHASED NEW ON FEB. 8, CAR IS CURRENTLY IN ARBRITATION. I HAVE ASKED FOR A BUY BACK. DEALER REFUSES TO FIX LOOSE CARPET IN REAR FLOOR.

20040422	475081	MERCURY	VILLAGER	199					AIR BAGS	NJ	
	4M2DV1112VD	20040115	61000								

7
 I WENT TO THE MERCURY DEALERSHIP TODAY FOR A FRONT WHEEL ALIGNMENT TODAY ON MY 1997 VILLAGER. I WAS INFORMED THAT THIS VEHICLE REQUIRES A FOUR WHEEL ALIGNMENT, DUE TO THE FRONT WHEEL DRIVE. I WAS INFORMED ALSO THAT IN ORDER FOR THE DEALER TO GET THE ALIGNMENT IN SPECS, REAR SHIMS WOULD NEED TO BE INSTALLED IN THE REAR TWO WHEELS OF THE VEHICLE. I WAS ALSO INFORMED THAT THESE SHIMS ARE NOT INSTALLED WHEN THE VEHICLE IS BUILT, BUT ARE REQUIRED IN ALMOST ALL CASES ONCE THE VEHICLE IS OUT ON THE ROAD AND HAS BEEN SUBJECTED TO NORMAL WEAR AND TEAR. THE PRICE TAG? A HEFTY \$347 PLUS TAX! I HAD TO DECLINE THE REPAIR, I THINK IT IS PATHETIC FOR FORD TO CUT COSTS IN THIS MANNER, ALWAYS PASSING UP QUALITY IN THE INTEREST OF SAVING A BUCK! THE MORAL OF THIS STORY IS I PAID 80.00 DOLLARS TODAY FOR A FRONT END ALIGNMENT AND NOTHING HAS CHANGED! I THINK FORD/MERCURY SHOULD BE CALLED ON THE CARPET AND REQUIRED TO INSTALL THIS PART ON ALL VILLAGERS. THIS IN MY OPINION SHOULD HAVE BEEN DONE IN THE FIRST PLACE!

20040422	479505	FORD	FOCUS	200					ENGINE AND ENGINE COOLING	ME	
	1FAFP34P71W	20040115	0								

1
 I PURCHASED A 2001 FORD FOCUS SE 4-DOOR SEDAN IN NOVEMBER 2002. THE CAR WAS A MANUFACTURER BUY-BACK FROM THE ORIGINAL OWNER AND HAD A SMALL WARRANTY LEFT. AT THE END OF NOVEMBER 2002, I BROUGHT THE CAR BACK TO THE DEALERSHIP TO HAVE THE SPARK PLUGS, SPARK PLUG WIRES AND A FAULTY BELT REPLACED. AT THE END OF DECEMBER 2002, THE CAR WAS MAKING A STRANGE NOISE AND THE ENGINE LIGHT WAS ON, SO I RETURNED THE CAR TO THE DEALERSHIP. A DAY OR SO BEFORE MY APPOINTMENT WITH THE DEALERSHIP, I RECEIVED A RECALL NOTICE FROM FORD REGARDING THE PINCH BOLT. UNFORTUNATELY, I RECEIVED THAT RECALL NOTICE TOO LATE THE FAULTY PINCH BOLT HAD ALREADY FAILED AND CAUSED SO MUCH DAMAGE TO THE RACK AND PINION THAT IT HAD TO BE REPLACED. I HAVE SINCE REPLACED THE FRONT BRAKES. I ALSO EXPERIENCED A FAULTY VALVE IN THE HEATING SYSTEM THAT WAS ALLOWING WATER TO FLOW INTO THE CAR'S CABIN AND SOAK THE CARPETING. GETTING TO THE TRANSMISSION PROBLEM, ABOUT A WEEK AGO, THE CAR REFUSED TO ACCELERATE GOING UP A HILL AND INSTEAD THE ENGINE REVVED. NO MATTER WHAT I TRIED, I COULD NOT GET THE CAR TO ACCELERATE PAST 30 MPH. SINCE THE CAR IS NOW LONG PAST ITS SMALL MANUFACTURERS WARRANTY, I HAD AN INDEPENDENT MECHANIC LOOK AT THE CAR. HE RECOMMENDED THAT I FLUSH THE TRANSMISSION AND SEE IF THAT WOULD HELP THE PROBLEM. I SPENT \$100 ON A TRANSMISSION FLUSH. THAT DIDN'T WORK AND THE PROBLEM CONTINUES. I CALLED FORD MOTOR COMPANY TO COMPLAIN ABOUT THE CAR AND

TO ASK FOR A BUYBACK, BUT MY REQUEST WAS REFUSED. I THEN TOOK MY CAR TO WISCASSET FORD. THEY DIAGNOSED THE PROBLEM(S) WITH THE CAR (AT NO CHARGE). I NEED A NEW TRANSMISSION. THEY GAVE ME TWO OPTIONS FOR PAYMENT. 1) PAY FOR THE NEW TRANSMISSION OUT-OF-POCKET, ESTIMATED COST AT \$2500 - \$3000; 2) BUY AN EXTENDED WARRANTY ON THE DRIVE TRAIN FOR \$500. I AM PLANNING ON PURCHASING THE EXTENDED DRIVE TRAIN WARRANTY WHICH WILL ALLOW WISCASSET FORD TO REPLACE MY TRANSMISSION AND WILL ALSO GIVE ME AN EXTRA 15K MILES FOR THE DRIVE TRAIN.

20040422 468121 FORD FOCUS 200 TIRES NJ
 1FAFP33P22W 20040115 10000

2

I BOUGHT THIS CAR BRAND NEW IN SEPTEMBER. THE FIRST PROBLEM THE CAR HAD WAS THAT THE POLLEN FILTER BECAME BLOCKED AND IT HAD BEEN RAINING OUT SO ALL THE WATER FROM OUTSIDE CAME RIGHT

INTO MY CAR AND I GOT ABOUT AN INCH OF WATER IN THE PASSENGER SIDE OF MY CAR ALL OVER THE FLOOR. THE ENXT THING THAT HAPPENED WAS MY DRIVER SIDE FRONT TIRE BLEW WHILE DRIVING DOWN A ROAD, THERE WERE NO POTHOLES AND NO CURBS THAT I COULD HAVE HIT FOR THIS TO HAPPEN. ABOUT A MONTH AFTER THIS I NOTICED THAT THE PLASTIC HAD STARTED

BUBBLING UP AND PEELING ON THE LOWER B PILLAR ON THE PASSENGER SIDE OF THE CAR, ALSO THE CARPET HAD COME UNGLUED (FROM WHEN MY CAR FLOODED) AND HAD NOW PULLED AWAY FROM THE SILL.

ALSO, THE WETHERSTRIPPING HAD COME UNGLUED FROM THE WINDSHIEL AND YOU CAN NOW SEE THE SHARP EDGE OF THE WINDSHEILD. MY CAR IS IN SERVICE TODAY GETTING THAT FIXED. THERE IS ALSO, STILL A RATTLING NOISE COMING FROM

WHERE THE SPEEDOMETER IS. THIS HAS BEEN GOING ON SINCE I BOUGHT THE CAR AND HAS NOT STOPPED. HOWEVER, EVERY TIME I TAKE IT TO THE DEALERSHIP, IT DOES NOT MAKE THIS NOISE, SO THEY

20040520 477807 FORD TAURUS 200 N N STRUCTURE:BODY IL
 1FAFP55262G 20040622 36000

2

WHEN VEHICLE IS DRIVEN OVER A PUDDLE OF WATER OR GOES THROUGH A CAR WASH THE FLOOR MATS BECOME SOAKED, MOSTLY IN THE FRONT. THE MECHANIC DOESN'T KNOW WHERE THE WATER IS COMING.

CONSUMER IS AFRAID OF BEING ELECTROCUTED.*AK ON SUNNY DAYS THE WET CARPETING CAUSES MOISTURE TO BUILD UP ON THE INSIDE WINDSHIELD. *NM

20040604 483612 LINCOLN TOWN CAR 200 N N 0 0 EQUIPMENT:ELECTRICAL:AIR CONDITIONER FL
 1LNHM82W3YY 20040604

0

2000 LINCOLN TOWN CAR SIGNATURE SERIES...AIR CONDITIONER HAS A MUSKY, WET ODOR COMING FROM THE INTERIOR VENTS. THE ODOR IS VERY BAD AT TIMES INSIDE THE CAR. DEALER SPRAYED ODOR KILLER

IN THE INTAKE VENTS UNDER THE HOOD--THINGS SEEM TO GET BETTER BUT CAME RIGHT BACK IN A COUPLE OF DAYS. CARPET HAS NEVER BEEN WET .. I HAVE BAD ALLERGIES AND NEED TO GET THIS MATTER

CORRECTED.. CAR HAS 31000 MILES. *AK

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040616	489151	FORD	CONTOUR	199 9	N	N			EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	CA	
<p>NAR 06/19/2003. *MR THE CONSUMER HAD HIS VEHICLE TOWED TO VISTA FORD APPROX 3 TIMES IN ONE MONTH FOR A BROKEN FUEL PUMP THAT NEEDED TO BE REPLACED.THE VEHICLE HAD A B ROKEN RADIO ANTENNA AND A VIBRATION WHICH WAS COMING FROM THE TIRES. IN ADDITION TO ALL THE OTHER PROBLEMS THE DASHBOARD WAS COMING APART AND THE FLOOR MATERIAL UNDER THE HOOD OF THE DRIVER AND PASSENGER SEAT WAS COMING APART. FORD HAS NOT OFFERED ANY ASSISTANCE IN EXPEDITING FEES AND COST OF REPAIRS. PLEASE ASSIST IN RESOLVING MATTERS. *CB *JB</p>											
20040616	489152	FORD	CONTOUR	199 9	N	N			TIRES	CA	
<p>NAR 06/19/2003. *MR THE CONSUMER HAD HIS VEHICLE TOWED TO VISTA FORD APPROX 3 TIMES IN ONE MONTH FOR A BROKEN FUEL PUMP THAT NEEDED TO BE REPLACED.THE VEHICLE HAD A B ROKEN RADIO ANTENNA AND A VIBRATION WHICH WAS COMING FROM THE TIRES. IN ADDITION TO ALL THE OTHER PROBLEMS THE DASHBOARD WAS COMING APART AND THE FLOOR MATERIAL UNDER THE HOOD OF THE DRIVER AND PASSENGER SEAT WAS COMING APART. FORD HAS NOT OFFERED ANY ASSISTANCE IN EXPEDITING FEES AND COST OF REPAIRS. PLEASE ASSIST IN RESOLVING MATTERS. *CB *JB</p>											
20040616	489153	FORD	CONTOUR	199 9	N	N			FUEL SYSTEM, GASOLINE:DELIVERY:FUEL PUMP	CA	
<p>NAR 06/19/2003. *MR THE CONSUMER HAD HIS VEHICLE TOWED TO VISTA FORD APPROX 3 TIMES IN ONE MONTH FOR A BROKEN FUEL PUMP THAT NEEDED TO BE REPLACED.THE VEHICLE HAD A B ROKEN RADIO ANTENNA AND A VIBRATION WHICH WAS COMING FROM THE TIRES. IN ADDITION TO ALL THE OTHER PROBLEMS THE DASHBOARD WAS COMING APART AND THE FLOOR MATERIAL UNDER THE HOOD OF THE DRIVER AND PASSENGER SEAT WAS COMING APART. FORD HAS NOT OFFERED ANY ASSISTANCE IN EXPEDITING FEES AND COST OF REPAIRS. PLEASE ASSIST IN RESOLVING MATTERS. *CB *JB</p>											
20040616	489154	FORD	CONTOUR	199 9	N	N			STRUCTURE	CA	
<p>NAR 06/19/2003. *MR THE CONSUMER HAD HIS VEHICLE TOWED TO VISTA FORD APPROX 3 TIMES IN ONE MONTH FOR A BROKEN FUEL PUMP THAT NEEDED TO BE REPLACED.THE VEHICLE HAD A B ROKEN RADIO ANTENNA AND A VIBRATION WHICH WAS COMING FROM THE TIRES. IN ADDITION TO ALL THE OTHER PROBLEMS THE DASHBOARD WAS COMING APART AND THE FLOOR MATERIAL UNDER THE HOOD OF THE DRIVER AND PASSENGER SEAT WAS COMING APART. FORD HAS NOT OFFERED ANY ASSISTANCE IN EXPEDITING FEES AND COST OF REPAIRS. PLEASE ASSIST IN RESOLVING MATTERS. *CB *JB</p>											
20040708	499560 1FAFP53U03G	FORD 20040708	TAURUS	200 3	N	N	0	0	STRUCTURE	NY	
<p>WATER LEAKS IN THE FRONT PASSENGER SIDE EVERYTIME IT RAINS. THE HARDER IT RAINS, THE MORE WATER ENDS UP IN THE CAR. THE DEALER PUT THE KIT IN LAST SAT TO FIX PROBLEM, HOWEVER LAST NITE I HAD MORE WATER IN THE CAR THAN ON ANY OTHER PREVIOUS LEAKS. THE CAR MAT WAS FULL OF WATER, AND WHEN I TOOK THAT OUT THE CARPET UNDERNEATH WAS UNDER WATER. AND NOW WHEN YOU TURN ON THE FAN IN THE CAR IT SQUEALS. CALLED DEALER, CAN'T DO A DRY OUT OF THE CARPET OR A REPAIR FOR ANOTHER WEEK OR 2 DUE TO NO COURTESY CAR BEING AVAILABLE. AND WHEN THEY DO THE REPAIR IT WILL TAKE 2 DAYS BECAUSE THE DASH HAS TO BE REMOVED AND IT'S EITHER SOMETHING IN/BEHIND THE DASH OR IT'S THE WINDSHIELD (OR BOTH).*AK</p>											
20040713	501029	LINCOLN	LS	200 0	N	N			STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS	TN	
<p>LINCOLN LS RUBBER FLOOR MATS. *MR THE LIP WHERE THE MAT BENDS UP TO BE PLACED AGAINST THE FLOORBOARD BEHIND THE PETALS. WHEN SHIFTING THE VEHICLE, THE CONSUMER FOUND THAT THE HEEL OF THEIR SHOE WOULD GET CAUGHT, MOST OF THE TIME ON THE MAT. *SC</p>											
20040804	492975	FORD	FOCUS	200 4	N	N	1		STRUCTURE:BODY	GA	
<p>THE CIGARETTE LIGHTER AFTER BEING PUSHED IN GETTING HOT POPPED OUT OF THE HOLDER AND LANDED EITHER ON THE OCCUPANT'S LAP OR ON THE CARPETING. WHEN THIS WAS SHOWN TO THE RENTAL</p>											

COMPANY, AND A DEMONSTRATION WAS DONE, THE LIGHTER BURNED THE REPRESENTATIVE'S LEGS. THIS WAS A BUDGET RENTAL VEHICLE.*AK
 20040815 499634 FORD ESCORT 198 N Y 0 0 ELECTRICAL SYSTEM:WIRING CT
 1FAPP959XKT 20040815 150000

9
 1989 FORD ESCORT HATCHBACK - A PASSENGER EXITING THE VEHICLE FROM THE REAR SEAT STEPPED ON AN ELECTRICAL CONNECTOR LOCATED UNDER THE CARPET WHICH CAUSED THE +12V AND GROUND WIRES TO SHORT TOGETHER. THIS CONNECTOR IS PART OF THE ELECTRIC FUEL PUMP HARNESS. THE CONNECTOR MELTED, THE WIRE HARNESS BURNED AND THE CARPET SINGED. THERE WAS SMOKE INSIDE THE

20040826 507230 FORD TAURUS 200 N Y 1 0 ELECTRICAL SYSTEM AR
 1FAFP55UXYA 20040826 93000

1
 I PUSHED THE CIGARETTE LIGHTER IN TO GET HOT AND IT SHOT OUT. IT FELL ON THE FLOOR MAT AND I BURNED MY HAND PICKING IT UP BEFORE IF CAUGHT THE CAR ON FIRE. I NO LONGER USE MY LIGHTER FOR FEAR IT WILL START A FIRE. *AK

20040919 490270 LINCOLN NAVIGATOR 200 N N AIR BAGS AZ
 5LMEU27R72L 20040919 34219

2
 I WON A 2002 LINCOLN NAVIGATOR ON AN EBAY AUCTION AND PAID \$19,000 FOR THE VEHICLE VIA DIRECT WIRE TRANSFER THROUGH MY BANK. THE LINCOLN NAVIGATOR ADVERTISEMENT REPRESENTED THE VEHICLE AS "LIKE NEW IN EVERY WAY", "OUR MECHANICS HAVE INSPECTED THIS TRUCK AND FOUND EVERYTHING TO BE IN EXCELLENT WORKING CONDITION" & "OPTIONS: DRIVER & PASSENGER AIRBAGS". THE VEHICLE IS IN POOR CONDITION. THE AIRBAGS WERE DEPLOYED AND NOT REPLACED. RADIATOR HAS TWO HOLES IN IT, THE MANUFACTURER WARRANTY IS VOIDED, KEYLESS REMOTE MISSING, CD MAGAZINE MISSING, OWNERS MANUAL MISSING, FLOOR MATS DO NOT MATCH, NUMEROUS SCRATCHES, DINGS & NICKS. I WAS TOLD IT HAD CLIMATE CONTROLLED SEATS AND IT DOES NOT. I WAS ALSO TOLD THAT THE SELLER IS A PRIVATE PARTY. UNFORTUNATELY HE IS A DEALER THUS I WILL HAVE TO PAY SALES TAX OF \$1,064. I HAVE CORRESPONDED WITH THE SELLER VIA EMAIL AND TELEPHONE NUMEROUS TIMES. I HAVE ASKED HIM TO BUY THE VEHICLE BACK FROM ME OR PAY FOR THE REPAIRS AND HE SAYS THAT HE DOES NOT HAVE THE MONEY. ALL-IN-ALL THE SELLER'S MISREPRESENTATION OF THIS VEHICLE WILL COST ME

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20041119	518933	FORD	WINDSTAR	200	N	N	1		VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	TX	

ON 5-10-04 I WAS DRIVING HOME IN HEAVY TRAFFIC TRAVELING AT ABOUT 55 MPH, THEN SUDDENLY THE CAR SURGED ON IT'S OWN TO 80 MPH. I ATTEMPTED TO STOP THE CAR, AND THE BRAKES LOCKED AND WOULD NOT MOVE AT ALL. I SHIFTED THE CAR DOWN TO LOW GEAR AND SLOWED THE CAR DOWN TO 60MPH, . I WAS ONLY ABLE TO STOP THE CAR BY SHIFTING IT INTO PARK. THE DEALERSHIP (CHARILE HILLIARD STATED THAT THEY COULD NOT SEE WHAT WOULD HAVE CAUSED THAT PROBLEM. THEY STATED THAT THERE WAS LEAKAGE IN MY BRAKE LINE THAT THEY REPAIRED. THIS INCIDENT WAS REPEATED AGAIN ON 9-23-04. I T WAS TOLD THIS THIS TIME IT WAS A SPRING IN MY ACCELERATOR THAT WAS BROKEN, AND THAT THERE WAS A FLOOR MAT PUSHED UNDER MY GAS. I TOLD THEM THAT THIS IS NOT TRUE. I WAS DRIVING MYCAR ALL DAY, I KONW FOR A FACT THERE WAS NOT ANYTHING UNDER MY FOOT, AND THAT IF IT WAS IT WAS FROM MY HAVING TO SHIFT MY CAR INTO PARK WHILE TRAVELING SO FAST! I HAVE NOT DRIVEN THE CAR SINCE THIS SECOND INCIDENT. I AM A MOTHER OF 3 AND I CAN NO LONGER PUT MY HUSBAND AND CHILDREN AT RISK. *AK

20041128	507663	FORD	F150	200	N	N			STEERING:COLUMN	FL	
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PURCHASED 2004 FORD F-150 SUPERCAB 4X2 AT HUB CITY FORD INC IN CRESTVIEW, FLORIDA ON NOVEMBER 15, 2004. AFTER HEAVY RAINS THE PICKUP CAB FLOODED, COVERING THE REAR SEAT BACK, BENCH, AND CARPETING IN LARGE PUDDLES. UPON FURTHER INSPECTION, NOTICED THE BRAKE PEDAL ROD, STEERING COLUMN, AND ALL BARE METAL WAS SEVERELY RUSTED. *AK TOOK VEHICLE TO THE DEALERSHIP AND WAS TOLD THAT IT WAS "NORMAL" AND WOULD BE PAINTED, AND DETAILED TO CLEAN THE CARPETS. WAS ALSO INFORMED IMMEDIATELY THAT THE CAUSE OF THE LEAK WAS A FAULTY SEAL AROUND THE TOP CAB REAR BRAKE LIGHT. APPOINTMENT WAS MADE FOR TUESDAY NOVEMBER 30TH, 2004. INSPECTED THE CAB FURTHER ON SUNDAY (TODAY) NOVEMBER 28TH, 2004. RUST IS COVERING ALL EXPOSED METAL, INCLUDING THE SEAT BRACKETS (WHICH HOLD THE SEATS TO THE FRAME) ALL BOLTS, AND MOST OF THE REAR CAB METAL BEHIND THE REAR SEATS. WATER IS STILL COVERING THE REAR FLOOR PANS AND SIDE PANS UNDER PLASTIC SIDE STEPS (UNDER WHICH IS BOUND WIRING RELATING TO FORWARD TO REAR ELECTRICAL FUNCTIONS). THE DAMAGE FROM RUST IS NOT SURFICIAL, BUT DEEP, CRACKED AND PITTED. WILL

20041128	507662	FORD	F150	200	N	N			SERVICE BRAKES, HYDRAULIC:PEDALS AND LINKAGES	FL	
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20041206	512935	FORD	TAURUS	200	Y	N			VEHICLE SPEED CONTROL	FL	
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VEHICLE SUDDENLY ACCELERATED, CAUSING IT TO GO OUT OF CONTROL AND A STRIKING A BUILDING.*AK THE CONSUMER STATED THAT HE WAS PARKING THE VEHICLE WITH HIS FOOT ON THE BRAKE WHEN IT ACCELERATED. THE VEHICLE JUMPED A CONCRETE RETAINER AND LEFT TIRE MARKS ON THE GROUND. THE VEHICLE CRASHED THROUGH A GLASS WINDOW OF A VIDEO STORE AND LEFT TIRE MARKS ON THE CARPET. THE CONSUMER PUT THE VEHICLE IN PARK AND IT CAME TO A STOP. THE SERVICE DEALER DID NOT KNOW THE CAUSE THEREFORE DID NOT KNOW WHAT TO FIX. THE CONSUMER WAS TOLD THAT THE

VEHICLE SHOWED SIGNS OF AN ELECTRICAL PROBLEM. THE CONSUMER WAS TOLD THAT THE RPM'S WERE HIGHER THAN THEY SHOULD BE. *TC
 20050206 520871 FORD FOCUS 200 N N STRUCTURE:BODY GA
 1FAFP3433YW 20050206 4500

0
 WATER ENTERING PASSENGER FLOOR. CARPET PAD SOAKED MOLD SMELL IN CAR.HAD IT IN DEALER SHOP AT 4500 MILES 16000 MILES THEY REPLACED CARPET AND OBVIOUSLY TEMPORARILY FIXED THE LEAK. NOW THE WARRANTY IS UP AND THE DEALER WANTS ME TO PAY TO HAVE THE LEAK FIXED. I ATTEMPTED TO REPAIR IT MYSELF BUT CANT STOP THE LEAK. FORD HAS SERVICE BULLETINS ABOUT THIS WATER LEAK BUT APPARENTLY THEY DON'T KNOW HOW TO FIX THE LEAK EITHER.NOW I AM STUCK WITH A MOLDED SMELLING CAR AND A WET CARPET. *JB

20050314 531072 FORD RANGER 200 N N OTHER TX
 3

2003 FORD RANGER AIRBAGS SYMBOL ON THE DASH STARTED COMING ON. *BF A RIVET RUBBED AGAINST AIR BAG WIRING UNDER THE CARPET WHICH CAUSED THE AIR BAG LIGHT TO ILLUMINATE. *NM

20050321 532870 FORD CONTOUR 199 N N POWER TRAIN:AUTOMATIC TRANSMISSION OR
 1FAFP6638WK 20050321 80000

8
 MY 1998 FORD CONTOUR SE HAS PROBLEMS WITH THE TRUNK LEAKING. EVER SINCE I BOUGHT THE CAR THE TRUNK LEAKS SLOWLY. I FIND HUGE WET SPOTS IN THE CARPET IN MY TRUNK. ALSO THE VEHICLE HAS A PROBLEM WITH THE TRANSMISSION. WHEN YOU DRIVE THE VEHICLE THE TRANSMISSION GETS CAUGHT AND HESITATES TO SHIFT.*AK

20050321 532869 FORD CONTOUR 199 N N FUEL SYSTEM, OTHER OR
 1FAFP6638WK 20050321 80000

8
 MY 1998 FORD CONTOUR SE HAS PROBLEMS WITH THE TRUNK LEAKING. EVER SINCE I BOUGHT THE CAR THE TRUNK LEAKS SLOWLY. I FIND HUGE WET SPOTS IN THE CARPET IN MY TRUNK. ALSO THE VEHICLE HAS A PROBLEM WITH THE TRANSMISSION. WHEN YOU DRIVE THE VEHICLE THE TRANSMISSION GETS CAUGHT AND HESITATES TO SHIFT.*AK

20050328 536506 FORD FOCUS 200 N N 0 0 POWER TRAIN:CLUTCH ASSEMBLY NC
 1FAFP383X2W 20050328 16200

2
 (1) I FIRST NOTICED UNUSUAL STAINS ON THE CARPET UNDERNEATH THE CLUTCH PEDAL DURING DECEMBER, 2004, BUT ASSUMED INITIALLY THAT IT WAS FROM SOMETHING ON MY SHOES. (2) ON 03/21/05, THE CLUTCH PEDAL PAD FELL OFF WHILE THE CAR WAS IN MOTION, DISTRACTING ME, BUT FORTUNATELY DID NOT RESULT IN AN ACCIDENT. (3) ON 03/28/05 I SEARCHED THE NHTS ODI COMPLAINT DATA BASE AND FOUND AN IDENTICAL COMPLAINT, ODI ID NUMBER:10107639, DATE OF FAILURE: 01/20/05. I WILL BE TAKING THE VEHICLE THIS WEEK AND THIS INFORMATION TO THE AUTHORIZED FORD DEALER FOR WARRANTY REPAIR ALTHOUGH THE ORIGINAL PURCHASE WAS ON 01/31/02, BUT I WILL CLAIM THE PROBLEM STARTED IN DECEMBER 2004 WHEN THE VEHICLE WAS STILL IN WARRANTY. *JB

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050419	533962	FORD	ESCORT	199	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	ME	
1FALP15P7VW	20050419		17000								

7

UNINTENDED ACCELERATION. WITHIN THE LAST 12 MONTHS, ON APPROXIMATELY 6 OCCASIONS, THE VEHICLE WOULD SUDDENLY ACCELERATE WHEN BRAKING TO A STOP. THE VEHICLE WOULD BE PLACED

IMMEDIATELY INTO NEUTRAL AND THE IDLE SPEED WOULD RETURN TO NORMAL. THIS WAS NOT CAUSED BY FLOORMATS OR INADVERTANT PRESSING OF THE GAS PEDAL.*AK

20050530	546254	FORD	TAURUS	200	N	N	0	0	OTHER	GA	
1FAFP52243A	20050530		22828								

3

CONDENSATION FROM THE AIR CONDITIONING DRAIN TUBE LEAKS BETWEEN THE FIRE WALL INTO THE PASSENGER SIDE CAR INTERIOR. THIS MAKES THE CARPET PADDING WET AND CREATES MILDEW AND BACTERIA.

THIS CREATES A POTENTIAL HEALTH HAZARD AND IT WILL AGRAVATE SIMTOMS FOR PEOPLE WITH ALERGIES. I SUSPECT THE SEAL BETWEEN THE FIREWALL AND THE A/C CONDENSATION DRAIN TUBE IS TO BLAME.

A BETTER SEAL MAY RESOLVE THIS PROBLEM.

20050603	547354	FORD	MUSTANG	200	N	N	0	0	OTHER	PA	
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4

WHILE ACCELERATING CAR, GAS PEDAL GOT STUCK UNDER CARPET, SO I IMMEDIATELY SHIFTED INTO NEUTRAL, CAR BEGAN TO BOUNCE OFF OF REV. LIMITER UNTIL I FINALLY GOT GAS PEDAL UNSTUCK.

20050603	547262	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	AZ	
1FAFP49Y24F	20050603		7000								

4

I OWN A 2004 FORD MUSTANG COBRA. ON THE DAY LISTED BELOW, I ENTERED A VERY BUSY FREEWAY IN PHOENIX AND HAD TO GIVE FULL THROTTLE IN THIRD GEAR IN ORDER TO MERGE INTO AN OPENING. WHEN I

WENT TO RELEASE THE THROTTLE AS I MOVED INTO THE OPENING, THE THROTTLE STAYED AT THE WIDE OPEN POSITION WITH THE PEDAL STILL TO THE FLOOR. I HAD TO PUSH THE CLUTCH IN, HIT THE BRAKES

HARD, AND SHUT THE ENGINE OFF TO AVOID HITTING THE CAR IN FRONT OF ME. IT WAS CLOSE. THEN I HAD TO NEGOTIATE A SAFE EXIT TO THE SIDE OF THE ROAD. WHAT I FOUND WAS THE THROTTLE PEDAL WAS

STUCK UNDER A PIECE OF THE CARPETING. I HAVE FOUND THIS IS NOT AN UNCOMMON OCCURANCE IN THIS MODEL. (MUSTANG) I CAN PROBABLY GIVE YOU THE NAMES OF 25 PEOPLE WHO HAVE SUFFERED THIS

PROBLEM. PLEASE!! THIS IS A HUGE SAFETY ISSUE. PLEASE DO WHAT YOU CAN TO RESOLVE THIS PROBLEM. AGAIN, THIS IS NOT AN UNCOMMON PROBLEM AND I WOULD BE HAPPY TO DIRECT YOU TO A FORUM

WHERE YOU CAN SEE MANY INSTANCES OF THIS. THANK YOU FOR YOUR TIME.

20050603	547940	FORD	MUSTANG	200	N	N	0	0	OTHER	CO	
1FAFP49Y73F	20050603		8000								

CONVERTIBLE 3

ACCELERATOR PEDAL HANGS UP IN CARPET AND VEHICLE IS AT FULL THROTTLE WITHOUT ABILITY TO SLOW DOWN.

20050603	546809	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IL	
1FAFP48YX4F	20050603		13000								

4

GAS PEDAL GETS CAUGHT ON THE CARPET AND STICKS AT FULL THROTTLE.

20050603	547279	FORD	MUSTANG	200	N	N			EQUIPMENT	SC	
1FAFP48Y13F	20050603		11120								

3

2003 FORD MUSTANG COBRA GAS PEDAL GETTING STUCK DOWN AFTER ACCELERATING DUE TO THE CARPET NOT SECURE BY THE GAS PEDAL CAUSING IT TO BE STUCK DOWN .

20050604	548360	FORD	MUSTANG	200	N	N	0	0	OTHER	TX	
1FAFP48Y54F	20050604		11345								

4

THE GAS PEDAL GETS STUCK UNDER THE CARPET CAUSING THE CAR TO REV AT HIGH RPM'S AND SHUTTING THE CAR OFF WHILE DRIVING.

20050605 548933 FORD MUSTANG 200 N N 0 0 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL TX
 1FAFP48Y84F 20050605 2000

4

A STUCK WIDE OPEN THROTTLE OCCURRED WHILE DRIVING MY 2004 FORD SVT COBRA MUSTANG... FORTUNATELY I AM AN EXPERIENCED DRIVER WITH SOME AUTO RACING IN MY BACKGROUND... I WAS ABLE TO QUICKLY PUSH IN THE CLUTCH(ENGINE WAS BOUNCING OFF THE REV LIMITER AT THIS POINT), AND TURN OFF THE KEY... THE COBRA MUSTANG HAS HYDRO-BOOST POWER BRAKES AND POWER STEERING SO AT THIS POINT, STEERING EFFORT AND BRAKE PEDAL EFFORT "WENT THROUGH THE ROOF"(WERE VERY HIGH). SINCE I AM AN ENTHUSIASTIC SUPPORTER AND BUYER OF FORD PRODUCTS I WOULD LIKE TO SEE A RECALL ON THIS VERY COMMON PROBLEM... BEFORE SOME ONE LESS EXPERIENCED GETS KILLED!!! THESE ARE VERY POWERFUL CARS!!! THINGS HAPPEN EXTREMELY FAST WHEN THE PEDAL IS DOWN!!! THE CAUSE OF THIS STUCK THROTTLE IS A PARTIAL BENDING OF THE ACCELERATOR PEDAL, AND THE CONTACT WITH AND STICKING UNDER OF THE CARPET BY THE PEDAL. A STUCK WIDE OPEN THROTTLE IN ANY CAR IS VERY DANGEROUS!!! A STUCK WIDE OPEN THROTTLE IN THIS PARTICULAR CAR IS INSANE!!! TO CORRECT THE PROBLEM AS SOON AS I ARRIVED HOME I TRIMMED THE CARPET THAT WAS CONTACTING THE THROTTLE WHEN DOWN... SO THAT IT WOULD NO LONGER TOUCH AT ALL. PLEASE NOTE---> AT FIRST I THOUGHT THAT THE FLOOR MAT HAD CAUSED THE PROBLEM. I WAS WRONG... WHILE STILL POSSIBLE IF DISLODGED FROM IT'S ANCHOR POINT... IT WAS NOT WHAT WAS STICKING THE PEDAL... IT WAS THE CARPET, WHICH WAS SHAPED POORLY AND RETAINED EVEN WORSE IN THAT CRITICAL THROTTLE AREA. PLEASE NOTIFY THE PROPER AUTHORITIES AS TO THE POTENTIAL FOR EXTREME CONSEQUENCES THIS DEFECT PRESENTS. PLEASE NOTE THAT THE DATE IN THE DATE FIELD IS A GUESS SINCE THIS OCCURRED OVER A YEAR AGO... I

20050616 540284 FORD MUSTANG 200 N N VEHICLE SPEED CONTROL:ACCELERATOR PEDAL NY
 1FAFP48Y04F 20050616 3850

4

I WAS DRIVING THE CAR ON DRAGSTRIP AND THE GAS PEDAL STUCK UNDERNEATH THE CARPET AT FULL THROTTLE I AM NOT REFERRING TO A MAT, THE ACTUAL CARPET I CALLED MY FORD DEALER AND THEY HAVE NO SPECIFIC FIX I AM CUTTING A SLIT IN THE CARPET AND GLUEING IT DOWN IF THIS HAPPENED ON THE HIGHWAY, WHO KNOWS?

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050617	539977	FORD	MUSTANG	200	N	N	0	0	FUEL SYSTEM, OTHER	CA	
1FAFP49Y94F	20050617		9000								

4

SECOND TIME THIS HAPPENED...THROTTLE PEDAL STUCK UNDER CARPET OF VEHICLE CAUSING VEHICLE TO ACCELERATE CONTINUOUSLY, AND HIT REV LIMITER WHILE I WAS HEADING TOWARDS STOPPED TRAFFIC.
 CUT ENGINE TO STOP THROTTLE, BUT WITHOUT POWER BRAKES AND STEERING IT WAS MORE THAN FRIGHTENING. PULLED TO SIDE OF ROAD AND HAD TO FORCE CARPET UP IN ORDER TO FREE THROTTLE. TOOK IT TO THE DEALER AND THEY STATED "OH, WE HAVE SEEN A LOT OF THESE WITH COBRAS".

20050622	540780	FORD	ECONOLINE	200	N	N			STRUCTURE:BODY:DOOR:HINGE AND ATTACHMENTS	MI	
1FDWE35S7YH	20050622										

0

WATER LEAKING INTO FRONT DRIVER'S SIDE OF VEHICLE, DAMAGING CARPETING AND CAUSING MILDEW DAMAGE...HAVE BEEN UNABLE TO FIND SOURCE OF LEAK...BUT DAMPNES OCCURS EVEN WHEN VEHICLE IS NOT BEING DRIVEN, EVERY TIME IT RAINS OR SNOWS.

20050622	540696	FORD	ECONOLINE	200	N	N			STRUCTURE:BODY:HOOD	MI	
1FDWE35S7YH	20050622										

0

WATER LEAKING INTO FRONT DRIVER'S SIDE OF VEHICLE, DAMAGING CARPETING AND CAUSING MILDEW DAMAGE...HAVE BEEN UNABLE TO FIND SOURCE OF LEAK...BUT DAMPNES OCCURS EVEN WHEN VEHICLE IS NOT BEING DRIVEN, EVERY TIME IT RAINS OR SNOWS.

20050622	540695	FORD	ECONOLINE	200	N	N			STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS	MI	
1FDWE35S7YH	20050622										

0

WATER LEAKING INTO FRONT DRIVER'S SIDE OF VEHICLE, DAMAGING CARPETING AND CAUSING MILDEW DAMAGE...HAVE BEEN UNABLE TO FIND SOURCE OF LEAK...BUT DAMPNES OCCURS EVEN WHEN VEHICLE IS NOT BEING DRIVEN, EVERY TIME IT RAINS OR SNOWS.

20050622	540694	FORD	ECONOLINE	200	N	N			STRUCTURE	MI	
1FDWE35S7YH	20050622										

0

WATER LEAKING INTO FRONT DRIVER'S SIDE OF VEHICLE, DAMAGING CARPETING AND CAUSING MILDEW DAMAGE...HAVE BEEN UNABLE TO FIND SOURCE OF LEAK...BUT DAMPNES OCCURS EVEN WHEN VEHICLE IS NOT BEING DRIVEN, EVERY TIME IT RAINS OR SNOWS.

20050628	543043	FORD	MUSTANG	200	N	N	0	0	FUEL SYSTEM, GASOLINE:DELIVERY	AZ	
1FAFP48Y73F	20050628		16750								

3

I WAS ON MY WAY TO WORK TODAY AND WAS GETTING ON THE HIGHWAY. WHEN I WENT TO LET OFF THE GAS THE PEDEL WAS STUCK TO THE FLOOR....I DID NOT GET THE CAR TURNED OFF UNTILL ALMOST 100 MILES PER HOUR....THEN, AT THAT SPEED WITH NO POWER BRAKES AND STEERING...I ALMOST SLAMED INTO THE FOUR CARS AHEAD OF ME..(I MISSED THEM BY JUST A FEW FEET)..WITH THE E-BREAK ON AND PUSHING AS HARD AS I COULD ON THE BRAKES I MANAGED TO STOP THE VEHICLE ABOUT 1500' DOWN THE ROAD. UPON INVESTIGATING THE CAR I FOUND THE REASON FOR THE STUCK THROTTLE WAS THAT THE PEDEL HAD STUCK UNDER THE EDGE OF THE CARPET BY THE PEDEL (BOTTOM). I COULD HAVE BEEN KILLED AND THE WIFE MIGHT NOT HAVE THOUGHT QUICK ENOUGH TO KNOW WHAT TO DO AND MY KIDS COULD HAVE BEEN IN THE CAR. I KNOW FOR SURE IT WOULD HAVE TAKEN ALOT LONGER FOR HER TO STOP THAN ME. FORD NEEDS TO LOOK INTO THIS BEFORE SOMEONE GETS KILLED. THE CARPET SHOULD BE UPDATED AND THE CARPET SHOULD BE REPLACED WITH BETTER FIT IN THE GAS/BRAKE/CLUTCH AREA. THIS IS EXTREAMLY DANGEROUS BECAUSE MOST THESE CARS PUT DOWN 380 HP AT THE WHEELS!

20050629	544191	FORD	MUSTANG	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
1FAFP48Y14F	20050629		12000								

4

2004 FORD SVT COBRA MUSTANG THE THROTTLE PEDAL WILL HANG UP ON THE CARPET WHEN AT FULL THROTTLE. WHEN THE THROTTLE HANGS, THE ENGINE WILL REV UNTIL

REDLINE, AND THEN THE REV LIMITER

WILL SET IN. TO STOP THE CAR, THE DRIVER MUST KILL THE IGNITION SWITCH (BEING CAREFUL NOT TO TURN IT SO FAR AS TO LOCK THE STEERING WHEEL) AND BRING THE CAR TO A STOP WITHOUT POWER BRAKES AND POWER STEERING. WITH OVER 390HP IN THE SVT COBRA, A STUCK THROTTLE WILL CAUSE THIS VEHICLE TO APPROACH OTHERS AT A VERY RAPID PACE. TO FIX THE PROBLEM, A 3"X3" PIECE OF CARPET MUST BE CUT FROM THE FLOOR BENEATH THE ACCELERATOR PEDAL.

20050707	545012	FORD	F SUPER DUTY	199	Y	Y	SERVICE BRAKES, HYDRAULIC	FL
3FCMF53GXVJ	20050622		26420					

7

THE BRAKES FAILED WHILE DRIVING. THE CONSUMER FOUND THE BRAKES RESERVOIR EMPTY, THEN INSPECTED THE BRAKE LINES AND SAW A HOLE IN THE REAR BRAKE LINE. *NM CONSUMER LOST CONTROL OF VEHICLE WHEN BRAKES WENT OUT AND WENT OVER A CURB, OVER PARKING LOTS, INTO A PARKING LOT, AND CAUSED FUEL TANK AND STRAP DAMAGE, FRONT END AND REAR TAD AXLE OUT OF THE ALIGNMENT.

CONSUMER FOUND WEAR HOLE IN REAR BRAKE LINE, EGR TUBE CORRODED, BURNT ENGINE COVER, AND CARPET. *SB *NM

20050707	546153	FORD	F150	199	N	Y	VEHICLE SPEED CONTROL:CRUISE CONTROL	LA
1FTZF0769WK	20050707		76530					

8

DT: PRIOR TO THE FIRE TOOK A TRIP AND THE CRUISE CONTROL STOPPED WORKING. FORD F-150 CAUGHT ON FIRE AT 12:50 AM 7/5/05 IN THE MORNING. IT HAD BEEN SITTING TURNED OFF FOR 12 HOURS, AND THERE WAS AN EXPLOSION. VEHICLE WAS PAID OFF 2 MONTHS AGO, ANOTHER WAS A RECALL. SOME OF VINYL SIDING MELTED, RESULTING IN \$2500.00 DAMAGE. THERE WAS ALSO BLACK RESIDUE ON THE CARPET INSIDE

20050707	545014	FORD	F SUPER DUTY	199	Y	Y	ENGINE AND ENGINE COOLING:ENGINE	FL
3FCMF53GXVJ	20050622		26420					

7

THE BRAKES FAILED WHILE DRIVING. THE CONSUMER FOUND THE BRAKES RESERVOIR EMPTY, THEN INSPECTED THE BRAKE LINES AND SAW A HOLE IN THE REAR BRAKE LINE. *NM CONSUMER LOST CONTROL OF VEHICLE WHEN BRAKES WENT OUT AND WENT OVER A CURB, OVER PARKING LOTS, INTO A PARKING LOT, AND CAUSED FUEL TANK AND STRAP DAMAGE, FRONT END AND REAR TAD AXLE OUT OF THE ALIGNMENT.

CONSUMER FOUND WEAR HOLE IN REAR BRAKE LINE, EGR TUBE CORRODED, BURNT ENGINE COVER, AND CARPET. *SB *NM

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050707	545013	FORD	F SUPER DUTY	199	Y	Y			SUSPENSION	FL	
3FCMF53GXVJ	20050622		26420								

7

THE BRAKES FAILED WHILE DRIVING. THE CONSUMER FOUND THE BRAKES RESERVOIR EMPTY, THEN INSPECTED THE BRAKE LINES AND SAW A HOLE IN THE REAR BRAKE LINE. *NM CONSUMER LOST CONTROL OF VEHICLE WHEN BRAKES WENT OUT AND WENT OVER A CURB, OVER PARKING LOTS, INTO A PARKING LOT, AND CAUSED FUEL TANK AND STRAP DAMAGE, FRONT END AND REAR TAD AXLE OUT OF THE ALIGNMENT. CONSUMER FOUND WEAR HOLE IN REAR BRAKE LINE, EGR TUBE CORRODED, BURNT ENGINE COVER, AND CARPET. *SB *NM

20050708	547665	FORD	MUSTANG	200	N	N	0	0	EQUIPMENT	FL	
				4							

I HAVE A 2004 MUSTANG COBRA WITH 18000 MILES ON THE ODOMETER. THE ISSUE I HAVE IS THE THE GAS PEDAL GETTING STUCK UNDER THE CARPET OF THE CAR (NOT THE REMOVABLE FLOOR MAT, BUT THE CAR ACTUAL CARPET). WHEN THIS HAPPENS THE GAS PEDAL IS STUCK TO THE FLOOR, WHERE I THEN AM FORCED TO TURN OFF THE CAR AT SPEEDS OF 70 -80 MILES AN HOUR, EXTREMELY DANGEROUS.

20050713	548549	FORD	MUSTANG	200	Y	N			OTHER	TX	
1FAFP40494F	20050713		39000								
				4							

DT: THE CONSUMER STATED THAT BECAUSE OF HIS CARPET, HIS ACCELERATOR STICKS AND THE BRAKE HANGS ON THE CARPET AS WELL. THE DEALER REFUSED TO LOOK AT IT UNTIL THE VEHICLE WAS RECALLED.

THE MANUFACTURER STATED THE SAME THING. THE CONSUMER HIT A POLE AND CAUSED MINOR DAMAGE TO POLE AND HIS VEHICLE.

20050713	548166	FORD	MUSTANG	200	Y	N	0	0	ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	CA	
1FAFP48Y53F	20050713		2335								
				3							

GAS PEDAL STUCK UNDER CARPET

20050713	549325	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	FL	
1FAFP48Y64F	20050713		23000								
				4							

2004 MUSTANG - ACCELERATOR PEDAL STUCK AT FULL THROTTLE MULTIPLE TIMES. APPEARS TO BE CAUSED BY PEDAL COMPONENT STICKING UNDERNEATH CARPET.

20050713	549120	FORD	MUSTANG	200	N	N			EQUIPMENT	MD	
1FAFP40483F	20050713		25000								
				3							

I AM WRITING THIS BECAUSE OF THE RESEARCH REGARDING THE ACCELERATOR PEDAL INTERFERENCE WITH THE CARPET WITH MY 2003 FORD MUSTANG. THE CARPET FREES ITSELF FROM THE HOLDER AND LODGES

ITSELF BETWEEN THE PEDALS. TO DATE THERE HAS NOT BEEN ANY DAMAGES OCCURED BY THIS, HOWEVER IT DOES INTEREFERE WITH THE GAS PEDAL.

20050713	548469	FORD	MUSTANG GT	200	Y	N	0	0	OTHER	AR	
1FAFP42X93F	20050713		25000								
				3							

DRIVING DOWN PINE TWIST ROAD LOST CONTROL OF 2003 FORD MUSTANG GT ON DOWN HILL CURVE WHEN LEFT TIRES SKIDDED ON GRAVEL - WAS TRAVELING ABOUT 35 MPH BUT THERE WAS AN ACCELERATION OF

THE VEHICLE WHEN I HIT THE BRAKES. THOUGHT ALL OF THIS WAS MY FAULT UNTIL I SAW THE ARTICLE IN THE LOCAL PAPER ABOUT NHTSA LOOKING AT 2003 MUSTANG GT'S FOR ACCELERATOR PEDAL

INTERFERENCE FROMM THE CARPET SO I DECIDED TO REPORT THIS - CAR WAS TOTALED OUT AND WAS REMOVED TO THE SCRAP YARD IN MAY SO THERE IS NO CAR TO LOOK EXAMINE ON THIS ISSUE.

20050713	548260	FORD	MUSTANG	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	TX	
1FAFP40494F	20050713		40000								
				4							

I OWN A 2004 FORD MUSTANG V6 40TH ANIVERSARY EDITION, VIN 1FAFP40494F [REDACTED] THE CARPET IS COMING UP ON THE DRIVERS SIDE & PASSENGER SIDE. THE CARPET IS INTERFEREING WITH BOTH BRAKING AND ACCELERATION PEDALS.

20050713 548739 FORD MUSTANG 200 N N 0 0 OTHER AL
 1FAFP42R94F 20050713 17000

4

WHILE DRIVING MY 04 MACH 1, THE GAS PEDAL GOT STUCK UNDER THE CARPET TWICE. THE FIRST TIME THE CAR REACHED AN ESTIMATED SPEED OF AROUND 125 MPH BEFORE I SHUT IT DOWN AND PULLED OVER.

THE SECOND TIME I KNEW WHAT HAPPENED AND REACHED DOWN AND LIFTED THE PEDAL UP TO FREE IT. THESE ARE PRETTY DANGEROUS SITUATIONS. I'M GOING TO TAKE IT TO THE DEALER AND SEE WHAT THEY

20050713 548556 FORD MUSTANG 200 N N 0 0 OTHER TX
 1FAFP42R94F 20050713 2000

4

GAS PEDAL HAS GOTTEN STUCK UNDER CARPET A FEW TIMES, AT FIRST I THOUGHT IT WAS THE FLOOR MAT DOING IT BUT AFTER LOOKING MORE CLOSELY IT APPEARS TO BE THE CARPET OR THE WAY IT WAS INSTALLED THATS CAUSING IT.

20050713 548947 FORD MUSTANG 200 N N 0 0 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL FL
 1FAFP48Y24F 20050713 750

4

2004 MUSTANG COBRA BOUGHT NEW ONE MONTH PRIOR. DRIVING DOWN A QUIET ROAD, WENT FULL THROTTLE FOR SHORT DURATION, THROTTLE STUCK, I HAD TO TURN OFF THE IGNITION. ACCELLERATOR PEDAL

WAS STUCK UNDER THE CARPET. TOOK IT TO THE DEALER, THEY SAID THEY FIXED IT, AND IT HAPPENED AGAIN UNDER THE SAME CIRCUMSTANCES. THE DEALER FINALLY CUT THE CARPET AND SCREWED IT TO THE FLOORPAN (THE REPAIR IS NOT VISIBLE) AND IT HASN'T HAPPENED SINCE.

20050714 548193 FORD EXPLORER 200 N N 0 0 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL TX
 1FMZU64E92Z 20050714 80000

2

AT HIGHWAY SPEED OF APPROXIMATELY 65 MPH, I APPLIED THE ACCELERATOR AND IT STUCK IN THE INCREASED ACCELERATION POSITION. AFTER A FEW FRANTIC SECONDS (10 - 15 APPROX), I MANAGED TO

RELEASE IT BY KICKING IT. AT THE TIME, I FELT THAT IT WAS POSSIBLE THAT THE FLOORMAT OR CARPETING MAY HAVE BEEN INVOLVED IN THE PROBLEM, BUT WAS NOT SURE. I HAVE NOT TAKEN IT TO A SHOP

BECAUSE OF THAT UNCERTAINTY. HOWEVER, THE CURRENT ODI INVESTIGATION CONVINCED ME OF THE STRONG POSSIBILITY THAT THIS IS A MANUFACTURING DEFECT.

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050714	549522	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	WV	
<p>4</p> <p>I HAVE A 2004 FORD MUSTANG COBRA. I HAVE HAD THE ACCELERATOR PEDAL BECOME STUCK UNDER THE CARPET ON MORE THAN ONE OCCASION. ONE OF THE EVENTS HAPPENED WHILE I WAS ON A DYNO-JET TESTING HORSEPOWER, AND IT WAS CAPTURED ON VIDEO. THE OTHER EVEN HAPPENED WHILE DRIVING, AND I WAS NEARLY KILLED. I JUST HAPPENED TO THINK FAST AND SWITCH THE KEY OFF. I HAVE FIXED THIS BY CUTTING AWAY A SECTION OF CARPET UNDER THE PEDAL. I AM NOT HAPPY WITH THIS SOLUTION BECAUSE THIS IS A LIMITED PRODUCTION CAR, AND CUTTING CARPET IS NOT A THING THAT I WANTED TO DO. BUT I WAS AFRAID THAT IF I DID NOT DO THIS I WOULD BE INJURED OR KILLED THE NEXT TIME IT HAPPENED.</p>											
20050714	548106	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	NM	
1FAFP48Y24F	20050714		2300								
<p>4</p> <p>DRIVING ON CITY STREETS, MY ACCELERATOR HAS BECOME STUCK IN THE CARPETING TWICE CAUSING TEMPORARY INABILITY TO CONTROL SPEED. I TRIED TO GLUE THE CARPET DOWN MYSELF, BUT THERE WAS NOT ENOUGH "GIVE" IN IT TO CORRECT THE PROBLEM.</p>											
20050715	549069	FORD	MUSTANG	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
1FAFP48Y83F	20050715										
<p>3</p> <p>DRIVERS SIDE FLOOR MATT IS CAUSING THE GAS PEDAL TO STICK AT FULL THROTTLE</p>											
20050715	548225	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	PA	
1FAFP48Y74F	20050715										
<p>4</p> <p>WHILE DRIVING MY 2004 MUSTANG COBRA, AT ACCELERATION MY GAS PEDAL GOT STUCK UNDER THE CARPET, CAUSING THE CAR TO ACCELERATE A FULL THROTTLE. I SHUT THE CAR OFF IMMEDIATELY TO AVOID BLOWING THE ENGINE AND/OR CRASHING.</p>											
20050717	548449	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	VA	
<p>0</p> <p>COMPLAINT ON MY 2000 FORD MUSTANG COUPE(ORGINAL OWNER). VEHICLE HAS PROBLEMS RELATING TO THE POSITION OF THE CARPET AROUND THE ACCELERATOR PEDAL. AFTER MINIMAL USE OF THE VEHICLE (5000 MILES OR AROUND 3-5 MONTHS OF USE) A LARGE HOLE DEVELOPED ON THE RIGHT SIDE OF THE ACCELERATOR PEDAL. IF THE ACCELERATOR IS DEPRESSED FULLY OR ALMOST FULLY THE SIDE OF YOUR SHOE CAN CATCH ON THE HOLE LONG ENOUGH TO POSE A SAFTEY HAZARD OF NOT BEING ABLE TO TAKE YOUR FOOT IMMEDIATELY OFF THE ACCELERATOR PEDAL. I HAVE HAD THIS HAPPEN ON SEVERAL OCCASIONS, AND HAVE TO BE VERY CONCIIOUS OF MY FOOT POSITION ON THE ACCELERATOR PEDAL WHEN DRIVING TO PREVENT THIS PROBLEM NOW THAT I AM AWARE OF IT. FORD DEEMS THIS PROBLEM AS NORMAL WEAR AND TEAR ON THE CAR AND WOULD NOT COVER REPLACEMENT OF THE CARPET UNDER MY BUMPER TO BUMPER WARRENTY.(WHICH IS NOW EXPIRED) PICTURES ARE AVAILABLE, PLEASE CONTACT AND I WILL FORWARD</p>											
20050717	549306	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CO	
1FAFP40434F	20050717		3000								
<p>4</p> <p>THE CARPET ON MY 2004, V6, MUSTANG COUPE IS ROLLING DOWN FROM UNDER THE DASH AREA AND INTERFERING WITH DEPRESSING THE CLUTCH ALL THE WAY AND INTERFERING WITH THE GAS PEDAL.</p>											
20050717	548058	FORD	MUSTANG	200	N	N	0	0	OTHER	NC	
1FAFP48Y74F	20050717		3610								
<p>4</p> <p>CARPET HUNG ACCELERATOR CAUSING VEHICLE TO RUN AT OPEN THROTTLE TILL I SWITCHED IT OFF AND COASTED TO A STOP! I HAVE CUT CARPET, TAPED IT DOWN AND MADE SURE IT CLEARED THE ACCELERATOR PEDAL.</p>											
20050717	548540	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	VA	
1FAFP42X04F	20050717		5000								

4

COMPLAINT ON MY 2004 FORD MUSTANG GT (ORIGINAL OWNER OF BOTH), VEHICLE HAS PROBLEMS RELATING TO THE POSITION OF THE CARPET AROUND THE ACCELERATOR PEDAL. AFTER MINIMAL USE OF THE VEHICLE (5000 MILES OR AROUND 3-5 MONTHS OF USE) A LARGE HOLE DEVELOPED ON THE RIGHT SIDE OF THE ACCELERATOR PEDAL. IF THE ACCELERATOR IS DEPRESSED FULLY OR ALMOST FULLY THE SIDE OF YOUR SHOE CAN CATCH ON THE HOLE LONG ENOUGH TO POSE A SAFTEY HAZARD OF NOT BEING ABLE TO TAKE YOUR FOOT IMMEDIATELY OFF THE ACCELERATOR PEDAL. I HAVE HAD THIS HAPPEN ON SEVERAL OCCASIONS, AND HAVE TO BE VERY CONCIIOUS OF MY FOOT POSITION ON THE ACCELERATOR PEDAL WHEN DRIVING TO PREVENT THIS PROBLEM NOW THAT I AM AWARE OF IT. FORD DEEMS THIS PROBLEM AS NORMAL WEAR AND TEAR ON THE CAR AND WILL NOT COVER REPLACEMENT OF THE CARPET UNDER MY BUMPER TO BUMPER WARRENTY. PICTURES ARE AVAILABLE, PLEASE CONTACT AND I WILL FORWARD THEM TO

20050718	550727	FORD	MUSTANG GT	200	N	N	0	0	OTHER	FL
1FAFP42R83F		20050718	15000							

3

ACCELERATER PETAL STUCK DUE TO CARPET FOLDING OVER AND NO WAY TO SECURE IT.

20050718	550455	FORD	MUSTANG	200	N	N	0	0	FUEL SYSTEM, GASOLINE:CARBURETOR SYSTEM	WA
1FAFP48Y44F		20050718	9800							

4

GAS PEDAL STUCK WITH THROTTLE OPEN. CARPET (NOT THE FLOOR MAT, BUT THE CARPET) HAD COME UNHOOKED FROM ITS HOLD DOWN SYSTEM AND WAS JAMMED UNDER THE THROTTLE KEEPING IT OPEN.

20050718	549010	FORD	MUSTANG	200	N	N			VEHICLE SPEED CONTROL	WV
1FAFP40654F		20050718	29000							

4

DT: THE CARPET ABOVE THE GAS PEDAL GETS CAUGHT IN THE GAS PEDAL. IT FOLDS BACK TOWARD THE GAS PEDAL. HE IS GOING TO CALL A DEALER TO SEE IF THEY WILL CORRECT THE PROBLEM. HIS CAR IS STILL UNDER WARRANTY. *AK

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050718	550248	MERCURY	MOUNTAINEER	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IL	

I READ AN ARTICLE FROM THE CHICAGO TRIBUNE TITLED "STICKY THROTTLES." I HAVE A 2003 MERCURY MOUNTAINEER AND THE UNINTENDED ACCELERATION HAPPENED TO ME ON JULY 13TH. I WAS COMING TO A STOP AT A STOP LIGHT AND JUST AS I WAS ABOUT TO A COMPLETE STOP, WITH MY FOOT ON THE BRAKE, IT TRIED TO ACCELERATE AND THEN STOPPED. SO YOU MAY ALSO WANT TO LOOK A THE 2003 MODEL

ALSO. THE ARTICLE I MENTIONED IS BELOW. STICKY THROTTLES CHICAGO (CHICAGO TRIBUNE)--THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION IS INVESTIGATING 690,000 2002 FORD EXPLORERS AND

MERCURY MOUNTAINEER SPORT-UTILITY VEHICLES AFTER COMPLAINTS OF STICKING THROTTLES AND UNINTENDED ACCELERATION. THE AGENCY'S PRELIMINARY INVESTIGATION OF VEHICLES WITH 4- LITER, 6-

CYLINDER ENGINES WAS PROMPTED BY 15 COMPLAINTS. NHTSA IS INVESTIGATING 2003 AND 2004 FORD MUSTANG, MUSTANG CONVERTIBLE AND MUSTANG GTS AFTER COMPLAINTS OF ACCELERATOR PEDAL

INTERFERENCE WITH THE CAR'S CARPET. THE PROBE INVOLVES ABOUT 20,000 MUSTANGS. NHTSA INVESTIGATIONS CAN LEAD TO VEHICLE RECALLS.

20050718	548453	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	OR	
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ACCELERATOR PEDAL STICKS DOWN (AT FULL THROTTLE) BECAUSE IT GETS ENTANGLED IN FACTORY CARPETING THAT IS INCORRECTLY INSTALLED OR ATTACHED AT TIME OF MANUFACTURE OF VEHICLE.

20050720	549731	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	NC	
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I HAVE A 2004 MUSTANG COBRA. MONTHS AFTER PURCHASING THE CAR, TWICE I HAD THE CARPET NEAR THE GAS PEDDLE INTERFERE WITH THE OPERATION OF THE GAS PEDDLE. ONCE IT DID NOT ALLOW THE GAS

PEDDLE TO RETURN TO ITS NORMAL POSITION WHEN MY FOOT WAS REMOVED. THE SECOND TIME THE CARPET FOUND ITS WAY UNDER THE GAS PEDDLE AND DID NOT ALLOW FOR PROPER USE OF THE GAS PEDDLE

UNTIL THE CARPET WAS REMOVED TO ITS NORMAL POSITION. CAUSE SEEMS TO BE THAT THE CARPET DOES NOT STAY ATTACHED TO THE TABS THAT ARE TO HOLD IT IN PLACE.

20050724	551921	FORD	MUSTANG COBRA	199	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MO	
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ACCELERATOR STICKING WOT ON CARPET ON 1999 MUSTANG COBRA COUPE. DON'T HAVE A SPECIFIC DATE. CAR WAS TRADED. I THOUGHT IT WAS SPECIFIC TO MY CAR. I BROKE 3 ACCELERATOR PEDALS DURING

THE WARRANTY PERIOD. I THOUGHT THE PEDAL WAS JUST CHEAP. NOW REALIZE THE CARPET BEING TORN WAS DUE TO PEDAL AND NOT ME BASED ON SOME OF THE INFORMATION I HAVE SEEN ON THE NET.

20050724	551114	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MI	
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I WAS DRIVING MY 2004 SVT COBRA, I WAS IN A 55MPH ZONE AND WENT TO PASS A GUY. MY ACCELERATOR GOT STUCK ON THE CARPET AND WOULD NOT COME UP, I WAS FORCED TO SHUT THE CAR DOWN AND PULL

OFF TO THE SIDE TO FIGURE OUT WHAT WAS WRONG. THIS HAS HAPPENED ON 3-4 OCCASIONS WHILE I REVVED MY ENGINE ALSO, I HAVE SINCE CUT THE CARPET ALL AROUND THE GAS PEDAL SO IT WILL NO LONGER

20050726	552308	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	OH	
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I AM HAVING THE SAME PROBLEM AS RECORDED IN THE CURRENT NHTSA INVESTIGATION NUMBER PE05038 WHERE ACCELLATOR PEDAL STUCK WIDE OPEN DUE TO CARPET INTERFERENCE FOR FORD 2003 MUSTANG

CONVERTIBLE GT. THIS HAPPENED ON 7/22/05 AND 7/13/05 AND ONCE IN 2004 ON 8/17/04

20050801	554954	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
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I HAVE READ ABOUT THIS ISSUE FROM OTHER 2003/2004 COBRA OWNERS AND DID NOT THINK IT WAS A PROBLEM FOR ME AFTER INSPECTING MY CAR. HOWEVER, ON JULY 30, 2005 I EXPERIENCED AN ISSUE WHERE

THE ACCELERATOR WAS STUCK ON THE FLOOR AT FULL THROTTLE. THIS HAPPENED ON A CITY STREET AND COULD HAVE CAUSED A SERIOUS ISSUE IF I DID NOT HAVE A LARGE OPEN SPACE TO PULL OFF. I WAS FORCED TO KILL THE IGNITION AND STOP THE CAR. AS I AM SURE YOU KNOW WHEN DOING THIS YOU LOSE ALL POWER STEERING AND BRAKING SO IT IS NOT A SAFE OR EASY TASK TO BRING THE VEHICLE TO A STOP. IN ORDER TO RESOLVE THE ISSUE IT REQUIRED ME REACHING DOWN AND YANKING UP ON THE PEDAL WITH CONSIDERABLE FORCE TO REMOVE IT FROM THE CARPET WHERE IT WAS EMBEDDED. WHILE MOST ISSUES WITH CARS CAN BE OVER LOOKED THIS IS POSSIBLY A VERY BAD ACCIDENT WAITING TO HAPPEN. *NM

20050804	556613	FORD	MUSTANG	200	N	N			STRUCTURE	VA
1ZVHT85H955		20050804	5000							

5

THE TUNNEL DOWN THE CENTER OF THE CAR GETS EXTREMELY HOT AT THE FRONT OF THE TUNNEL NEAR THE PEDALS. WHEN THE BARE METAL OF THE TUNNEL IS TOUCHED IT IS HOT ENOUGH TO INDUCE A BURN. DEALER CONTACTED FORD AND TOLD ME IT WAS "NORMAL". AS THE PLASTICS AND CARPETING TOUCHING THE TUNNEL AGE, I AM CONCERNED THIS MAY PRESENT A FIRE HAZARD. AFTER REVIEWING POSTS ON TWO MUSTANG FORUMS, OTHERS APPARENTLY HAVE EXPERIENCED THIS PROBLEM AS WELL. THE CAR IS A GT V8 WITH A MANUAL 5-SPEED TRANSMISSION. *JB

20050818	556301	FORD	MUSTANG	200	N	N	0	0	EQUIPMENT	TX
1FAFP48YX4F		20050818	14680							

4

THE PROBLEMS I AM HAVING WITH MY 2004 MUSTANG COBRA IS THE GAS PEDAL GETTING STUCK UNDER THE CARPET AND UNDER THE REMOVABLE FLOOR MAT AT WOT AND AN ANNOYING VIBRATION AT HIGHER HIGHWAY SPEEDS. NOTHING SCARIER THAN HAVING YOUR CAR CONTINUE TO ACCELERATE AFTER YOU GET OFF THE GAS AND THE TRAFFIC AHEAD IS STOPPED AND YOU ARE APPROACHING TRIPLE DIGIT SPEEDS. I HAVE HAD TO DEPRESS THE CLUTCH AND PUT THE TRANSMISSION INTO NEUTRAL, WHILE LETTING THE MOTOR OVER REV AND HIT THE REV-LIMITER, UNTIL I CAN DISLodge THE PEDAL. THIS A VERY DANGEROUS SITUATION ON SUCH A HIGH PERFORMANCE VEHICLE MAKING WELL OVER 400 RWHP. THE OTHER PROBLEM IS A CONTINUED VIBRATION I HAVE SINCE THE TRANSMISSION WAS REPLACED. AT SPEEDS NEAR 80 MPH THE VIBRATION BEGINS AND WILL GET PROGRESSIVELY WORSE, SOUNDING LIKE THE REAR GLASS IS GOING TO VIBRATE OUT OF THE CAR. THE DEALER HAS REPLACED THE DRIVESHAFT, BUT I SUSPECT THE PINION ANGLE IS INCORRECT AND CAUSING A BINDING CONDITION IN THE REAR END, WHICH CAN LEAD TO PREMATURE BEARING FAILURE IN THE REAR END. *NM

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050819	555580	FORD	FOCUS	200	N	N			OTHER	TX	
1FAFP38362W	20050819										

2

MAYBE ONE YEAR OR SO AFTER I BOUGHT MY BRAND NEW 2002 FORD FOCUS ZTS THERE WAS A REALLY BAD STORM ONE NIGHT AND THE NEXT DAY MY FLOOR BOARD ON THE PASSENGER SIDE WAS SOAKED IN WATER ALMOST LIKE A PUDDLE. THEN THE PAST COUPLE OF YEARS IT'S HAPPENED AGAIN AT LEAST FIVE MORE TIMES. AFTER TAKING OUT THE FLOOR MAT AN ACTUAL PUDDLE OF WATER GATHERS ON MY FLOOR BOARD WHEN IT STORMS. IT DOESN'T SEEM TO HAPPEN EVERY SINGLE TIME IT STORMS BUT IT'S HAPPENED QUITE A FEW TIMES ALREADY. MY CAR IS ONLY GOING ON FOUR YEARS OLD (AND I KEEP IT CLEAN ALL THE TIME AS I'M THE ONLY ONE IN MY CAR, I DON'T HAVE ANY CHILDREN NOR AM I MARRIED AND THEREFORE I AM THE ONLY ONE IN MY CAR AND TAKE REALLY GOOD CARE OF IT) BUT IT SMELLS LIKE IT'S REALLY OLD WITH A STRONG MILDEW ODOR. THIS IS VERY UPSETING, I'VE HAD SO MANY PROBLEMS WITH THIS FORD INCLUDING AN ELECTRICAL SYSTEM ISSUE WHICH I'VE ALREADY MADE A COMPLAINT ABOUT. I CALLED A FORD DEALERSHIP TO TELL THEM ABOUT MY FLOOR BOARD ISSUE AND THEY SAID THERE IS A RECALL FOR THE FORD FOCUS 2001 BUT NOT A 2002 FOR THIS PROBLEM. THIS PROBLEM APPARENTLY WAS NOT FIXED

20050830	556735	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:LINKAGES	OK	
1FAFP48Y94F	20050830		4500								

4

WHILE DRIVING MY 2004 MUSTANG COBRA, THE GAS PEDAL BECAME STUCK AT WIDE OPEN THROTTLE. I SHIFTED THE CAR INTO NEUTRAL AND IT BOUNCED OFF THE REDLINE FOR ABOUT 3 SECONDS BEFORE I TURNED THE CAR OFF. I NEARLY GOT INTO AN ACCIDENT TRYING TO STOP THE CAR. I FOUND THE GAS PEDAL TO BE STUCK AGAINST THE UNDERSIDE OF THE EDGE OF THE FLOORS CARPET. NOW I DON'T KNOW IF SOMETHING IS BROKEN ON MY CAR. IT HAS LESS THAN 5,000 MILES ON IT AND IS JUST OVER A YEAR OLD. SOMEONE IS GOING TO GET KILLED FROM THIS, AND IT IS DEFINITELY A DESIGN FLAW WITH THE CAR AS I KNOW FROM INTERNET FORUMS IT HAS HAPPENED TO MANY PEOPLE. *JB

20050831	556742	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IN	
1FAFP48Y33F	20050831		19600								

3

I WAS HEADING WEST ON COLISEUM BLVD AND WENT TO ACCELERATE TO PASS A SLOW MOVING VEHICLE WHEN MY ACCELERATOR PEDAL GOT STUCK ON THE CARPETING!!! THE ENGINE WAS BOUNCING OFF THE REV LIMITER BEFORE I EVEN REALIZED WHAT WAS GOING ON. THIS CAR SHOULD HAVE NEVER BEEN RELEASED TO THE PUBLIC LIKE THIS SINCE THERE IS OBVIOUSLY A DEFECT WITH THE CARPETING SINCE ALL OF MY FRIENDS WITH 03 COBRA'S HAVE ALL HAD THE SAME INCIDENT OCCUR. SOMETHING NEEDS TO BE DONE TO ADDRESS THIS PROBLEM BECAUSE IT'S GOING TO GET PEOPLE KILLED. *JB

20050901	559310	FORD	MUSTANG	200	N	N	0	0	OTHER	NC	
1FAFP48Y34F	20050901		6000								

4

WHILE ACCELERATING MY GAS PEDAL GOT STUCK UNDER MY CARPET AND MY ENGINE RPM'S SHOT UP AND MY ENGINE ALMOST BLEW BECAUSE I COULDN'T GET MY GAS PEDAL UNSTUCK, I FINALLY HAD TO CUT MY ENGINE OFF SO MY ENGINE WOULDN'T BLOW;I WAS FORTUNATE THAT THE FREEWAY WAS CLEAR AND NO CARS IN FRONT OF ME. *NM

20051006	562903	FORD	MUSTANG	200	N	N	0	0	OTHER	NC	
1FAFP48Y83F	20051006		13915								

3

GAS PEDAL KEEPS GETTING STUCK UNDER CARPET. I ALMOST CRASHED INTO SOMEONE BECAUSE I COULDN'T GET THE GAS PEDAL LOOSE. *NM

20051018	564065	MERCURY	MOUNTAINEER	200	N	N			ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	MN	
4M2DU86P6YU	20051018		64000								

0

OCTOBER 18, 2005 U. S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OFFICE OF DEFECTS INVESTIGATION NVS-210, 400 7TH STREET SW WASHINGTON, DC 20590
 DEAR DEPARTMENT OF TRANSPORTATION: I AM WRITING BECAUSE OF A SAFETY CONCERN WITH MERCURY 2000 MOUNTAINEER. MY MOUNTAINEER, VIN # 4M2DU86P6YU [REDACTED] HAS A PROBLEM WITH THE AIRBAG

SAFETY SYSTEM. I BELIEVE THIS PROBLEM IS CAUSED BY A DESIGN DEFICIENCY. THE AIRBAG WARNING LIGHT ON MY INSTRUMENT PANEL FLASHES SEVERAL TIMES AND THEN COMES ON STEADY. I TOOK IT IN FOR REPAIR AND THE SERVICE REPRESENTATIVE AT THE FORD DEALER TOLD ME THE WIRING HARNESS WAS BAD. THEY SAID THAT TESTS SHOWED THAT THE HARNESS WAS CORRODED. SINCE THE HARNESS RUNS UNDER THE CARPET ON THE FLOOR, WATER AND SALT HAD PROBABLY ENTERED THE HARNESS AND CORRODED IT. THEY SAID THAT MY AIRBAG SYSTEM WAS UNRELIABLE. I BELIEVE IT IS UNREASONABLE AND DANGEROUS TO INSTALL A CRITICAL SAFETY SYSTEM COMPONENT IN A KNOWN LOCATION OF CORROSIVES AND MOISTURE, UNLESS THAT COMPONENT IS DESIGNED TO PROTECT AGAINST THOSE HAZARDS. IT APPEARS THAT THE AIRBAG WIRING HARNESS IS NOT SO DESIGNED. AS THESE VEHICLES AGE, THIS COULD BECOME MORE AND MORE OF A PROBLEM. THE REPAIR IS EXPENSIVE, I WAS QUOTED \$970. THE TRADE IN VALUE OF MY VEHICLE IS ABOUT \$8600. AS THESE VEHICLES AGE THEY WILL HAVE LESS AND LESS VALUE AND THE COST OF REPAIR WILL BECOME A LARGER AND LARGER PERCENTAGE OF VEHICLE VALUE. I BELIEVE YOU SHOULD QUERY FORD MOTOR COMPANY AND FIND OUT HOW PREVALENT THIS PROBLEM IS AND SEE IF THE FREQUENCY OF THE PROBLEM IS INCREASING. IT SHOULD CONTINUE TO BE MONITORED AS THESE VEHICLES AGE. PERHAPS MERCURY SHOULD ACT TO REPLACE THESE HARNESSES BEFORE THEY BECOME INOPERATIVE. [REDACTED] *NM

20051018	565122	MERCURY	MOUNTAINEER	200	N	N	AIR BAGS		MN
4M2DU86P6YU	20051018		64000						

0

OCTOBER 18, 2005 U. S. DEPARTMENT OF TRANSPORTATION NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION OFFICE OF DEFECTS INVESTIGATION NVS-210, 400 7TH STREET SW WASHINGTON, DC 20590

DEAR DEPARTMENT OF TRANSPORTATION: I AM WRITING BECAUSE OF A SAFETY CONCERN WITH MERCURY 2000 MOUNTAINEER. MY MOUNTAINEER, VIN # 4M2DU86P6YU [REDACTED] HAS A PROBLEM WITH THE AIRBAG SAFETY SYSTEM. I BELIEVE THIS PROBLEM IS CAUSED BY A DESIGN DEFICIENCY. THE AIRBAG WARNING LIGHT ON MY INSTRUMENT PANEL FLASHES SEVERAL TIMES AND THEN COMES ON STEADY. I TOOK IT IN FOR REPAIR AND THE SERVICE REPRESENTATIVE AT THE FORD DEALER TOLD ME THE WIRING HARNESS WAS BAD. THEY SAID THAT TESTS SHOWED THAT THE HARNESS WAS CORRODED. SINCE THE HARNESS RUNS UNDER THE CARPET ON THE FLOOR, WATER AND SALT HAD PROBABLY ENTERED THE HARNESS AND CORRODED IT. THEY SAID THAT MY AIRBAG SYSTEM WAS UNRELIABLE. I BELIEVE IT IS UNREASONABLE AND DANGEROUS TO INSTALL A CRITICAL SAFETY SYSTEM COMPONENT IN A KNOWN LOCATION OF CORROSIVES AND MOISTURE, UNLESS THAT COMPONENT IS DESIGNED TO PROTECT AGAINST THOSE HAZARDS. IT APPEARS THAT THE AIRBAG WIRING HARNESS IS NOT SO DESIGNED. AS THESE VEHICLES AGE, THIS COULD BECOME MORE AND MORE OF A PROBLEM. THE REPAIR IS EXPENSIVE, I WAS QUOTED \$970. THE TRADE IN VALUE OF MY VEHICLE IS ABOUT \$8600. AS THESE VEHICLES AGE THEY WILL HAVE LESS AND LESS VALUE AND THE COST OF REPAIR WILL BECOME A LARGER AND LARGER PERCENTAGE OF VEHICLE VALUE. I BELIEVE YOU SHOULD QUERY FORD MOTOR COMPANY AND FIND OUT HOW PREVALENT THIS PROBLEM IS AND SEE IF THE FREQUENCY OF THE PROBLEM IS INCREASING. IT SHOULD CONTINUE TO BE MONITORED AS THESE VEHICLES AGE. PERHAPS MERCURY SHOULD ACT TO REPLACE THESE HARNESSES BEFORE THEY BECOME INOPERATIVE. [REDACTED] *NM

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20051019	564788 1FAFP40634F	FORD 20051019	MUSTANG 11000	200	Y	N	1		AIR BAGS:FRONTAL	FL	
4											
<p>MY DAUGHTER WAS DRIVING MY 2004 FORD MUSTANG , WHEN LIGHT TURNED GREEN UPON ACCELERATION THE GAS PEDAL STUCK(BECAUSE OF CARPET) CAUSING HER TO LOOSE CONTROL OF THE CAR AS SHE WAS MAKING A LEFT TURN ON WET PAVEMENT . SHE HIT ANOTHER VEHICLE TOTALING THE CAR AND SHE WAS ALSO HURT WHEN HER FACE HIT STEERING WHEEL BECAUSE AIRBAG DID NOT DEPLOY. *NM</p>											
20051029	566403 1FAFP48YX4F	FORD 20051029	MUSTANG 2360	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	AZ	
4											
<p>I WAS PROCEEDING THROUGH INTERSECTION ON A LEFT HAND TURN LANE DRIVING IN THE WRONG GEAR FOR THE SPEED AT WHICH I WAS GOING(20 MPH), I DOWN SHIFTED INTO SECOND GEAR AND THE GAS PEDAL WAS STUCK TO THE FLOOR FOR A HALF A BLOCK HEADING TOWARDS THE NEXT INTERSECTION THAT HAD A RED LIGHT FOR ME. I COULDN'T STOP THE CAR SO I TURNED THE KEY OFF. AFTER LOOKING AT THE PEDAL I NOTICED THE CARPET DOESN'T FIT RIGHT LIKE IT'S SHORT AND MY GAS PEDAL ARM IS EXTREMELY WEAK AND BENDS TOWARDS THE TRANSMISSION SCRAPING THE CARPET THROUGH THE RANGE OF UP/DOWN MOTION. I THINK THE CARPET IS HALF THE PROBLEM THE OTHER HALF IS THE GAS PEDAL ARM. THE RIGHT SIDE OF THE GAS PEDAL RUBS THE CARPET. I PULL THE PEDAL OFF OF THE CARPET EVERY SO OFTEN</p>											
20051029	566481 1FAFP49YX4F	FORD 20051029	MUSTANG 11000	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	OR	
4											
<p>GAS PEDAL GOT STUCK UNDER CARPET. I WAS PASSING SOMEONE AND THE GAS PEDAL GOT STUCK. I NEARLY WRECKED, BUT WAS ABLE TO PULL OVER. FOUND THE PROBLEM, HAD TO CUT THE CARPET SO IT WOULDN'T HAPPEN AGAIN. IT IS APPALLING THAT A POORLY DESIGNED CARPET COULD CAUSE POTENTIAL DEATHS. FIX THIS!*JB</p>											
20051102	567377 1FAFP49Y64F	FORD 20051102	MUSTANG 8000	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
4											
<p>I DOWN SHIFTED MY CAR AND FLOORED THE GAS PEDAL AND THE PEDAL CAUGHT ON THE CARPET. I COULD NOT GET IT TO RELEASE AND HAD TO SHUT OFF THE IGNITION ON THE FREEWAY, PULLED OVER, AND PARK THE CAR TO FIX THE PROBLEM. SPEED OF 100+MPH WAS REACHED. *JB</p>											
20051103	566723	FORD	TAURUS	200	N	N	0	0	STRUCTURE	OR	
3											
<p>WATER GATHERING ON PASSENGER SIDE FLOORBOARD, TOLD BY FORD THAT THE COWLING WAS SIMPLY "PLUGGED UP" BY PINNEEDLES AND SUCH. TURNS OUT THAT THIS PROBLEM IS WIDESPREAD AMONG THESE VEHICLES, IN SOME CAUSING BLOWER MOTOR FAILURE AND DANGEROUS CONDITIONS (UNCONTROLLABLE FOGGING OF WINDOWS). CARPET IS HEAVILY DAMAGED DUE TO THIS FLAW.</p>											
20051108	567598 1FAFP48Y43F	FORD 20051108	MUSTANG 3500	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	GA	
3											
<p>GAS PEDAL STUCK TO CARPETING WHILE MERGING ONTO EXPRESSWAY. 2003 MUSTANG COBRA COUPE. *NM</p>											
20051108	567599 1FAFP48Y43F	FORD 20051108	MUSTANG 3500	200	N	N	0	0	OTHER	GA	
3											
<p>GAS PEDAL STUCK TO CARPETING WHILE MERGING ONTO EXPRESSWAY. 2003 MUSTANG COBRA COUPE. *NM</p>											
20051111	566778	FORD	MUSTANG GT	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	FL	
3											
<p>GAS PEDAL STUCK UNDER CARPET. *JB</p>											
20051114	566700 1FMPU16L41L	FORD 20051114	EXPEDITION 69300	200	N	N	0	0	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	OH	

1

THERE WAS A HEAVY RAIN THE EXPEDITION WAS PARKED OUTSIDE. THERE WAS WATER ON THE FLOOR MAT. THE HEADLIGHTS, WINDSHIELD WIPERS, RADIO WORKED WHEN THE EXPEDITION WAS OFF. YET WOULD NOT WORK WHEN THE CAR WAS ON. THE EXPEDITION ACTED ON ITS OWN. WE TOOK THE EXPEDITION TO THE DEALERSHIP (JIM KEIM FORD) WHERE WE PURCHASED THE VEHICLE. THEY CHARGED US 893.00 TO FIX THE FUSE PANEL, SENSOR PANEL AND RESEAL THE ENTIRE FRONT WINDOW. THEN JIM KEIM TOLD ME IT WOULD BE ANOTHER 200.00 IF THEY BROKE THE WINDSHEILD. I PAID THE MONEY AND HAVE NOT HAD A

20051114	566702	FORD	EXPEDITION	200	N	N	0	0	VISIBILITY:WINDSHIELD WIPER/WASHER:SWITCH/WIRING	OH
1FMPU16L41L		20051114	69300							

1

THERE WAS A HEAVY RAIN THE EXPEDITION WAS PARKED OUTSIDE. THERE WAS WATER ON THE FLOOR MAT. THE HEADLIGHTS, WINDSHIELD WIPERS, RADIO WORKED WHEN THE EXPEDITION WAS OFF. YET WOULD NOT WORK WHEN THE CAR WAS ON. THE EXPEDITION ACTED ON ITS OWN. WE TOOK THE EXPEDITION TO THE DEALERSHIP (JIM KEIM FORD) WHERE WE PURCHASED THE VEHICLE. THEY CHARGED US 893.00 TO FIX THE FUSE PANEL, SENSOR PANEL AND RESEAL THE ENTIRE FRONT WINDOW. THEN JIM KEIM TOLD ME IT WOULD BE ANOTHER 200.00 IF THEY BROKE THE WINDSHEILD. I PAID THE MONEY AND HAVE NOT HAD A

20051114	566701	FORD	EXPEDITION	200	N	N	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	OH
1FMPU16L41L		20051114	69300							

1

THERE WAS A HEAVY RAIN THE EXPEDITION WAS PARKED OUTSIDE. THERE WAS WATER ON THE FLOOR MAT. THE HEADLIGHTS, WINDSHIELD WIPERS, RADIO WORKED WHEN THE EXPEDITION WAS OFF. YET WOULD NOT WORK WHEN THE CAR WAS ON. THE EXPEDITION ACTED ON ITS OWN. WE TOOK THE EXPEDITION TO THE DEALERSHIP (JIM KEIM FORD) WHERE WE PURCHASED THE VEHICLE. THEY CHARGED US 893.00 TO FIX THE FUSE PANEL, SENSOR PANEL AND RESEAL THE ENTIRE FRONT WINDOW. THEN JIM KEIM TOLD ME IT WOULD BE ANOTHER 200.00 IF THEY BROKE THE WINDSHEILD. I PAID THE MONEY AND HAVE NOT HAD A

20051114	566699	FORD	EXPEDITION	200	N	N	0	0	EXTERIOR LIGHTING:HEADLIGHTS:SWITCH	OH
1FMPU16L41L		20051114	69300							

1

THERE WAS A HEAVY RAIN THE EXPEDITION WAS PARKED OUTSIDE. THERE WAS WATER ON THE FLOOR MAT. THE HEADLIGHTS, WINDSHIELD WIPERS, RADIO WORKED WHEN THE EXPEDITION WAS OFF. YET WOULD NOT WORK WHEN THE CAR WAS ON. THE EXPEDITION ACTED ON ITS OWN. WE TOOK THE EXPEDITION TO THE DEALERSHIP (JIM KEIM FORD) WHERE WE PURCHASED THE VEHICLE. THEY CHARGED US 893.00 TO FIX THE FUSE PANEL, SENSOR PANEL AND RESEAL THE ENTIRE FRONT WINDOW. THEN JIM KEIM TOLD ME IT WOULD BE ANOTHER 200.00 IF THEY BROKE THE WINDSHEILD. I PAID THE MONEY AND HAVE NOT HAD A

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20051114	566704	FORD	EXPEDITION	200	N	N	0	0	ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS	OH	
1FMPU16L41L	20051114		69300								

1

THERE WAS A HEAVY RAIN THE EXPEDITION WAS PARKED OUTSIDE. THERE WAS WATER ON THE FLOOR MAT. THE HEADLIGHTS, WINDSHIELD WIPERS, RADIO WORKED WHEN THE EXPEDITION WAS OFF. YET WOULD NOT WORK WHEN THE CAR WAS ON. THE EXPEDITION ACTED ON ITS OWN. WE TOOK THE EXPEDITION TO THE DEALERSHIP (JIM KEIM FORD) WHERE WE PURCHASED THE VEHICLE. THEY CHARGED US 893.00 TO FIX THE FUSE PANEL, SENSOR PANEL AND RESEAL THE ENTIRE FRONT WINDOW. THEN JIM KEIM TOLD ME IT WOULD BE ANOTHER 200.00 IF THEY BROKE THE WINDSHEILD. I PAID THE MONEY AND HAVE NOT HAD A

20051114	566703	FORD	EXPEDITION	200	N	N	0	0	ELECTRICAL SYSTEM:IGNITION:ANTI-THEFT CONTROLLER	OH	
1FMPU16L41L	20051114		69300								

1

THERE WAS A HEAVY RAIN THE EXPEDITION WAS PARKED OUTSIDE. THERE WAS WATER ON THE FLOOR MAT. THE HEADLIGHTS, WINDSHIELD WIPERS, RADIO WORKED WHEN THE EXPEDITION WAS OFF. YET WOULD NOT WORK WHEN THE CAR WAS ON. THE EXPEDITION ACTED ON ITS OWN. WE TOOK THE EXPEDITION TO THE DEALERSHIP (JIM KEIM FORD) WHERE WE PURCHASED THE VEHICLE. THEY CHARGED US 893.00 TO FIX THE FUSE PANEL, SENSOR PANEL AND RESEAL THE ENTIRE FRONT WINDOW. THEN JIM KEIM TOLD ME IT WOULD BE ANOTHER 200.00 IF THEY BROKE THE WINDSHEILD. I PAID THE MONEY AND HAVE NOT HAD A

20051121	568570	FORD	FOCUS	200	N	N			EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	TX	
1FAFP34P52W	20051121										

2

I RECENTLY PURCHASED A USED 2002 FORD FOCUS. I HAVE BEEN HAVING TROUBLE WITH THE BRAKES, THE RADIO, AND WATER LEAKING IN THROUGH THE FRONT PASSENGER SIDE. THE BRAKES SQUEAK EVERYTIME I APPLY THEM. THE RADIO ONLY WORKS FOR ONE MINUTE AND THEN IT FADES OUT, ALL YOU CAN HEAR IS STATIC. THE MOST IMPORTANT OF THESE PROBLEMS IS THE LEAK. IT HAS RAINED REALLY HARD THREE TIMES IN THE PAST MONTH, AND ALL THOSE TIMES I HAVE FOUND THE CARPET IN THE FRONT PASSENGER SIDE SOAKING WET. I HAVE TAKEN IT BACK TO THE DEALERSHIP FROM WHICH I BOUGHT IT, BUT THEY SAY THAT IT IS NOT COVERED UNDER THE 90 DAY WARRANTY. I HAVE REASERCHED ON THE WEB AND HAVE FOUND THAT THERE ARE MANY COMPLAINTS LIKE MINE. THE FORD COMPANY SHOULD BE MADE RESPONSIBLE SINCE THEY ARE THE MANUFACTURERS OF THE CAR. *NM

20051121	568569	FORD	FOCUS	200	N	N			SERVICE BRAKES, HYDRAULIC	TX	
1FAFP34P52W	20051121										

2

I RECENTLY PURCHASED A USED 2002 FORD FOCUS. I HAVE BEEN HAVING TROUBLE WITH THE BRAKES, THE RADIO, AND WATER LEAKING IN THROUGH THE FRONT PASSENGER SIDE. THE BRAKES SQUEAK EVERYTIME I APPLY THEM. THE RADIO ONLY WORKS FOR ONE MINUTE AND THEN IT FADES OUT, ALL YOU CAN HEAR IS STATIC. THE MOST IMPORTANT OF THESE PROBLEMS IS THE LEAK. IT HAS RAINED REALLY HARD THREE TIMES IN THE PAST MONTH, AND ALL THOSE TIMES I HAVE FOUND THE CARPET IN THE FRONT PASSENGER SIDE SOAKING WET. I HAVE TAKEN IT BACK TO THE DEALERSHIP FROM WHICH I BOUGHT IT, BUT THEY SAY THAT IT IS NOT COVERED UNDER THE 90 DAY WARRANTY. I HAVE REASERCHED ON THE WEB AND HAVE FOUND THAT THERE ARE MANY COMPLAINTS LIKE MINE. THE FORD COMPANY SHOULD BE MADE RESPONSIBLE SINCE THEY ARE THE MANUFACTURERS OF THE CAR. *NM

20051121	568572	FORD	FOCUS	200	N	N			STRUCTURE	TX	
1FAFP34P52W	20051121										

2

I RECENTLY PURCHASED A USED 2002 FORD FOCUS. I HAVE BEEN HAVING TROUBLE WITH THE BRAKES, THE RADIO, AND WATER LEAKING IN THROUGH THE FRONT PASSENGER SIDE. THE BRAKES SQUEAK EVERYTIME I APPLY THEM. THE RADIO ONLY WORKS FOR ONE MINUTE AND THEN IT FADES OUT, ALL YOU CAN HEAR IS STATIC. THE MOST IMPORTANT OF THESE PROBLEMS IS THE LEAK. IT HAS RAINED REALLY HARD THREE TIMES IN THE PAST MONTH, AND ALL THOSE TIMES I HAVE FOUND THE CARPET IN THE FRONT PASSENGER SIDE SOAKING WET. I HAVE TAKEN IT BACK TO THE DEALERSHIP FROM WHICH I BOUGHT IT, BUT THEY SAY

THAT IT IS NOT COVERED UNDER THE 90 DAY WARRANTY. I HAVE REASERCHED ON THE WEB AND HAVE FOUND THAT THERE ARE MANY COMPLAINTS LIKE MINE. THE FORD COMPANY SHOULD BE MADE RESPONSIBLE SINCE THEY ARE THE MANUFACTURERS OF THE CAR. *NM

20051202 570987	FORD	F-150	200	N	N			STRUCTURE	IN
1FTRF14W55N	20051202	14000							

DT: THE CONTACT STATED WATER LEAKED INTO THE INSIDE OF THE TRUCK CAB. THE VEHICLE HAS BEEN TO THE DEALER ONCE FOR INSPECTION. NO CAUSE WAS DISCOVERED. THE WIRING THAT UNDER THE FLOOR MAT ON THE PASSENGER SIDE WAS UNDER WATER AND FROZE INTO ICE. WHEN THE MANUFACTURER WAS CONTACTED THEY OFFERED AN EXTENDED WARRANTY TO THE CONTACT. NO REPAIRS HAVE BEEN MADE. *AK

20051205 571104	LINCOLN	TOWN CAR	200	N	N			VEHICLE SPEED CONTROL	CA
1LNHM83W42Y	20051129								

2002 LINCOLN TOWN CAR. WHEN THE CONSUMER ACCELERATED MERGE AND PASS OVER INTO THE SECOND LANE, THE CAR SPED FASTER THAN SHE WAS CONTROLLING. *TS THE DEALERS ONLY LOGICAL EXPLANATION WAS THAT THE FLOOR MAT PROBABLY BECAME ENTANGLED UNDER THE ACCELERATOR. *JB

20051219 572384	FORD	FOCUS	200	N	N	0	0	POWER TRAIN:CLUTCH ASSEMBLY	OR
3FAFP31372R	20051219	36000							

THE EVENTS LEADING UP TO THE FAILURE WERE DAILY USE. THE CLUTCH MASTER CYLINDER IS LOCATED INSIDE THE VEHICLE. IT IS A VERY COMMON FAILURE FOR IT TO BEGIN LEAKING, DRIPPING ON THE CARPET AND EVENTUALLY CAUSING THE RUBBER PAD ON THE CLUTCH PEDAL TO FALL OFF. THIS IN ITSELF IS DANGEROUS, BUT THE HYDRAULIC CLUTCH UTILIZES THE SAME FLUID RESERVOIR AS THE BRAKE SYSTEM, SO THE BRAKES COULD BE AFFECTED BY A LEAKING CLUTCH. ON MY VEHICLE, I REPLACED THE CLUTCH MASTER CYLINDER MYSELF. WHEN I WAS UNDER THE CAR, I NOTICED A DRIP FROM THE DRAIN HOLE IN THE BELL HOUSING- THE SLAVE CYLINDER IS LEAKING, TOO. THESE ARE NOT "CONSUMABLE" PARTS OF A CAR. THE SIMULTANEOUS FAILURE OF BOTH INDICATES THAT EITHER THEY ARE WOEFULLY UNDER-ENGINEERED, OR THE SEALS THEY USED ARE NOT COMPATIBLE WITH BRAKE FLUID. BECAUSE OF THE CORROSIVE NATURE OF BRAKE FLUID, HAVING IT DRIP INTO THE CARPET AND PADDING OF THE INTERIOR OF MY CAR IS A BIT OF A CONCERN. ALL IN ALL, THIS IS A MAJOR SHORTCOMING THAT COMPROMISES THE SAFETY OF THE VEHICLE. *NM

20051220 572395	FORD	FOCUS	200	N	N			POWER TRAIN:CLUTCH ASSEMBLY	NY
3FAHP39582R	20051220	42000							

THE CLUTCH MASTER CYLINDER LEAKS AT A PREMATURE MILEAGE. I ONLY NOTICED IT AT AROUND THE 42K MARK BUT IT HAS HAPPENED FOR AN UNKNOWN AMOUNT LONGER. THE LEAK GOES THROUGH THE CLUTCH PEDAL AND INTO THE INTERIOR OF THE DRIVERS SIDE CABIN. IT GETS ALL OVER THE CARPET AND CAN CAUSE FUTURE DAMAGE TO MY CARPET AND POSSIBLY FLOOR. THE FLUID IS VERY CORROSIVE AND SINCE ITS ON THE SAME SYSTEM AS THE BRAKES IT ALSO AFFECTS MY BRAKES. THIS IS A VERY SERIOUS PROBLEM AND I WAS NOT COVERED UNDER WARRANTY SINCE IT WAS OUT OF WARRANTY EVEN THOUGH THIS IS A VERY SERIOUS PROBLEM THAT SEEMS TO BE HAPPENING TO A LOT OF FORD FOCUS OWNERS OUT THERE. *NM

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20051221	572029	FORD	WINDSTAR	200	N	N	0	0	STRUCTURE:BODY	MI	
2FMZA5145YB		20051221	81000								

0

THE MAIN RECURRING PROBLEM WITH MY WINDSTAR HAS BEEN A LEAK IN THE RIGHT REAR OF THE CARGO AREA, RESULTING IN DAMAGE TO THE HEADLINER AND A BODY CONTROL MODULE THAT WIPED OUT THE LIGHTS, TURN LIGHTS, BRAKE LIGHTS, AND DOME LIGHT IN THE REAR OF THE VEHICLE. I PURCHASED IT IN OCTOBER OF 2002 AND HAD ISSUES WITH THIS IMMEDIATELY. THE DEALER I BOUGHT THE VAN FROM

REPLACED THE CARPET AND ATTEMPTED TO SEAL THE LIFTGATE HINGE AND ELECTRICAL CONNECTOR. THERE WAS STILL A LEAK AND I TOOK IT BACK, THEIR RESPONSE WAS THAT I SHOULDN'T TAKE THIS VAN TO A

CAR WASH. I TOOK IT TO A MERCURY DEALER AND THEY "FIXED" A RECALL THAT WAS SUPPOSED TO TAKE CARE OF THE PROBLEM. DESPITE THE EFFORT, IT HAS BEEN LEAKING FOR THREE YEARS AND I DIDN'T FIND

OUT UNTIL MY WIFE TOLD ME THE LIGHTS WENT OUT. THE HEADLINER AND CARPET WERE SOAKED. I ALSO FOUND CORROSION ON THE CASING OF THE BODY CONTROL MODULE, A PART THAT FORD WAS GOING TO

CHARGE ME ALMOST \$400 FOR. NOT INCLUDING LABOR. TO MAKE A LONG STORY SHORT, I ENDED UP TAKING IT TO AN INDEPENDANT BODY SHOP. IT'S GOING TO COST US \$350 TO REMOVE THE LIFTGATE AND

REPAIR THE DAMAGE TO THE INTEGRITY OF THE BODY AND CORRECT THE LEAK. I WAS "LUCKY" ENOUGH TO FIND A BODY CONTROL MODULE FOR \$150 THAT I'LL INSTALL MYSELF. \$500 IS A LOT OT SPEND ON

SOMETHING THAT FORD SHOULD HAVE TAKEN CARE OF ON THE ASSEMBLY LINE, ESPECIALLY SINCE THIS WAS THE SUBJECT OF RECALL. THERE COULD HAVE BEEN A FIRE AND MY WIFE IS DISABLED. I'VE OWNED

THREE FORD PRODUCTS AND ALL HAVE HAD WATER LEAKS. ALL OF THESE WERE NEW OR NEWER VEHICLES. ALL OF THE COMPETING BRANDS I'VE OWNED INCLUDING FIAT, GM, DATSUN AND CHRYSLER HAVE NEVER

HAD THIS PROBLEM. THE OWNER OF THE BODY SHOP WE TOOK IT TO POINTED OUT THE REPAIRS MADE BY THE MERCURY DEALER HAD ALSO FAILED. HE ALSO COMMENTED THAT THE VAN MIGHT HAVE BEEN IN AN

20060102	573694	FORD	FOCUS	200	N	N			POWER TRAIN:CLUTCH ASSEMBLY:PEDAL/LINKAGE	WA	
				2							

MY FOOT PAD ON MY CLUTCH PEDAL BECAME SLIPPERY DUE TO LEAKING HYDRAULIC FLUID OUT OF MY CLUTCH MASTER CYLINDER ON MY 2002 FORD FOCUS ZX3. NOW I HAVE STAINS ALL OVER MY CARPETING AND

SHOES. MY CLUTCH BEGAN NOT RELEASING DUE TO THIS AS WELL AND THE PLATE BURNED UP. *JB

20060102	574077	FORD	FOCUS	200	N	N			PARKING BRAKE:CONVENTIONAL:MECHANICAL:LINKAGE AND CABLE	WA	
				2							

MY FOOT PAD ON MY CLUTCH PEDAL BECAME SLIPPERY DUE TO LEAKING HYDRAULIC FLUID OUT OF MY CLUTCH MASTER CYLINDER ON MY 2002 FORD FOCUS ZX3. NOW I HAVE STAINS ALL OVER MY CARPETING AND

SHOES. MY CLUTCH BEGAN NOT RELEASING DUE TO THIS AS WELL AND THE PLATE BURNED UP. *JB

20060107	573351	FORD	MUSTANG	200	Y	N	1	0	OTHER	OR	
1FAPP42X54F		20060107	26000								

4

LOOSE CARPETING HANGING DOWN FROM ACCELERATOR PEDAL CAUSES SHOE TO GET STUCK AND COME OFF FORCING ACCELERATOR TO FLOOR, CAUSED CRASH INTO STRUCTURE. *NM

20060124	576650	FORD	EXPLORER	199	N	N	0	0	VEHICLE SPEED CONTROL	CA	
1FMCU24X9TU		20060124	167325								

6

I WAS DRIVING MY 96 FORD EXPLORER SPORT, TRAVELING 65 MPH ON A FREEWAY, WHEN THE CAR RPMS SUDDENLY WENT UP TO 5500 WITHOUT ME DOING ANYTHING. THE CRUISE CONTROL WAS NOT ON. AS THE

CAR ACCELERATED I DEPRESSED THE BRAKES AND WAS ONLY ABLE TO SLOW DOWN SLIGHTLY, I THEN REACHED DOWN TO CHECK IF SOMETHING WAS CONTACTING THE ACCELERATOR AND I ALSO PULLED THE

FLOOR MAT BACK. THE CAR CONTINUED TO ACCELERATE PAST 80 MPH. PUMPING THE ACCELERATOR DID NOT CHANGE ANYTHING. I HAVE A MANUAL TRANSMISSION SO I PUSHED DOWN THE CLUTCH AND THE CAR

SLOWED, HOWEVER, THE RPM STAYED AT 5500. I MADE IT TO THE SIDE OF THE FREEWAY AND TURNED OFF THE CAR. I RESTARTED IT AFTER THE ENGINE STOPPED AND THE RPM WENT BACK UP TO 5500. I THEN

STOPPED THE ENGINE AGAIN AND WAITED 5 MINUTES AND THEN RESTARTED AND THE CAR WAS THEN RUNNING NORMALLY. I TOOK IT TO A FORD DEALER AND THEY COULD NOT FIND A REASON FOR THE PROBLEM

AS THERE WERE NO ENGINE MALFUNCTION CODES THAT WOULD CAUSE THE INCIDENT AND THE ACCELERATOR AND CRUISE CONTROL CABLES WERE IN GOOD CONDITION. THEY SUGGESTED THAT THE FLOOR MAT COULD HAVE BEEN THE CAUSE BUT I'M SURE THAT WAS NOT THE CAUSE AS I PULLED THE FLOOR MAT AWAY AND THERE WAS NO CHANGE IN THE PROBLEM. THE SERVICE TECH AND THE DEALERSHIP WERE HONEST AND TOLD ME THEY COULD NOT FIND A CAUSE AND NOTHING WAS DONE TO FIX THE PROBLEM. *AK

20060202	575809	FORD	MUSTANG	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MI
1FAFP49Y03F		20060202	14500							
			CONVERTIBLE	3						

ACCELERATOR CAUGHT ON THE CARPET OF CAR, HOLDING THE ACCELERATOR DOWN. I WAS ABLE TO GET IT TO COME BACK UP BY BANGING ON THE ACCELERATOR, HOWEVER SEVERAL SECONDS PASSED. THIS HAPPENED WHILE MERGING ONTO I-69 NEAR CHARLOTTE, MI. NO MODIFICATIONS HAVE BEEN MADE TO THIS CAR. THIS IS THE SECOND TIME THIS HAS HAPPENED, BUT MY FIRST REPORT. THIS IS A FORD MUSTANG COBRA CONVERTIBLE. THESE ARE NOT LISTED UNDER VEHICLE. *JB

20060209	578590	FORD	MUSTANG	200	Y	N	0	0	VEHICLE SPEED CONTROL	VA
1ZVFT80N255		20060209	7600							
				5						

I WAS DRIVING THROUGH A SHOPPING CENTER PARKING LOT AT A SPEED OF APPROXIMATELY 5-10 MPH, APPROACHING A STOP SIGN. THERE WERE ABOUT THREE CARS AHEAD OF ME. AS I APPLIED THE BRAKES, THE ENGINE SUDDENLY REVVED AND BUCKED 3 TIMES RIGHT INTO THE BACK OF THE VEHICLE IN FRONT OF ME. THE BRAKES WERE APPLIED THROUGHOUT, BUT DID NOT STOP THE VEHICLE. THAT MONDAY VEHICLE WAS TAKEN TO FORD DEALERSHIP AND THEY COULD NOT DUPLICATE PROBLEM, THEREFORE NO ASSESSMENT WAS MADE. THEY SUGGESTED THE AFTER MARKET FLOOR MAT I WAS USING COULD HAVE POSSIBLY BEEN THE CAUSE FOR THE SUDDEN ACCELERATION. I DISAGREE, THE FLOOR MAT WAS VERY HEAVY AND DID NOT SHIFT ABOUT AND WAS NOT IN THE WAY OF THE ACCELERATOR PEDAL; ALTHOUGH, I HAVE REMOVED THE FLOOR MAT. ANY FURTHER INCIDENTS WILL BE REPORTED. *NM

20060212	577710	FORD	EXPEDITION	199	N	N	0	0	ELECTRICAL SYSTEM	TN
				7						

97 EXPEDITION THAT HAS MULTIPLE ELECTRICAL PROBLEMS, AIR BAG LIGHT STAYS ON, CLICKING UNDER DASH WET CARPET ON DRIVERS SIDE. LOCAL FORD DEALER TELLS ME OH THAT'S AN EASY FIX, ONLY \$1200.00 TO REPLACE THE GENERIC ELECTRIC MODULE AND REMOVE AND REINSTALL THE WINDSHIELD! WENT ON TO TELL ME THEY DO THIS ALL THE TIME ON EXPEDITIONS! I ASKED WHY AND THEY TOLD ME THAT "THE FACTORY SCREWED UP WHEN THE WINDSHIELDS WERE INSTALLED AND THEY LEAK"! I THOUGHT THAT WAS WHY WE HAD RECALLS! IF THIS IS THE FACTORIES FAULT THEN WHY MUST I PAY FOR IT? *JB

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060301	579672	FORD	MUSTANG	200	N	N	0	0	OTHER	AZ	

4
MY ACCELERATOR PEDAL GOT STUCK UNDER MY CARPET AND ALMOST CAUSED ME TO WRECK!! *NM

20060316	582115	FORD	EXPLORER	199	N	N	0	0	VEHICLE SPEED CONTROL:CABLES	TX	
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9
RE: 1999 FORD EXPLORER IN NOVEMBER OF 2005, MY WIFE AND I WERE DRIVING TO KINGSVILLE, TEXAS ONE SATURDAY EVENING TO ATTEND A CHARITY FUNCTION. UPON OUR EXITING FROM THE HIGHWAY, WE PROCEEDED DOWN TWO CITY BLOCKS. AFTER WHICH, THE ACCELERATOR RACED UNEXPECTEDLY. I MANAGED TO HOLD DOWN THE BRAKE AT A TRAFFIC SIGNAL STOP, ALL THE WHILE THE ENGINE WAS REVVING AT ABOUT 4,000 RPMS. I IMMEDIATELY PULLED THE CAR OVER AND TURNED OFF THE ENGINE. I THOUGHT THAT THE FLOOR MAT MUST HAVE GOTTEN CAUGHT ON THE GAS PEDAL AND I REMOVED THE FLOOR MAT COMPLETELY. UPON MY RESTARTING THE ENGINE, IT IMMEDIATELY REVVED UP TO 4,000 RPMS AGAIN. THANKFULLY THE VEHICLE WAS IN THE PARKED POSITION. I QUICKLY TURNED OFF THE ENGINE BECAUSE I KNEW IT WAS DANGEROUS TO TRY TO OPERATE THE VEHICLE. I PHONED AAA AUTO CLUB AND HAD THEM SEND A WRECKER TO TOW THE VEHICLE. I HAD THE VEHICLE TOWED TO THE LOCAL FORD DEALERSHIP, EDDIE YAKLIN IN KINGSVILLE, TEXAS. ON THE FOLLOWING MONDAY, I PHONED THE DEALER AND WAS TOLD THAT THE THROTTLE CABLE HAD FRAYED LEAVING IT IN THE OPEN POSITION. PLEASE FEEL FREE TO CALL THE LOCAL DEALERSHIP TO GET THE TECHNICAL DETAILS OF THE PROBLEM. I AM WRITING THIS LETTER FOR TWO REASONS: (1)TO NOTIFY YOU OF A MECHANICAL FAILURE THAT COULD RESULT IN THE INJURY AND/OR DEATH OF FORD CUSTOMERS AND THEIR NEIGHBORS. I AM ALSO SUBMITTING A COPY OF THIS LETTER TO THE NATIONAL TRANSPORTATION SAFETY BOARD. I HAVE PERFORMED SOME RESEARCH AND IT APPEARS THAT FORD HAS HAD THROTTLE PROBLEMS IN THE PAST. SEE ATTACHED COPIES OF MY RESEARCH MATERIAL. (2)TO REQUEST REIMBURSEMENT FOR THE COST OF CORRECTING THE DESIGN AND/OR MECHANICAL DEFECT OF THE THROTTLE CABLE. I HAVE ENCLOSED A COPY OF THE INVOICE DEPICTING THE SERVICE COSTS I INCURRED CORRECTING THE DEFECTIVE THROTTLE CABLE. *NM

20060320	582634	MERCURY	SABLE	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	OH	
1MEFM50U93G	20060320		58300						SYSTEM:WINDSHIELD:BLOWER		

3
ON A 2003 MERCURY SABLE THE BLOWER MOTOR QUIT WORKING. FOR SEVERAL MONTHS PRIOR TO THE FAILURE, WATER COULD BE HEARD SLOSHING AROUND UNDER THE DASHBOARD AND THE CARPETING BECAME WET. THE FAN MOTOR AND RESISTOR HAD TO BE REPLACED BECAUSE OF WATER DAMAGE. THE MECHANIC WHO REPAIRED IT TOLD ME THAT THIS IS A COMMON PROBLEM AND THAT FORD IS AWARE OF IT. THE FAN MOTOR LITERALLY SITS IN A PUDDLE OF WATER. FORTUNATELY THERE WAS NO SPARKING WHICH COULD HAVE LED TO A FIRE. IT COST OVER \$300 TO REPAIR. FORD MOTOR CO. IS AWARE OF THIS DESIGN DEFECT AND SHOULD PAY FOR THE REPAIRS.*JB

20060405	584016	FORD	RANGER	200	N	N			VEHICLE SPEED CONTROL	ME	
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4
WHILE COMING TO A STOP (TWICE) THE FORD RANGER ENGINE ACCELERATED SUDDENLY TO A POINT IT COULD NOT BE COMPLETELY STOPPED WITH THE BRAKE SYSTEM. HAD ANY TRAFFIC BEEN COMING I WOULD BE A DEAD MAN. I DID NOT HAVE MY FOOT ON ACCELERATOR NOR ARE THERE ANY FLOOR MATS IN THIS TRUCK TO GET STUCK UNDER THE ACCELERATOR. I'M SCARED TO DEATH TO DRIVE THIS VEHICLE AND I KNOW THAT IF I BRING IT TO THE FORD GARAGE THAT ITS GOING TO COST TONS OF MONEY AND THEY ARE GOING TO SAY THEY DON'T SEE ANYTHING WRONG. THERE IS OBVIOUSLY A SERIOUS PROBLEM WITH A CONTROL MECHANISM SOMEWHERE. THIS HAS HAPPENED TWICE. ONCE AFTER DRIVING THE VEHICLE ABOUT A MILE. THE SECOND TIME (TODAY) AFTER DRIVING FOR HOURS. CAN YOU PLEASE HELP ME OUT I

20060413	585121	FORD	ESCAPE	200	N	N			VEHICLE SPEED CONTROL	MN	
1FMYU93104D	20060413										

4
I WAS DRIVING TO WORK ON THE HIGHWAY AND ALL OF THE SUDDEN MY 2004 FORD ESCAPE BEGAN TO ACCELERATE EVEN WITH MY FOOT OFF THE GAS PEDAL AND THE FLOOR MAT WAS NOT STUCK AGAINST PEDAL. CAR CONTINUED TO DO SO. BROUGHT TO DEALER, THEY SAID IT WAS THE ACCELERATOR CABLE BRACKET BROKE CAUSING THE THROTTLE TO STICK OPEN. *NM

20060421 584696 FORD TAURUS 200 N N STRUCTURE SC
 1FAFP55UX3A 20060421 63000

3

DUE TO A DESIGN DEFECT IN FORD TAURUS, WATER GETS INTO THE HEATER SYSTEM CAUSING THE HEATER/AIR BLOWER TO FAIL. ALSO, PUDDLE OF WATER ON THE PASSENGER SIDE OF CAR CAUSING CARPET TO SMELL. *NM

20060501 586256 FORD CVPI 200 N Y 0 0 ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION NJ
 2FAFP71W84X 20060501 14000

4

CONTROL:CATALYTIC CONVERTOR

CATALYTIC CONVERTER FIRE(S) THREE OCCURRED ON THIS 2004 FORD CROWN VICTORIA THE FIRST ONE OCCURRED SEPT. 3,2005 AND THE 2ND FIRE OCCURRED ON APRIL 24,2006, AND THE 3RD FIRE ON MAY 1,2006.

PARK AVENUE FORD IN TENAFLY NJ IS THE DEALERSHIP THAT SUPPOSEDLY REPLACED THE CATALYTIC CONVERTER AFTER THE FIRST FIRE. CAR WAS BROUGHT BACK TO THEM AFTER EACH OF THE 3 FIRES. THE

FLOOR PAN BECAME SO HOT THAT THE FLOOR MATS AND SEAT BOTTOMS AND FLOOR INSULATION IGNITED AND STARTED BURNING. THE DEALERSHIP NEVER EVEN REPLACED THE SCORCHED FLOOR INSULATION .

NOW THE WIRES FOR ALL THE ELECTRICAL EQUIPMENT SUCH AS HEADLIGHTS, ROOF MOUNTED FLASHING LOTS, IN CAR COMPUTER AND SIREN IS COMPLETELY MELTED TO THE FLOOR. PHOTOGRAPHS TAKEN BY

POLICE AND GIVEN TO GOVERNMENT INSURANCE MANAGER FOR THIS CITY'S POLICE FORCE. OFFICERS HAD TO JUMP OUT OF BURNING CAR EACH TIME THE CATALYTIC CONVERTER WOULD GLOW CHERRY RED AND

START FLOOR MATS/INSULATION CHARRING AND BURNING. WHEN CAR WAS AT THE DEALERSHIP SECURED AFTER THE 2ND FIRE, THE LIGHTS AND SIREN STARTED ON THEIR OWN PROMPTING THE POLICE IN TENAFLY

NJ TO RESPOND AND NO ONE WAS ABLE TO SHUT THEM OFF BY THE NORMAL SWITCHES. FUSES HAD TO BE YANKED AND BATTERY CABLE TAKEN OFF. *JB

20060620 591615 FORD MUSTANG GT 200 N N OTHER TX
 1FAFP42R93F 20060620 28000

3

I OWN A 2003 MACH1 MUSTANG. THERE IS SIGNIFICANT WEAR TO THE CARPET NEXT TO THE GAS PEDAL AND JUST ABOVE THE CLUTCH PEDAL. THE CAR HAS LESS THAN 36,000 MILES. THE DEALER SAYS THAT IS

NOT A WARRANTY ISSUE AND WILL NOT FIX THE PROBLEM. ALSO, THE CARPET HAS FALLEN DOWN ABOVE THE GAS/BREAK/CLUTCH PEDAL ASSEMBLY AS WELL AS ON THE PASSENGER SIDE. THIS CAUSED

DIFFICULTY IN USING THE PEDAL ASSEMBLY. THE DEALER "REGLUED" THE CARPET. *NM

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060905	601270	FORD	RANGER	200	N	N			OTHER	IL	
1FTYR10U15B	20060905		14000								
5											
<p>DT*: THE CONTACT STATED THE VEHICLE'S FRONT PASSENGER SIDE FLOOR MAT SLID FORWARD HITTING THE RESET BUTTON LOCATED ON THE PASSENGER SIDE FLOOR BOARD, CAUSING THE ENGINE TO SUDDENLY STALL WITHOUT WARNING. *AK UPDATED 09/19/06. *JB</p>											
20060916	601315	FORD	RANGER	200	N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	FL	
1FTYR10D43P	20060916		49522								
3											
<p>SEVERE WATER LEAK IN ROOF AND REAR WINDOW EXACT LOCATION NOT DETERMINED YET. OWNER NOTICED WATER DRIPPING ON DRIVERS SEAT. UNDER HEAVY RAIN CONDITIONS THE CAB WILL FILL UP WITH WATER -ALL OVER THE FLOOR, CARPETS, MATS, ETC. WATER HAS CAUSED DAMAGE TO INTERIOR AND UPHOLSTERY. I TOOK THE TRUCK TO FORD-++S SERVICE DEPARTMENT AND THEY REFUSED TO LOOK AT THE VEHICLE AS WELL AS REPAIR THE LEAK AND DAMAGE TO INTERIOR. THEY TOLD ME LEAKS ARE COMMON AND THEY WILL DO NOTHING ABOUT IT. SECOND DEFECT: AUTOMATIC TRANSMISSIONS DOES NOT SHIFT CORRECTLY WILL EVEN GET HUNG UP IN A GEAR; CAUSES HEAVY VIBRATION UPON BRAKING. SOME STEERING AND SUSPENSION COMPONENTS HAVE BEEN RECENTLY REPLACED BY OWNERS EXPENSE. *JB</p>											
20060916	601316	FORD	RANGER	200	N	N	0	0	STRUCTURE	FL	
1FTYR10D43P	20060916		49522								
3											
<p>SEVERE WATER LEAK IN ROOF AND REAR WINDOW EXACT LOCATION NOT DETERMINED YET. OWNER NOTICED WATER DRIPPING ON DRIVERS SEAT. UNDER HEAVY RAIN CONDITIONS THE CAB WILL FILL UP WITH WATER -ALL OVER THE FLOOR, CARPETS, MATS, ETC. WATER HAS CAUSED DAMAGE TO INTERIOR AND UPHOLSTERY. I TOOK THE TRUCK TO FORD-++S SERVICE DEPARTMENT AND THEY REFUSED TO LOOK AT THE VEHICLE AS WELL AS REPAIR THE LEAK AND DAMAGE TO INTERIOR. THEY TOLD ME LEAKS ARE COMMON AND THEY WILL DO NOTHING ABOUT IT. SECOND DEFECT: AUTOMATIC TRANSMISSIONS DOES NOT SHIFT CORRECTLY WILL EVEN GET HUNG UP IN A GEAR; CAUSES HEAVY VIBRATION UPON BRAKING. SOME STEERING AND SUSPENSION COMPONENTS HAVE BEEN RECENTLY REPLACED BY OWNERS EXPENSE. *JB</p>											
20061006	604074	FORD	F350 SUPER	199	N	N			STRUCTURE:BODY	VA	
1FTSX31L9XE	20061006		DUTY								
9											
<p>(TRUCK HISTORY: WINDSHIELD REPLACED DUE TO CRACK FROM ROAD DEBRIS). PROBLEM ENCOUNTERED: ELECTRICAL SYSTEMS IN THE TRUCK WOULD RUN WITH KEY REMOVED WHENEVER IT WOULD RAIN HARD. TAKEN SEVERAL TIMES TO DEALER TO VERIFY "SERVICE ENGINE SOON" LIGHT PROBLEM WHICH WOULD COME ON AFTER HEAVY RAINS. THE TRUCK WOULD HAVE ALL KINDS OF ELECTRICAL EQUIPMENT COMING ON/OFF BY ITSELF. THE MECHANIC FROM THE FORD DEALERSHIP WHOM I HAD WORKED WITH ON MY PROBLEMS, DISCOVERED THE FUSE BOX (UNDER THE DASH) SHOWED SIGNS OF ELECTRICAL ARCING AND MOISTURE AREA THE CARPET IN THE FLOOR. THE FORD DEALERSHIP REPLACED THE FUSE BOX AT MY EXPENSE. THE WINDSHIELD WAS REPLACED AT MY EXPENSE AND WAS PROPERLY SEALED, THE WINDSHIELD MECHANIC STATED THE WINDSHIELD WAS NOT LEAKING BUT AROUND THE FENDER AND WINDSHIELD DRAIN TROUGH SHOWED SIGNS OF WATER STAINING. THE WATER WAS LEAKING ONTO THE FUSE BOX CAUSING</p>											
20061011	604608	FORD	MUSTANG GT	200	N	N	0	0	LATCHES/LOCKS/LINKAGES:DOORS:LATCH	WV	
1FAHP58S62G	20061011		9300								
5											
<p>DT*: THE CONTACT STATED WATER HAD LEAKED ONTO THE VEHICLE'S CARPET CAUSING A MOLDY SMELL. THIS HAPPENED MORE FREQUENTLY ON A RAINY DAY AND WHEN THE VEHICLE WAS PARKED. THE CONTACT EXPRESSED THAT WATER HAD LEAKED THROUGH THE FRONT RIGHT PASSENGER DOOR, AND THE DOOR LATCHES COULD BE THE CAUSE. THE VEHICLE WAS TAKEN TO THE DEALERSHIP TO DIAGNOSIS THE PROBLEM. BUT THEY DID NOT FIND ANYTHING THAT COULD GENERATE A WATER LEAK. *AK</p>											
20061013	604139	FORD	FOCUS	200	N	N			SERVICE BRAKES, HYDRAULIC:FOUNDATION	MN	
3FAHP37352R	20061013		46874								

2

COMPONENTS:MASTER CYLINDER

DT*: THE CONTACT STATED WHILE DRIVING 55 MPH ON NORMAL ROAD CONDITIONS, POOR BRAKING ACTION WAS NOTICED. THERE WAS NO WARNING LIGHT ILLUMINATED TO ALERT THE DRIVER. THE CONTACT NOTICED A PRESENCE OF HYDRAULIC FLUID IN THE DRIVER SIDE CARPET. THE VEHICLE WAS TAKEN TO THE DEALERSHIP, WHO DETERMINED A LEAK FROM THE CLUTCH MASTER CYLINDER, WHICH WAS LOCATED INSIDE THE VEHICLE. THE CLUTCH MASTER CYLINDER AND THE BRAKE MASTER CYLINDER, LOCATED IN THE ENGINE COMPARTMENT HAD A COMMON RESERVOIR. THE CLUTCH MASTER CYLINDER AFFECTED THE FLUID LEVEL OF THE BRAKE MASTER CYLINDER. THE DEALERSHIP INDICATED THERE WAS NO RECALL FOR THIS DEFECT. THE MANUFACTURER HAD NOT YET BEEN CONTACTED. UPDATED 02/06/07. *JB

20061108	611269	MERCURY	GRAND MARQUIS	200	N	N			OTHER	CA
2MEFM74W46X		20061108	181							

6

DT*: THE CONTACT STATED WHILE DRIVING VARIOUS SPEEDS WITH THE ACCELERATOR PEDAL DEPRESSED TO THE FLOOR, THE FLOOR MAT BECAME TRAPPED UNDERNEATH THE ACCELERATOR PEDAL, AND THE VEHICLE LURCHED FORWARD WITHOUT WARNING. THE CONTACT MANAGED TO STOP THE SUDDEN ACCELERATION BY APPLYING BRAKE PRESSURE AND MOVING THE FLOOR MAT FROM UNDERNEATH THE ACCELERATOR PEDAL. THE DEALER AND MANUFACTURER WERE NOT ALERTED. UPDATED 12/1/2006 - *NM

20061109	607921	FORD	MUSTANG	200	N	N	1	0	VEHICLE SPEED CONTROL	OH
1ZVFT82H575		20061109								

7

I PURCHASED A 2007 FORD GT V-8 AUTOMATIC MUSTANG ON 10/10/06. ONE WEEK AFTER THE PURCHASE, I WAS DRIVING, AND MY THROTTLE GOT STUCK. I PULLED THE E BRAKE AND THREW THE CAR INTO NEUTRAL. AFTER STOPPED THE CAR EVENTUALLY TURNED, I BELIEVE BECAUSE THE RPM'S WERE SO HIGH. ELEVEN DAYS LATER ON 10/29/06 I TOOK OFF AND THE GAS PEDAL STARTED TO TAKE CONTROL AGAIN, YET FAILED TO GO TO THE EXTREME AS THE FIRST TIME. ON 11/07/06 APPROX 6:45 PM, I WAS DRIVING, GOING ABOUT 55 MPH. IT WAS ALREADY DARK OUTSIDE & ROADS WET. AFTER BEING SET ON A SPEED OF 50-55 MPH, I HIT THE GAS PEDAL TO GET UP TO AROUND 60 MPH. ONCE I DID, I COULD FEEL THE GAS PEDAL GO DOWN ON IT'S OWN. INSTINCT REACTION WAS TO HIT THE BRAKES, BUT WHEN I DID THE CAR STARTED SLIDING DUE TO THE WET ROAD. WHILE THE RPM'S WERE GOING UP, I THREW THE SHIFT INTO NEUTRAL AND PULLED THE E BRAKE. ONCE I FINALLY STOPPED, THE RPM'S WERE STILL EXTREME, AND THEN THE CAR FINALLY CUT OFF ON IT'S OWN. I LEFT THE CAR AT THE DEALERSHIP THAT EVENING. THE FOLLOWING AFTERNOON ON 11/08/06, THE MECHANIC STATED THAT THE CAR WAS READY, SO I ASKED WHAT THEY HAD DETERMINED. HE STATED THAT THE FLOOR MAT WAS THE ISSUE. THE FIRST TIME THIS HAPPENED TO ME, I DID NOT HAVE THE WEATHER MAT WHICH IS 5 CM THICK. IN ADDITION, HOW CAN A FLOOR MAT, MAKE A PEDAL ACCELERATE ON IT'S OWN? I COULD ACTUALLY FEEL THE GAS PEDAL GOING DOWN AS IF CRUISE CONTROL WAS JUST TURNED ON. THE DEALERSHIP ASKED IF HE COULD DRIVE MY CAR HOME TO HIS HOUSE TO DETERMINE THE ISSUE. HE ALSO STATED THAT HE WAS GOING TO PUT A FLIGHT DETECTOR ON THE CAR. I SPOKE WITH HIM ON 11/09/06; HE STATED THAT THE THROTTLE GOT STUCK ON HIM. HE STATED AGAIN THAT IT WAS A FLOOR MAT ISSUE. HE IS GOING TO CONTINUE TO DRIVE MY CAR FOR ANOTHER DAY OR TWO, WITH OUT THE FLOOR MATS, TO SEE IF IT HAPPENS AGAIN. I FIND IT HARD TO BELIEVE THAT A FLOOR MAT CAN CAUSE SUCH A FATAL INCIDENT. EITHER WAY, I HAVE A NEW CAR THAT IS SUPPOSED TO BE MY DREAM CAR AND I AM SCARED TO DEATH TO DRIVE IT! *NM

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20061117	608841	FORD	TAURUS	200 2	N	N			VISIBILITY:DEFROSTER/DEFOGGER SYSTEM:WINDSHIELD:BLOWER	NJ	
<p>RECURRING PROBLEM WITH 2002 FORD TAURUS LEAKING WATER THROUGH CABIN AIR INTAKE. RESULTS IN PUDDLES ON PASSENGER-SIDE FLOORBOARD AND RUINED BLOWER MOTOR. NEEDED TO REPLACE BLOWER MOTOR AND SPRAY FOR MOLD IN THE CARPET. *JB</p>											
20061117	609989	FORD	TAURUS	200 2	N	N			STRUCTURE	NJ	
<p>RECURRING PROBLEM WITH 2002 FORD TAURUS LEAKING WATER THROUGH CABIN AIR INTAKE. RESULTS IN PUDDLES ON PASSENGER-SIDE FLOORBOARD AND RUINED BLOWER MOTOR. NEEDED TO REPLACE BLOWER MOTOR AND SPRAY FOR MOLD IN THE CARPET. *JB</p>											
20061204	611449	FORD	MUSTANG GT	200	N	N	0	0	VEHICLE SPEED CONTROL	NJ	
1ZVHT85H155	20061204		5620	5							
<p>1ST TIME IT HAPPENED I WAS GOING ABOUT 45 MPH AND AS I WAS ACCELERATING TO PASS, THE CAR JUST KEPT ACCELERATING BY IT SELF, I THEN BEGAN TO TAP THE GAS PEDAL WITH MY FOOT AND AS I GOT CLOSER TO THE VEHICLE IN FRONT OF ME I HAD TO BRAKE AND PUT THE VEHICLE IN NEUTRAL,WHILE IN NEUTRAL THE VEHICLE IDLE RETURNED TO NORMAL. I THEN WENT HOME AND AT THIS POINT BELIEVING IT WAS POSSIBLY BEING CAUSED BY THE FLOOR MAT I REMOVED SAME. THE 2ND TIME I HAD JUST MADE A RIGHT TURN AND GAVE IT A LITTLE GAS WHEN THE VEHICLE BEGAN TO ACCELERATE ON ITS OWN, AS I APPLIED THE BRAKE THE VEHICLE DID A 180. WHILE I HOLDING THE BRAKE DOWN THE REAR WHEELS BEGAN TO SPIN, I WAS THEN ABLE TO PUT THE VEHICLE INTO NEUTRAL AND TURN IT OFF. WHEN RESTARTED IT WAS BACK TO NORMAL. I THEN TOOK IT TO A FORD DEALER THE NEXT DAY, THEY HOWEVER WERE UNABLE TO DUPLICATE THE PROBLEM DURING THE TWO DAYS THEY HAD IT, THUS NO REPAIRS WERE DONE, I WAS TOLD TO COME BACK IF IT HAPPENS AGAIN, I WAS ALSO TOLD BY THE DEALER THAT THEY CONTACTED FORD AND THAT THEY HAD NO OTHER COMPLAINTS LIKE THIS. I THEN CONTACTED FORD MOTOR CO. AND WAS TOLD THERE WAS NOTHING THAT THEY CAN DO, AND WHEN ASKED IF THEY COULD REPLACE ANY PARTS THAT COULD CAUSE THIS PROBLEM DUE TO THE EXTREME DANGER OF THIS PROBLEM THEY REFUSED. NOTE</p>											
20070102	614057	FORD	TAURUS	200	N	N			SUSPENSION:REAR:SPRINGS	OH	
1FAFP55U12G	20070102		45368	2							
<p>WE HAVE A 2002 FORD TAURUS WITH APROX 45,000 MILES. AS MY FAMILY WAS GETTING READY TO ENTER THE CAR WE HEARD A LOUD "BOOM". THE BACK END OF THE CAR SEEMED TO BE A BIT LOWER THAN USUAL. AS WE TRIED TO DRIVE IT OUT OF THE DRIVEWAY THERE WAS A LARGE AMOUNT OF RUBBING SO WE PARKED THE CAR AND CALLED OUR LOCAL DEALERSHIP. TODAY THE MECHANIC LET US KNOW THAT THE REAR COIL SPRINGS AND STRUTS ARE BROKEN. THIS IS A FAMILY CAR THAT IS DRIVEN LOCALLY AND HAS ONLY A LITTLE OVER 45,000 MILES ON IT. I SEE NO REASON FOR THIS FAILURE WHATSOEVER. THIS IS THE 3RD FORD VEHICLE BETWEEN OUR FAMILY AND MY PARENTS FAMILY THAT HAS HAD THIS HAPPEN WITH SPRINGS, STRUTS AND/OR SUSPENSION BAR. FORTUNATELY ALL THREE TIMES IT HAPPENED BEFORE WE WERE OUT ON THE HIGHWAY. FORD IS WELL AWARE OF THE PROBLEM. MY FATHER WORKED FOR FORD FOR 40 YEARS AND I CAN TELL YOU THE FAULTY PARTS ARE OR WERE COMING RIGHT OUT OF MONROE, MICHIGAN. THEY KNOW THIS YET KEEP USING THE PARTS. YOU WOULD THINK AFTER THE RECALL ON MODELS UP TO 2001 THAT THEY WOULD CORRECT THE PROBLEM BUT THEY HAVE NOT. IS IT GOING TO TAKE A DEATH AND LAWSUIT TO KEEP FORD FROM BRUSHING THIS UNDER THE CARPET? THERE ARE COMPLAINTS ALL OVER THE INTERNET FROM PEOPLE WITH 2002 MODELS AND UP HAVING THE COILS AND SPRINGS FAILING ON BOTH THE FRONT AND REAR OF THEIR VEHICLES. I TRULY HOPE THAT FORD WILL BE FORCED TO CORRECT THIS PROBLEM ONCE AND FOR ALL. IT IS A TRULY DANGEROUS SITUATION. I FEAR FOR MY SAFETY AND MY</p>											
20070102	613966	FORD	TAURUS	200	N	N			SUSPENSION:REAR:SPRINGS:COIL SPRINGS	OH	
1FAFP55U12G	20070102		45368	2							
<p>WE HAVE A 2002 FORD TAURUS WITH APROX 45,000 MILES. AS MY FAMILY WAS GETTING READY TO ENTER THE CAR WE HEARD A LOUD "BOOM". THE BACK END OF THE CAR SEEMED TO BE A BIT LOWER THAN USUAL.</p>											

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20070110 614219	FORD	MUSTANG	200	N	N			OTHER	FL
1FAFP42R63F	20070110	31980							

3

MY 2003 MUSTANG HAS A DRIVER SIDE CARPET PROBLEM WHERE THE CARPET COMES UNATTACHED AND FOLDS DOWN AT THE TOP. WELL IT HOOKED MY ACCELERATOR PEDAL AND ALMOST CAUSED ME TO GET INTO AN ACCIDENT. HEADING TO STOP AT A RED LIGHT DOWNSHIFTING INTO 2ND AND THEN HAVING YOUR GAS PEDAL STUCK IS SCARY TO SAY THE LEAST. IF FORD DOESN'T WANT A LOT OF LAWSUITS I SUGGEST THEY OPEN A RECALL ON THIS, IT WILL BE WAY CHEAPER IN THE LONG RUN. *JB

20070120 615195	FORD	EXPLORER	199	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	VA
1FMZU34E7WU	20070120	132200							
		SPORT	8						

DRIVING IN RUSH HOUR TRAFFIC ON 4 LANE ROAD AT 35 MPH THE ACCELERATOR STUCK WIDE OPEN. IMMEDIATELY JAMMED MY LEFT FOOT ON THE BRAKE TO NOT HIT OTHER CARS WHILE TRYING TO USE RIGHT FOOT TO GET BEHIND THE GAS PEDAL AND UNSTICK IT. PUT CAR IN NEUTRAL AND EVENTUALLY WAS ABLE TO GET PEDAL UNSTUCK. CHECKED TO ENSURE FLOOR MAT WAS NOT CAUSING THE PROBLEM. PROCEEDING DRIVING WITH HAZARDS AT LESS THAN 25 MPH. WITHIN 10 MINUTES SAME THING HAPPEN EXCEPT THAT THIS TIME I WAS INITIALLY UNSUCCESSFUL IN GETTING THE PEDAL TO UNSTICK. WHILE WAITING FOR A TOW TRUCK, APPROXIMATELY 45 MINUTES, THE PEDAL POPPED OUT OF PLACE. GARAGE HAS DETERMINED THAT THE ACCELERATOR CABLE IS DEFECTIVE AND NEEDS TO BE REPLACED. *JB

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070121	615300	FORD	EXPEDITION	200	N	N	0	0	ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS	TX	
1FMRU1568YL		20070121	105000								

0

1. VEHICLE OPERATING NORMALLY, STALLED AND WOULD NOT START ON INTERSTATE. 2. GEM FAILED DUE TO WATER, CARPET AND BEHIND FIREWALL WET. POTENTIALLY FATAL DUE TO TOTAL IMMOBILIZATION OF VEHICLE. TOWED. 3. GEM AND FUSE BOX REPLACED, SEE BELOW LOOKS LIKE NHTSA INVESTIGATION AND ENGINEERING STUDY STARTED. 39 CASES REPORTED NHTSA ACTION NUMBER : PE05033 NHTSA
 RECALL CAMPAIGN NUMBER : N/A MAKE : FORD MODEL: EXPEDITION MANUFACTURER : FORD MOTOR COMPANY YEAR : 2000 COMPONENT : ELECTRICAL SYSTEM DATE INVESTIGATION OPENED : JUNE 15, 2005 DATE INVESTIGATION CLOSED : OPEN SUMMARY: COMPLAINANTS ALLEGE THAT WHEN IT RAINS OR SNOWS, WATER LEAKS INTO THE VEHICLE AROUND THE WINDSHIELD. THE WATER SEEPS INTO THE FUSE BOX AND FORD'S GEM (GENERIC ELECTRONIC MODULE) CAUSING THE WIPERS AND OTHER ELECTRICAL COMPONENTS TO MALFUNCTION. THE GEM CONTROLS MULTIPLE FUNCTIONS, INCLUDING, AMONG OTHER THINGS,

20070121	615298	FORD	EXPEDITION	200	N	N	0	0	ELECTRICAL SYSTEM	TX	
1FMRU1568YL		20070121	105000								

0

1. VEHICLE OPERATING NORMALLY, STALLED AND WOULD NOT START ON INTERSTATE. 2. GEM FAILED DUE TO WATER, CARPET AND BEHIND FIREWALL WET. POTENTIALLY FATAL DUE TO TOTAL IMMOBILIZATION OF VEHICLE. TOWED. 3. GEM AND FUSE BOX REPLACED, SEE BELOW LOOKS LIKE NHTSA INVESTIGATION AND ENGINEERING STUDY STARTED. 39 CASES REPORTED NHTSA ACTION NUMBER : PE05033 NHTSA
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20070128	616898	FORD	FREESTYLE	200	N	N			STRUCTURE:BODY	NY	
1FMDK06105G		20070128									

5

LEAKS WATER FROM WET WEATHER INTO VEHICLE'S CARGO AREA AND FRONT PASSENGER FLOOR AREA. FREEZING TO SUB-FREEZING TEMPS CAUSE WATER TO FREEZE CARPET AND ANYTHING IN CAR WITH MOISTURE ON IT. FIRST TIME THIS WAS APPARENT, CAR WAS IN FOR RECALL ON DOOR LATCHES; AT THAT TIME, WE TOLD DEALER ABOUT WATER LEAK IN CARGO AREA AFTER IT HAS JUST RAINED - THEY SAID THEY COULD NOT FIND THE LEAK, AND THEREFORE NEVER FILED WITH FORD. SECOND TIME CAR WAS IN WAS AT THE END OF DECEMBER '06 FOR A WATER LEAK ON FRONT PASSENGER FLOOR. DEALER SAID THEY SPENT MORE THAN AN HOUR WATER TESTING UNTIL IT DID LEAK IN THEIR PRESENCE. SAID THEY REMOVED AREAS OF CARPET AND DOORS WHERE WATER WAS COMING IN, FIXED SEAL, AND DRIED OUT CARPET BEFORE RE-INSTALLING AND GIVING CAR BACK TO US (KEEP IN MIND THIS IS ROUGHLY 11-12 TOTAL HOURS OF LABOR). A MONTH LATER, WE ARE IN THE SAME POSITION AFTER A LIGHT SNOW (1-2"). THIS TIME, HOWEVER, THE FRONT PASSENGER FLOOR AND REAR CARGO AREA ARE SOAKING WET. DEALER HAS HAD CAR FOR ALMOST A FULL WEEK. ORDERED NEW CARPET FOR FRONT AND REAR, REPLACED ANY PANELS AND ELECTRONICS ASSOCIATED WITH WHERE WATER WAS COMING IN, SAID THEY HAVE MADE FIXES TO SEALS WHERE WATER IS NOW COMING IN (*ANOTHER 12-14 HOURS). STILL WAITING FOR VEHICLE TO BE RETURNED. DEALER SAYS THAT, ALTHOUGH WE HAVE THE HIGHEST END WARRANTY YOU CAN BUY THROUGH THEM AT 7 YEARS/75,000 MILES, THIS PROBLEM WILL MORE THAN LIKELY NOT BE COVERED BEYOND THE 3YR/36,000 MILE MANUFACTURER'S WARRANTY. WE ARE TALKING ROUGHLY 25 HOURS OF LABOR AT ALMOST \$100/HR. I CANNOT AFFORD \$2,500/MONTH. WHAT IS FORD GOING TO DO ABOUT THIS? THERE IS A BLOG ONLINE, [HTTP://WWW.FORD-FORUMS.COM/FORD-FREESTYLE/3008-WATER-LEAK-ISSUES.HTML](http://www.ford-forums.com/ford-freestyle/3008-water-leak-issues.html), ABOUT THIS VERY PROBLEM, HOSTED BY FORD, YET THERE ARE ZERO TECHNICAL SERVICE BULLETINS (TSBS) OR COMPLAINTS

20070129	617186	FORD	FOCUS	200	N	N	0	0	SERVICE BRAKES, HYDRAULIC:SWITCHES:BRAKE LIGHT	IL	
3FAFP37372R		20070129	62000								

2

CLUTCH ASSEMBLY HAS A LEAK OF FLUID INTO THE INTERIOR OF THE CAR (DOWN THE CLUTCH ARMATURE TO THE CLUTCH PAD AND TO FLOOR MAT, IF SIGNIFICANT LEAKAGE) WHICH HAS A) CAUSED THE CLUTCH PEDAL PAD TO BECOME SLIPPERY AND FALL OFF DUE TO THE FLUID SEEPING BEHIND THE PAD [AFTER MARKET REPLACEMENTS NOT AVAILABLE DUE TO RELATIVE YOUTH OF CAR, THEREFORE NECESSITATING SERVICE AT DEALER], B) CAUSES THE BRAKE LIGHT TO COME ON SPORADICALLY DUE TO A DROP IN BRAKE FLUID (CLUTCH HYDRAULICS SHARE A RESERVOIR WITH BRAKE SYSTEM), ALTHOUGH NO FINDING OF CORRESPONDING BRAKE TROUBLE CAN BE MADE [PROBLEM TEMPORARILY DISAPPEARS WHEN FLUID LEVEL TOPPED OFF] AND C) CAUSES SPORADIC CLUTCH "SOFTENING" AND DECREASED EFFECTIVENESS. ISSUE HAS BEEN BROUGHT TO THE ATTENTION OF BOTH DEALER AND INDEPENDENT SERVICE PROVIDERS SEVERAL TIMES, BUT NONE CAN FIND A FAULT WITH THE BRAKING SYSTEM AS INDICATED BY THE ERROR LIGHT AND THEREFORE NONE INDICATE THAT A TROUBLE EXISTS. THE LEAK IS NOT OBVIOUS UPON VISUAL INSPECTION OF THE BRAKING SYSTEM AND THE PROBLEM DOES NOT APPEAR TO HAVE A NEGATIVE IMPACT ON BRAKING POWER (UNLESS LEFT TOO LONG AND BRAKE FLUID LEVELS DROP SIGNIFICANTLY). UNABLE TO LOCATE PRECISE LOCATION OF LEAK (SUSPECT EITHER RESERVOIR OR SOME ASSOCIATED LINE TO CLUTCH HYDRAULICS) OR TO DETERMINE WHY ONLY CLUTCH SYSTEM APPEARS TO BE IMPACTED. 1) NO NOTICEABLE/KNOWN EVENTS LEADING TO FAILURE; UNCERTAIN HOW LONG CONDITION EXISTED PRIOR TO INITIAL DOCUMENTED PROBLEM 2) SEE FAILURE AND CONSEQUENCES NOTED ABOVE 3) NO CORRECTION IN PLACE YET AS DEALER SERVICE DOES NOT YET ACKNOWLEDGE PROBLEM AND DID NOT "FIND" PROBLEM AT RECENT 60K SERVICE WORK-UP (INCLUDED TOTAL SYSTEMS CHECK AND FULL BRAKE INSPECTION WITH FLUID TOP OFFS) PROBLEM WITH BRAKE LIGHT FIRING MANIFEST APPROXIMATELY EVERY TWO WEEKS (SINCE FIRST NOTED IN NOVEMBER 2006) DUE TO FLUID LOSS, PARTICULARLY WHEN TEMPERATURE DROPS BELOW 30 DEGREES FAHRENHEIT. ISSUE IS "RESOLVED" BY ADDING BRAKE FLUID TO RESERVOIR. *JB

20070129	617375	FORD	FOCUS	200	N	N	0	0	POWER TRAIN:CLUTCH ASSEMBLY	IL
3FAFP37372R		20070129	62000							

2

CLUTCH ASSEMBLY HAS A LEAK OF FLUID INTO THE INTERIOR OF THE CAR (DOWN THE CLUTCH ARMATURE TO THE CLUTCH PAD AND TO FLOOR MAT, IF SIGNIFICANT LEAKAGE) WHICH HAS A) CAUSED THE CLUTCH PEDAL PAD TO BECOME SLIPPERY AND FALL OFF DUE TO THE FLUID SEEPING BEHIND THE PAD [AFTER MARKET REPLACEMENTS NOT AVAILABLE DUE TO RELATIVE YOUTH OF CAR, THEREFORE NECESSITATING SERVICE AT DEALER], B) CAUSES THE BRAKE LIGHT TO COME ON SPORADICALLY DUE TO A DROP IN BRAKE FLUID (CLUTCH HYDRAULICS SHARE A RESERVOIR WITH BRAKE SYSTEM), ALTHOUGH NO FINDING OF CORRESPONDING BRAKE TROUBLE CAN BE MADE [PROBLEM TEMPORARILY DISAPPEARS WHEN FLUID LEVEL TOPPED OFF] AND C) CAUSES SPORADIC CLUTCH "SOFTENING" AND DECREASED EFFECTIVENESS. ISSUE HAS BEEN BROUGHT TO THE ATTENTION OF BOTH DEALER AND INDEPENDENT SERVICE PROVIDERS SEVERAL TIMES, BUT NONE CAN FIND A FAULT WITH THE BRAKING SYSTEM AS INDICATED BY THE ERROR LIGHT AND THEREFORE NONE INDICATE THAT A TROUBLE EXISTS. THE LEAK IS NOT OBVIOUS UPON VISUAL INSPECTION OF THE BRAKING SYSTEM AND THE PROBLEM DOES NOT APPEAR TO HAVE A NEGATIVE IMPACT ON BRAKING POWER (UNLESS LEFT TOO LONG AND BRAKE FLUID LEVELS DROP SIGNIFICANTLY). UNABLE TO LOCATE PRECISE LOCATION OF LEAK (SUSPECT EITHER RESERVOIR OR SOME ASSOCIATED LINE TO CLUTCH HYDRAULICS) OR TO DETERMINE WHY ONLY CLUTCH SYSTEM APPEARS TO BE IMPACTED. 1) NO NOTICEABLE/KNOWN EVENTS LEADING TO FAILURE; UNCERTAIN HOW LONG CONDITION EXISTED PRIOR TO INITIAL DOCUMENTED PROBLEM 2) SEE FAILURE AND CONSEQUENCES NOTED ABOVE 3) NO CORRECTION IN PLACE YET AS DEALER SERVICE DOES NOT YET ACKNOWLEDGE PROBLEM AND DID NOT "FIND" PROBLEM AT RECENT 60K SERVICE WORK-UP (INCLUDED TOTAL SYSTEMS CHECK AND FULL BRAKE INSPECTION WITH FLUID TOP OFFS) PROBLEM WITH BRAKE LIGHT FIRING MANIFEST APPROXIMATELY EVERY TWO WEEKS (SINCE FIRST NOTED IN NOVEMBER 2006) DUE TO FLUID LOSS, PARTICULARLY WHEN TEMPERATURE DROPS BELOW 30 DEGREES FAHRENHEIT. ISSUE IS "RESOLVED" BY ADDING BRAKE FLUID TO RESERVOIR. *JB

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070213	618140	FORD	F SERIES	199	N	N	0	0	VEHICLE SPEED CONTROL	NY	
2FTDX1724VC	20070213		87600								

7

THROTTLE HUNG THREE TIMES: ONE UNDER CRUISE, TWICE WITHOUT. ALL INSTANCES STARTED AT HIGHWAY SPEEDS WHEN TEMPS WERE EXTREMELY COLD. PUMPING PEDDLE TO BREAK ACCELERATION ONLY

ALLOWED FOR PARTIAL DECELERATION. REPEATED ATTEMPTS REQUIRED TO REDUCE SPEED. COULD HAVE CAUSED FATALITY IN SECOND OCCURRENCE AS ICY CONDITIONS AND STOPPED VEHICLES COULD HAVE

RESULTED IN A MAJOR COLLISION. SHIFTING INTO NEUTRAL AND PUMPING BREAKS ALLOWED FOR A CONTROLLED STOP. EXTREMELY HIGH IDLE REMAINED UNTIL MULTIPLE ATTEMPTS TO BREAK ACCELERATION

PREVAILED. NOTE: FLOOR MATS ARE NOT INVOLVED IN THIS ISSUE. RESEARCH HAS UNCOVERED MANY OTHER OWNERS HAVING THE SAME ISSUE WITH THIS VEHICLE, SIMILAR TO THE EXPLORER OF THE SAME YEAR.

WHEN IS A RECALL TO GET THIS CORRECTED GOING TO BE ISSUED... HOW MANY NEED TO BE INJURED OR KILLED BEFORE SOMEBODY DOES THE RIGHT THING!!! *NM

20070322	623433	FORD	FOCUS	200	N	N	0	0	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	NC	
1FAFP34P63W	20070322		66051								

3

THE DRIVER SIDE REAR ELECTRIC WINDOW OF MY 2003 FORD FOCUS LS HAS MALFUNCTIONED & FAILED TO RESPOND TO SWITCH CONTROL. MOTOR FUNCTION SEEMED TO STILL BE INTACT BUT THE WINDOW DIDN'T

RESPOND TO THE ELECTRICAL SWITCH ON THE DOOR PANEL. THIS RESULTED IN THE WINDOW BEING STUCK IN A HALF DOWN POSITION BUT COULD BE PULLED BACK UP MANUALLY WITH LITTLE RESISTANCE. 1 WEEK

LATER THE PASSENGER SIDE REAR WINDOW EXHIBITED THE EXACT SAME SYMPTOMS. AFTER CALLING A FEW LOCAL DEALERSHIPS/REPAIR SHOPS, I WAS INFORMED THAT THE WINDOW(S) HAD PROBABLY COME

"OFF TRACK" BUT THEY COULD NOT BE CERTAIN WITHOUT INSPECTION. I RECEIVED AN ESTIMATE OF \$200 JUST TO LOOK AT THE PROBLEM, THE ESTIMATE DID NOT INCLUDE ANY ADDITIONAL FEE'S THAT MAY INCUR

THEREAFTER. I CONTACTED TRIUMPH AUTO GLASS TO REPAIR THE PROBLEM AND WAS TOLD BY THE TECHNICIAN THAT THIS IS A VERY FREQUENT PROBLEM WITH THE FORD FOCUS MODEL & THAT HE HAS RAN INTO

THIS PROBLEM SEVERAL TIMES IN RECENT MONTHS. HE WASN'T ABLE TO REPAIR THE PROBLEM AT THE TIME, BUT HE WAS ABLE TO IDENTIFY THE PROBLEM AS HE HAD RAN ACROSS IT NUMEROUS TIMES. HE

STATED THAT BOTH REGULATORS FOR THE WINDOW MOTOR'S HAD FAILED & ESTIMATED THE REPAIR COST TO BETWEEN \$500-\$600.00 ! I WAS NOT ABLE TO AFFORD THAT EXPENDITURE AT THIS TIME & OPTED TO

GLUE BOTH BACK WINDOWS SHUT IN THE UP POSITION. SO NOW I HAVE ESSENTIALLY NO REAR WINDOWS (AT LEAST WINDOWS THAT FUNCTION) & THERE IS DAMAGE TO THE CARPET & UPHOLSTERY FROM THE

ELEMENTS. NOT TO MENTION THE FEAR OF POSSIBLY HAVING THE CAR BROKEN INTO OR STOLEN. I DID WISH TO MAKE YOU AWARE OF THIS ISSUE AS IT SEEMS TO BE QUITE FREQUENT. I HAVE CHECKED YOUR

SITE & SEVERAL OTHERS FOR THE FORD FOCUS & WAS UNABLE TO FIND ANY RECALLS OR BULLETINS FOR THIS PROBLEM. BUT IT'S A BIG PROBLEM & A SERIOUS SAFETY ISSUE THAT NEEDS TO BE ADDRESSED BY

FORD AND I AM OBVIOUSLY NOT THE ONLY ONE AFFECTED BY THIS MECHANICAL FAILURE. THANK YOU FOR TIME AND ATTENTION TO THIS MATTER. SINCERELY, [REDACTED]

20070324	624165	FORD	TAURUS	200	N	N	0	0	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	SC	
1FAFP53U61G	20070324		43000								

1

MY 2001 FORD TAURUS HAD DEVELOPED A LEAK ON THE PASSENGER SIDE AND THE HEATER BLOWER ONLY WORKS ON HIGH. PER THE FORD MOTOR COMPANY TECHNICAL SERVICE BULLETIN 04-15-3, THIS WAS A

MANUFACTURING ERROR WHICH EVENTUALLY WILL RUIN THE CARPET, THE AIR CONDITIONER, AND COST ME HUNDREDS OF DOLLARS AND MAY NEVER BE FIXED.*AK

20070328	624908	FORD	FIVE HUNDRED	200	N	N			STRUCTURE	SC	
1FAHP24187G	20070319		192								

7

2007 FORD FIVE HUNDRED CUSTOMER STATES THAT THEY OBSERVED DAMPNES AND WHAT APPEARED TO BE MOLD BENEATH THE FLOOR MATS ON THE DRIVER'S SIDE, BOTH FRONT AND BACK**NAR**CC THE

DEALERSHIP INFORMED THE CONSUMER, THERE WERE LEAKS AROUND THE WINDSHIELD AND THAT THE VEHICLE HAD SAT ON THE LOT FOR 2 TO 3 MONTHS BEFORE IT WAS PURCHASED. *JB

20070418	627059	FORD	TAURUS	200	N	N			VISIBILITY:DEFROSTER/DEFOGGER	CT	
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1FAFP55UX3G 20070418 31471

3

SYSTEM:WINDSHIELD:BLOWER

OUR 2003 FORD TAURUS STARTED TO LEAK FROM SOMEWHERE. THE FLOORS BECAME WET WHEN IT RAINED. WE TOOK THE CAR TO THE FORD DEALERSHIP AND THEY FIXED"THE PROBLEM. THIS HAPPENED 3 MORE TIMES EACH TIME THEY CLAIMED TO HAVE FIXED THE PROBLEM. WE WERE LEFT WITHOUT A CAR FOR A WEEK THE LAST TIME ,AND STILL WE HAVE PROBLEMS WITH THE CAR. THE WATER DAMAGE HAS LEFT MY CAR WITH A FOUL SMELL AND HAS SHORTED OUT OUR BLOWER FOR THE SECOND TIME. FORD IN WATERBURY CT HAS GIVEN UP ON THE CAR AND CLAIMED THAT THEY CANNOT FIND WHERE THE WATER IS COMING FROM. THIS HAPPENED OVER THE COURSE OF ABOUT 1 1/2 YEARS. SINCE THIS TIME OUR WARRANTY HAS RAN OUT AND THE PROBLEM IS NOT FIXED. WE ARE AWARE OF RECALL # 03V087000, BUT WE ARE NOT SURE IF THIS IS PART OF IT. I HAVE RESEARCHED THE INTERNET TO FIND MANY DESCRIPTIONS OF FORD MODELS 2001-2003 WITH THIS SAME PROBLEM. AT THIS POINT THE VALUE OF MY TAURUS HAS DROPPED SIGNIFICANTLY, AND I CANNOT TRADE IN THIS CAR KNOWING THAT THIS PROBLEM HAS NOT BEEN RESOLVED. I'M NOT SURE ANYONE WOULD EVEN WANT THIS CAR AT THIS POINT. WE ARE VERY FRUSTRATED AND FEEL "RIPPED OFF" BY FORD. THIS WAS A BEAUTIFUL CAR WHEN WE BOUGHT IT BUT IS NOW PLAGUED BY WATER DAMAGED CARPETS AND UNHEALTHY MOLD. THE HEATER/AC/BLOWER DOES NOT WORK AND ON VERY COLD, ICY, OR HOT DAYS IT CANNOT BE DRIVEN DUE TO SAFETY HAZARDS.*AK PLEASE HELP US TO RESOLVE THIS PROBLEM WE HAVE NOWHERE LEFT TO TURN. FORD TAURUS 4 DR SEDAN TAN. *AK

20070418 627060 FORD TAURUS 200 N N STRUCTURE CT
1FAFP55UX3G 20070418 31471

3

OUR 2003 FORD TAURUS STARTED TO LEAK FROM SOMEWHERE. THE FLOORS BECAME WET WHEN IT RAINED. WE TOOK THE CAR TO THE FORD DEALERSHIP AND THEY FIXED"THE PROBLEM. THIS HAPPENED 3 MORE TIMES EACH TIME THEY CLAIMED TO HAVE FIXED THE PROBLEM. WE WERE LEFT WITHOUT A CAR FOR A WEEK THE LAST TIME ,AND STILL WE HAVE PROBLEMS WITH THE CAR. THE WATER DAMAGE HAS LEFT MY CAR WITH A FOUL SMELL AND HAS SHORTED OUT OUR BLOWER FOR THE SECOND TIME. FORD IN WATERBURY CT HAS GIVEN UP ON THE CAR AND CLAIMED THAT THEY CANNOT FIND WHERE THE WATER IS COMING FROM. THIS HAPPENED OVER THE COURSE OF ABOUT 1 1/2 YEARS. SINCE THIS TIME OUR WARRANTY HAS RAN OUT AND THE PROBLEM IS NOT FIXED. WE ARE AWARE OF RECALL # 03V087000, BUT WE ARE NOT SURE IF THIS IS PART OF IT. I HAVE RESEARCHED THE INTERNET TO FIND MANY DESCRIPTIONS OF FORD MODELS 2001-2003 WITH THIS SAME PROBLEM. AT THIS POINT THE VALUE OF MY TAURUS HAS DROPPED SIGNIFICANTLY, AND I CANNOT TRADE IN THIS CAR KNOWING THAT THIS PROBLEM HAS NOT BEEN RESOLVED. I'M NOT SURE ANYONE WOULD EVEN WANT THIS CAR AT THIS POINT. WE ARE VERY FRUSTRATED AND FEEL "RIPPED OFF" BY FORD. THIS WAS A BEAUTIFUL CAR WHEN WE BOUGHT IT BUT IS NOW PLAGUED BY WATER DAMAGED CARPETS AND UNHEALTHY MOLD. THE HEATER/AC/BLOWER DOES NOT WORK AND ON VERY COLD, ICY, OR HOT DAYS IT CANNOT BE DRIVEN DUE TO SAFETY HAZARDS.*AK PLEASE HELP US TO RESOLVE THIS PROBLEM WE HAVE NOWHERE LEFT TO TURN. FORD TAURUS 4 DR SEDAN TAN. *AK

20070429 627218 MERCURY SABLE 200 N N 1 0 VISIBILITY:WINDSHIELD PA
1MEFM55S52A 20070429 54000

2

WATER LEAKED THROUGH WINDSHIELD COWL ONTO THE PASSENGER FLOOR BOARD AND CAUSING BLOWER FAN MOTOR TO SHORT OUT. FORD ADMITS THIS MANUFACTURING DEFECT IN TSB 04-15-3. HAS CAUSED ME RESPIRATORY ISSUES DUE TO BUILD UP OF MOLD IN DASH AND CARPETING. *TR

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070429	626936	MERCURY	SABLE	200	N	N	1	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	PA	
1MEFM55S52A	20070429		54000								

2

WATER LEAKED THROUGH WINDSHIELD COWL ONTO THE PASSENGER FLOOR BOARD AND CAUSING BLOWER FAN MOTOR TO SHORT OUT. FORD ADMITS THIS MANUFACTURING DEFECT IN TSB 04-15-3. HAS CAUSED ME RESPIRATORY ISSUES DUE TO BUILD UP OF MOLD IN DASH AND CARPETING. *TR

20070518	630746	LINCOLN	TOWN CAR	199	N	N	0	0	STRUCTURE:BODY	GA	
				9							

DURING EVERY RAIN WATER RUNS DOWN THE INSIDE OF THE FIREWALL ON THE PASSENGER'S SIDE, BEHIND THE GLOVE BOX, SOAKS THE FRONT CARPET, AND STANDS AS MUCH AS 1 1/2" DEEP IN THE REAR FLOOR. BOTH CARPETS WERE VERY MOLDY. I HAVE TAKEN THE CAR TO DEALERS, BODY SHOPS, AND WINDSHIELD GLASS EXPERTS, AND NOBODY CAN FIX IT. IF I RUN A SMALL STREAM OF WATER FROM THE HOSE ON THE LOWER RIGHT CORNER OF THE WINDSHIELD IT WILL SHOW UP ON THE INSIDE OF THE CAR WITHIN A MINUTE. I HAVE BEEN TRYING TO SOLVE THIS PROBLEM FOR AT LEAST 3 YEARS.*AK

20070527	632351	FORD	TAURUS	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	MO	
1FAFP53U73G	20070527		42000								
				3					SYSTEM:WINDSHIELD:BLOWER		

MY 2003 FORD TAURUS HAS HAD WATER LEAKING IN TO THE PASSENGER SIDE FLOOR BOARD EVER SINCE I PURCHASED IT, NOT THINKING A WHOLE LOT ABOUT IT WHEN I RETURNED FROM OVER SEAS DUE TO A DEPLOYMENT THERE WAS RUST STAINS IN MY CARPET AND THE BLOWER THEN WOULD ONLY WORK ON HIGH, ABOUT A MONTH AGO THE BLOWER MOTOR QUIT WORKING SO I ASKED MY MECHANIC AND HE TOLD ME THAT IT SHOULD BE COVERED BUT I HAVE 40,000 MILES ON MY CAR RIGHT NOW AND THE DEALERSHIP IS REFUSING TO FIX IT UNDER THE TSB'S OR UNDER ANY RECALLS. *TR

20070527	632350	FORD	TAURUS	200	N	N	0	0	STRUCTURE	MO	
1FAFP53U73G	20070527		42000								
				3							

MY 2003 FORD TAURUS HAS HAD WATER LEAKING IN TO THE PASSENGER SIDE FLOOR BOARD EVER SINCE I PURCHASED IT, NOT THINKING A WHOLE LOT ABOUT IT WHEN I RETURNED FROM OVER SEAS DUE TO A DEPLOYMENT THERE WAS RUST STAINS IN MY CARPET AND THE BLOWER THEN WOULD ONLY WORK ON HIGH, ABOUT A MONTH AGO THE BLOWER MOTOR QUIT WORKING SO I ASKED MY MECHANIC AND HE TOLD ME THAT IT SHOULD BE COVERED BUT I HAVE 40,000 MILES ON MY CAR RIGHT NOW AND THE DEALERSHIP IS REFUSING TO FIX IT UNDER THE TSB'S OR UNDER ANY RECALLS. *TR

20070611	632889	FORD	EDGE	200	N	N	0	0	VISIBILITY	PA	
2FMDK48C27B	20070611		45000								
				7							

PURCHASED A NEW FORD EDGE ON 12/29/06. CONTACTED FORD MOTOR AT LEAST 7 TIMES. CALLED MY SERVICING DEALER , CALLED LOCAL DEALER. VISITED 10 DIFFERENT AUTO AGENCY'S TO DISCUSS PROBLEM. FORD HAS DESIGNED THE WINDSHIELD SO THAT THE ENTIRE DASH BOARD SHOWS UP AS A DOUBLE IMAGE IN THE WINDSHIELD! THIS IS NOT JUST A LITTLE PORTION , BUT THE ENTIRE WINDSHIELD. I HAVE BEEN IN CONTACT WITH GLASS MANUFACTURES, TINTING COMPANIES ETC., ONLY TO BE TOLD THAT I AM WASTING MY TIME. IN FACT AFTER NUMEROUS TRIES WITH FORD MOTOR CUSTOMER SERVICE THEY SAY AND I QUOTE THAT MY PROBLEM HAS BEEN APPROPRIATELY ADDRESSED, AND THAT THE PROBLEM IS A NORMAL VEHICLE CHARACTERISTIC ! I PURCHASED THIS FORD EDGE IN GOOD FAITH, AND CAN NOT BELIEVE THAT THIS PROBLEM IS SAFE, IN FACT I CONTACTED CONSUMER REPORT, AND THEY SUGGESTED I CONTACT YOUR OFFICE. IT DOES NOT MATTER IF THE SUN IS SHINING OR IF THE SUN IS NOT SHINING, YOU CAN NOT SEE OUT OF THE WINDSHIELD SAFELY, YOU MUST WHERE POLORIZED SUN GLASSES AT ALL TIMES, INCLUDING AT DUSK. THIS IS WRONG. I HAVE DONE AND SAID EVERYTHING I CAN TO MAKE FORD AWARE OF THIS PROBLEM, AND I GOT NOWHERE. THE NEXT STEP IS TO VISIT A OPTHAMOLOGIST TO SEE WHAT DAMAGE IS BEING DONE TO THE EYE. IN 6 MONTHS THIS FORD EDGE HAS BEEN DRIVEN ONLY 1500 MILES, BY MY WIFE, AND I DROVE IT ANOTHER 1000 MILES JUST TO SEE IF IT WAS JUST ME. AFTER A LONG TRIP, I GUARANTEE YOU WILL BE TAKING A NAP TO REST YOUR EYES. THIS IS GOING TO CAUSE AN ACCIDENT. I ALSO FOUND UPON INSPECTION OF OTHER MAKE CROSS OVERS, THAT FORD IS RIGHT, THIS IS A DESIGN FLAW IN THE NEW CROSS OVERS. I DRIVE A CADILIAC ESCALADE EXT, AND I DO NOT HAVE TO WHERE SUN GLASSES TO

DRIVE THIS PICKUP. I HOPE THIS IS NOT GOING TO BE SWEEPED UNDER THE CARPET, AS I REALLY THINK THIS CAN BE SERIOUS! I WILL WAIT TO HEAR FROM YOU . I HAVE ALSO CONTACTED MR. KEITH MC CALLS OFFICE

20070704 635179 FORD TAURUS 200 N N 1 0 EQUIPMENT IL
 1FAFP56S94A 20070704 45000

4

WATER ON FLOOR OF FRONT PASSENGER. BLOWER NOT WORKING. MOLD AND ODOR ON CARPET, MOTOR BLOWER CORROSION. TOOK TO FORD DEALER AND THEY REPLACED THE BLOWER MOTOR AND AA CONTROL, SEALED COWL AND INSTALLED RAINHAT EXTENDER.

20070729 638689 FORD TAURUS 199 N N OTHER NJ
 1FAFP53U5XG 20070729

9

RAIN CAUSES A LEAK IN THE CABIN OF MY 1999 FORD TAURUS. I HAVE HAD TO REPLACE THE BLOWER MOTOR AND FIX THE AC. ALSO CAUSES DAMAGE TO THE INTERIOR CARPET. THE LEAK IS ALWAYS ON THE PASSENGER SIDE AFTER RAIN. *JB

20070730 638529 FORD TAURUS 200 N N 0 0 OTHER TX
 1FAFP53U65A 20070730

5

IT SEEMS LIKE AFTER HEAVY RAIN WATER COLLECTS SOMEWHERE WITHIN THE DASH AND RUNS DOWN INTO THE FRONT PASSENGER FLOORBOARD OF THE CAR. IT COLLECTS SEVERAL INCHES OF WATER THAT SITS IN THE FLOORBOARD AND I HAVE TO SOAK IT UP WITH A LOT OF TOWELS. I KEEP A GARBAGE BAG IN THE FLOORBOARD TO KEEP FROM RUINING MY CARPET WHICH ALREADY SMELLS REAL BAD AS A RESULT OF THIS

ISSUE. I HAVE READ NUMEROUS COMPLAINTS ABOUT THIS VERY PROBLEM ON OTHER FORD TAURUS' GOING BACK TO AT LEAST 2001 MODELS. HAS THERE BEEN A RECALL? I READ IN THE COMPLAINTS THAT IT CAUSED THEIR BLOWER MOTOR TO NEED TO BE REPLACED. I WOULD LIKE TO GET THIS PROBLEM TAKEN CARE OF ASAP BUT FEEL THAT SINCE THIS IS AN ONGOING ISSUE WITH THE FORD TAURUS THEN FORD

SHOULD RECALL IT AND THEY SHOULD REPAIR IT AT NO COST. THEY SHOULD ALSO BE REQUIRED TO LOOK AT THE BLOWER MOTOR AND ANYTHING ELSE IT COULD HAVE EFFECTED AND REPLACE IF NEEDED. I

WOULD ALSO LIKE TO REQUEST THEY CLEAN MY CARPET AND GET THE BAD SMELL OUT OF IT. I WAS TOLD TO REFER TO A RELATED RECALL UNDER 03V08700 AND COMPLAINT #10184014. THANKS! *TR

FOREST RIVER, INC.

20011024 325845 FOREST RIVER GEORGETOWN 200 N OTHER NV
 1

THE CARPET ON THE STEPS FELL OFF, AND HAS NEVER BEEN REPAIRD SINCE R.V. WAS PURCHASED.*JB

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
<i>FREIGHTLINER LLC</i>											
19981020	99378	FREIGHTLINER	CONVENTIONAL	199					OTHER	MA	
	1FUVDXYB6PH	19971204					3				
FLOOR MAT NOT INSTALLED PROPERLY AND CUT.											
<i>GENERAL MOTORS CORP.</i>											
19950112	3574	CHEVROLET	CAPRICE	199	N		0	0	OTHER	CA	
	1G1BL52W2RR	19941116					4				
PROBLEM WITH LEFT FRONT FLOOR MAT GROMET.											
19960130	27459	CHEVROLET	CAMARO	199	N		0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
	2G1FP22K5T2	19960130					6				
GAS PEDAL POSITIONED TOO FAR FROM BAKE/LAYS ON FLOOR AND UP AGAINST CARPETED WALL. *AK											
19960307	37186	BUICK	LESABRE	199	N		0	0	OTHER	CA	
	1G4HP52L2SH	19960130					5				
FLOOR MAT WEAK. *TT											
19970918	82055	OLDSMOBILE	SILHOUETTE	199	N			0	OTHER	CA	
	1GHDU06E5TT	19970909					6				
PROBLEM WITH FLOOR CARPET.											
19971009	84097	CHEVROLET	C1500	199	N		0	0	ELECTRICAL	CA	
	1GCDK14KXMZ	19970811					1		SYSTEM:ALTERNATOR/GENERATOR/REGULATOR		
THE ALTERNATOR INSULATOR SHORTED OUT, CAUSING WIRE UNDER FLOOR MAT TO BURN.											
19971110	85264	CHEVROLET	S10	198	N	N			STRUCTURE:BODY	TX	
							7				
THE DRIVER'S FLOOR DOES NOT SECURE THE FLOOR MAT, CAUSING THE FLOORMAT TO HOLD THE GAS PEDAL, AND ALMOST CAUSED AN ACCIDENT. *AK											
19971202	88341	OLDSMOBILE	CUTLASS	199		Y	0	0	ELECTRICAL SYSTEM	MT	
	1G3WH15MORD	19971202					4				
ELECTRICAL SYSTEM FAILURE CAUSING BURNING OF PLASTIC AROUND FENDER, BURNT CARPET INSIDE THE CARE, BEHIND CENTER CONSOLE AND WIRING BEHIND ENGINE COMPARTMENT. BURNING WIRES RESULTED IN FIRE. REASON UNKNOWN.											
19980220	68306	CHEVROLET	LUMINA	199		N		0	OTHER	AL	
	2G1WL52M8V9	19971230					7				
CARPET DAMAGED TWICE, POSSIBLY CAUSED BY EXCESSIVE HEAT FROM UNDER VEHICLE.											
19980421	94308	PONTIAC	SUNFIRE	199	N	N	0	0	OTHER	OK	
	3G2JB1247TS	19980421					6				
WHILE GOING AROUND CORNERS, THE STEERING WHEEL WOULD LOCK UP. THE FLOOR MAT WOULD GET BOUND UP IN STEERING COLUMN. MAT IS NEAR FIREWALL. *AK											
19980421	94307	PONTIAC	SUNFIRE	199	N	N	0	0	STEERING:WHEEL AND HANDLE BAR	OK	
	3G2JB1247TS	19980421									

6

WHILE GOING AROUND CORNERS, THE STEERING WHEEL WOULD LOCK UP. THE FLOOR MAT WOULD GET BOUND UP IN STEERING COLUMN. MAT IS NEAR FIREWALL. *AK

19981120	114672	SATURN	SW2	199	N	0	0	OTHER	FL
1G8ZJ827XXZ		19981120							

9

DRIVER'S SIDE FACTORY INSTALLED FLOOR MAT SLIDES AND WEDGES UNDER PEDALS. SERVICE MANAGER SAID THEY KNOW ABOUT THIS PROBLEM, BUT HAVE NO FIX. AT NO SPEED DO YOU FEEL AS IF YOU ARE

FULLY IN CONTROL OF THE VEHICLE. IT WALLOWS AND PULLS TO THE RIGHT. THIS LEADS TO CONSTANT OVER-STEERING, WHICH COULD CAUSE LOSS OF CONTROL. SERVICE MANAGER CONTENDS THAT

EVERYTHING MEETS THE MANUFACTURER'S SPECS. WHEN QUESTIONED ABOUT THE FIRESTONE AFFINITY, TOURING T1, P185/65/R15 86T M& S TIRES THE CAR CAME THROUGH WITH, HE MADE NO RESPONSE.

19981127	119073	CHEVROLET	TAHOE	199				AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE	AZ
3GNEK18R5WG		19981109							

8

DUE OT AIR BAG SENSOR LOCATION, IF CARPET GETS WET THE SENSOR CAN MAKE AIR BAG DEPLOY, DESIGN DEFECT.

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19981127	118773	BUICK	CENTURY	199					OTHER	CA	
4 THE LOOSE FITTED CARPET WORKED FREE AND WAS BUNCHED UP UNDER THE FOOT BRAKE AND ACCELERATOR PREVENTING THEIR USE RESULTING IN LOSS OF CONTROL.											
19990106	131377	PONTIAC	GRAND AM	199					OTHER	CA	
1G2NE52MOTC 19971027 6 FRONT CARPET FAILED.											
19990120	140509	GMC	SUBURBAN	199	Y	N	0	0	AIR BAGS:FRONTAL	PA	
1GKFK16KXSJ 19990120 5 THE FLOOR MAT WAS WEDGED UNDER ACCELERATOR PEDAL. THIS CAUSED VEHICLE TO ACCELERATE & HIT ANOTHER VEHICLE IN FRONT. AIR BAG DID NOT DEPLOY. WAS TRAVELING AT 30-40MPH AT THE TIME. *AK											
19990120	140510	GMC	SUBURBAN	199	Y	N	0	0	AIR BAGS:FRONTAL	PA	
1GKFK16KXSJ 19990120 5 THE FLOOR MAT WAS WEDGED UNDER ACCELERATOR PEDAL. THIS CAUSED VEHICLE TO ACCELERATE & HIT ANOTHER VEHICLE IN FRONT. AIR BAG DID NOT DEPLOY. WAS TRAVELING AT 30-40MPH AT THE TIME. *AK											
19990120	140508	GMC	SUBURBAN	199	Y	N	0	0	OTHER	PA	
1GKFK16KXSJ 19990120 5 THE FLOOR MAT WAS WEDGED UNDER ACCELERATOR PEDAL. THIS CAUSED VEHICLE TO ACCELERATE & HIT ANOTHER VEHICLE IN FRONT. AIR BAG DID NOT DEPLOY. WAS TRAVELING AT 30-40MPH AT THE TIME. *AK											
19990122	140713	CHEVROLET	CAVALIER	199	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IL	
1G1JC544XR7 19980122 4 WHILE DRIVING TO WORK AT APPROXIMATELY 35MPH, VEHICLE SUDDENLY ACCELERATED AT HIGH RATE OF SPEED. HAD HEARD A CLINKING SOUND AT THE TIME. ACCELERATOR PEDAL WAS STUCK. CHECKED CARPETING TO SEE IF PART OF PROBLEM, WAS NOT PROBLEM. TOOK TO DEALER AFTERWARDS TO HAVE IT CHECKED. *AK											
19990203	147518	SATURN	SATURN	199	N	N			VISIBILITY:SUN ROOF ASSEMBLY	VA	
REFUSED 19990203 6 SUN ROOF LEAKS ONTO THE WINDSHIELD, DAMAGED THE HEAD LINER AND CARPET. DEALER CONTACTED, AND HOLDING VEHICLE FOR \$250 AT CONSUMER EXPENSE FOR TUBING. PROVIDE FURTHER INFORMATION. *AK											
19990219	140800	SATURN	SC1	199					STRUCTURE:FRAME AND MEMBERS	NY	
6 VEHICLE CONTINUALLY LEAKS WATER INTO VEHICLE CAUSING DAMAGE TO THE ELECTRICAL SYSTEM AS WELL AS CARPETING ETC.											
19990225	144747	CHEVROLET	LUMINA	199					OTHER	MD	
7 BUTTON ON FLOOR CARPET BROKEN WHEN PURCHASED CAUSING CARPETING TO ROLL UNDER BRAKE PEDAL.											
19990421	157626	CHEVROLET	Z71	199	N	N			VISIBILITY:GLASS, SIDE/REAR	PA	
8 COSUMER TOOK VEHICLE TO DEALERSHIP ON THREE DIFFERENT OCCASIONS. THE FIRST TIME DEALERS TESTED AND REPAIRED, THE SECOND TIME PERFORMED AN AIR BUBBLE TEST AND FIXED IT. YESTERDAY, DEALERSHIP REMOVED WINDOW/REINSTALLED AND RECALLED IT. BUT, WINDOW STILL LEAKS, DEALERSHIP NOW IS ORDERING A NEW GLASS FOR REAR WINDOW, ALSO, MANUAL ON PAGES 1-31 STATES THAT IF WATER EVER SOAKED INTO THE CARPET IT COULD DAMAGE THE AIR BAG CONTROLLER. VEHICLE HAS BEEN SITTING WITH WET CARPET.----PLEASE ADD VIN.#. *AK											

19990421 157627 CHEVROLET Z71 199 N N OTHER PA

8

COSUMER TOOK VEHICLE TO DEALERSHIP ON THREE DIFFERENT OCCASIONS. THE FIRST TIME DEALERS TESTED AND REPAIRED, THE SECOND TIME PERFORMED AN AIR BUBBLE TEST AND FIXED IT. YESTERDAY,

DEALERSHIP REMOVED WINDOW/REINSTALLED AND RECALLED IT. BUT, WINDOW STILL LEAKS, DEALERSHIP NOW IS ORDERING A NEW GLASS FOR REAR WINDOW, ALSO, MANUAL ON PAGES 1-31 STATES THAT IF

WATER EVER SOAKED INTO THE CARPET IT COULD DAMAGE THE AIR BAG CONTROLLER.VEHICLE HAS BEEN SITTING WITH WET CARPET.----PLEASE ADD VIN.#. *AK

19990519 160804 CHEVROLET ASTRO 199 N Y 0 0 ELECTRICAL SYSTEM:WIRING MI FILL
IN 19990519

3

VEHICLE HEATED UP FROM THE FLOORBOARD AREA & BURNED THE CARPETING. SMOKE WAS COMING FROM THE VENTS. TOOK TO DEALER, BUT MECHANIC HAD NOT CHECKED IT. *AK

19990520 161534 CHEVROLET MALIBU 199 N VEHICLE SPEED CONTROL:SPRINGS FL
1G1ND52M7WY 19990520

8

AT 60 MPH THE CRUISE CONTROL WAS ON AT THE STEERING WHEEL, BUT NOT SET. IT SET ITSELF AS INDICATED BY THE "CRUISE" LIGHT ON THE DASH AND WOULD NOT TURN OFF, BUT KEPT ACCELERATING AS

INDICATED BY THE GAS PEDAL BEING DEPRESSED. I APPLIED BRAKES AND IT STILL WOULD NOT TURN OFF. AFTER REACHING 80 MPH, I WAS ABLE TO START SLOWING DOWN, EVEN THOUGH I COULD FEEL THE CAR

CONTINUE TO TRY TO ACCELERATE AND THE CRUISE CONTROL INDICATOR ON THE DASH WAS STILL ON. AFTER TRAVELING 1/4 MILE, I FINALLY GOT THE CAR STOPPED ON THE SIDE OF THE ROAD, I PUT THE CAR IN

PARK. THE RPM'S WERE PULSING BETWEEN 2500-3500 AND CONTINUING TO CLIMB. I TURNED OFF THE KEY. SMOKE WAS BOILING FROM THE FRONT BRAKES. IT TOOK A FULL 15 SECONDS FOR THE ACCELERATOR

PEDAL TO RELEASE FROM ITS ENGAGED POSITION. I COULD HEAR A "POP" AND FEEL THE ACCELERATOR PEDAL SPRING BACK TO ITS NORMAL POSITION. THE DEALERSHIP IS BLAMING MY FLOOR MAT. *AK

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19990604	139045	CADILLAC	DEVILLE	199					STRUCTURE:BODY:DOOR	NY	
<p>4 INSIDE OF THE DOOR IS FALLING APART (CARPET PANEL, DOOR LIGHTING, PLASTIC PIECES). MJS</p>											
19990730	174608	BUICK	CENTURY	199	N	N			STRUCTURE:FRAME AND MEMBERS	PA	
<p>2G4WS52M7X1 19990614 9 WATER LEAK INTO VEHICLE, CAUSING WATER DAMAGE TO CARPETING. MJS</p>											
19990730	174776	CHEVROLET	ASTRO	199					OTHER	KS	
<p>1GNDM19W9VB 19990604 7 CARPET SEPARATING FROM FLOOR. *YC</p>											
19990902	181664	PONTIAC	GRAND PRIX	199	N	N			AIR BAGS:FRONTAL	KY	
<p>3 WHILE SERVICE TECHNICIAN WAS PULLING OUT FLOOR MATS AIR BAG DEPLOYED WITHOUT INDICATION. PLEASE PROVIDE FURTHER INFORMATION. *AK</p>											
19990908	147921	GMC	JIMMY	199					EQUIPMENT:MECHANICAL:JACKS	CA	
<p>1GKDT13W5V2 19990908 7 CARPET--HOLE. AUTOMATIC TRANSMISSION--LEAK AT PUMP, REPLACED.</p>											
19990908	147922	GMC	JIMMY	199					POWER TRAIN:AUTOMATIC TRANSMISSION	CA	
<p>1GKDT13W5V2 19990908 7 CARPET--HOLE. AUTOMATIC TRANSMISSION--LEAK AT PUMP, REPLACED.</p>											
19990929	188521	CHEVROLET	MALIBU	199		N	0	0	EXTERIOR LIGHTING:BRAKE LIGHTS	OH	
<p>1G1ND52M7V6 19990929 7 WE HAVE HAD NUMEROUS THINGS REPAIRED OR REPLACED ON THIS CAR. EVERYTHING FROM THE CARPET TO THE RADIO TO WARPED ROTORS. WE ARE CURRENTLY TRYING TO "GET OUT OF" OUR LEASE DUE TO THE NUMBER OF PROBLEMS THAT WE ARE EXPERIENCING. IT'S BECOME QUITE A NUISANCE TO HAVE AND WE ARE DISSAPPOINTED AND EVEN ANGRY AT THE FACT THAT THESE MANY PROBLEMS HAVE GONE UNINVESTIGATED BY THE DEALER THAT WE TAKE IT TO FOR REPAIRS. FORTUNATELY, THERE HAVE BEEN NO SERIOUS MALFUNCTIONS WITH THE CAR CAUSING ACCIDENTS. WE HAVE AN EXTENSIVE LIST OF REPAIRS DONE TO THE CAR STARTING LESS THAN SIX MONTHS FROM THE DATE OF PURCHASE. TO DATE, WE HAVE HAD THIS CAR SERVICED FOR REPAIRS ON AVERAGE, ONCE EVERY SIX WEEKS.</p>											
19990929	188396	CHEVROLET	MALIBU	199		N	0	0	ELECTRICAL SYSTEM:IGNITION	OH	
<p>1G1ND52M7V6 19990929 7 WE HAVE HAD NUMEROUS THINGS REPAIRED OR REPLACED ON THIS CAR. EVERYTHING FROM THE CARPET TO THE RADIO TO WARPED ROTORS. WE ARE CURRENTLY TRYING TO "GET OUT OF" OUR LEASE DUE TO THE NUMBER OF PROBLEMS THAT WE ARE EXPERIENCING. IT'S BECOME QUITE A NUISANCE TO HAVE AND WE ARE DISSAPPOINTED AND EVEN ANGRY AT THE FACT THAT THESE MANY PROBLEMS HAVE GONE UNINVESTIGATED BY THE DEALER THAT WE TAKE IT TO FOR REPAIRS. FORTUNATELY, THERE HAVE BEEN NO SERIOUS MALFUNCTIONS WITH THE CAR CAUSING ACCIDENTS. WE HAVE AN EXTENSIVE LIST OF REPAIRS DONE TO THE CAR STARTING LESS THAN SIX MONTHS FROM THE DATE OF PURCHASE. TO DATE, WE HAVE HAD THIS CAR SERVICED FOR REPAIRS ON AVERAGE, ONCE EVERY SIX WEEKS.</p>											
19990929	188395	CHEVROLET	MALIBU	199		N	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	OH	
<p>1G1ND52M7V6 19990929 7 WE HAVE HAD NUMEROUS THINGS REPAIRED OR REPLACED ON THIS CAR. EVERYTHING FROM THE CARPET TO THE RADIO TO WARPED ROTORS. WE ARE CURRENTLY TRYING TO</p>											

"GET OUT OF" OUR LEASE DUE TO THE NUMBER OF PROBLEMS THAT WE ARE EXPERIENCING. IT'S BECOME QUITE A NUISANCE TO HAVE AND WE ARE DISSAPPOINTED AND EVEN ANGRY AT THE FACT THAT THESE MANY PROBLEMS HAVE GONE UNINVESTIGATED BY THE DEALER THAT WE TAKE IT TO FOR REPAIRS. FORTUNATELY, THERE HAVE BEEN NO SERIOUS MALFUNCTIONS WITH THE CAR CAUSING ACCIDENTS. WE HAVE AN EXTENSIVE LIST OF REPAIRS DONE TO THE CAR STARTING LESS THAN SIX MONTHS FROM THE DATE OF PURCHASE. TO DATE, WE HAVE HAD THIS CAR SERVICED FOR REPAIRS ON AVERAGE, ONCE EVERY SIX WEEKS.

19990929 188394	CHEVROLET	MALIBU	199	N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION	OH
1G1ND52M7V6	19990929							
			7				COMPONENTS:DISC	

WE HAVE HAD NUMEROUS THINGS REPAIRED OR REPLACED ON THIS CAR. EVERYTHING FROM THE CARPET TO THE RADIO TO WARPED ROTORS. WE ARE CURRENTLY TRYING TO "GET OUT OF" OUR LEASE DUE TO THE NUMBER OF PROBLEMS THAT WE ARE EXPERIENCING. IT'S BECOME QUITE A NUISANCE TO HAVE AND WE ARE DISSAPPOINTED AND EVEN ANGRY AT THE FACT THAT THESE MANY PROBLEMS HAVE GONE UNINVESTIGATED BY THE DEALER THAT WE TAKE IT TO FOR REPAIRS. FORTUNATELY, THERE HAVE BEEN NO SERIOUS MALFUNCTIONS WITH THE CAR CAUSING ACCIDENTS. WE HAVE AN EXTENSIVE LIST OF REPAIRS DONE TO THE CAR STARTING LESS THAN SIX MONTHS FROM THE DATE OF PURCHASE. TO DATE, WE HAVE HAD THIS CAR SERVICED FOR REPAIRS ON AVERAGE, ONCE EVERY SIX WEEKS.

19990929 188523	CHEVROLET	MALIBU	199	N	0	0	SEATS	OH
1G1ND52M7V6	19990929							
			7					

WE HAVE HAD NUMEROUS THINGS REPAIRED OR REPLACED ON THIS CAR. EVERYTHING FROM THE CARPET TO THE RADIO TO WARPED ROTORS. WE ARE CURRENTLY TRYING TO "GET OUT OF" OUR LEASE DUE TO THE NUMBER OF PROBLEMS THAT WE ARE EXPERIENCING. IT'S BECOME QUITE A NUISANCE TO HAVE AND WE ARE DISSAPPOINTED AND EVEN ANGRY AT THE FACT THAT THESE MANY PROBLEMS HAVE GONE UNINVESTIGATED BY THE DEALER THAT WE TAKE IT TO FOR REPAIRS. FORTUNATELY, THERE HAVE BEEN NO SERIOUS MALFUNCTIONS WITH THE CAR CAUSING ACCIDENTS. WE HAVE AN EXTENSIVE LIST OF REPAIRS DONE TO THE CAR STARTING LESS THAN SIX MONTHS FROM THE DATE OF PURCHASE. TO DATE, WE HAVE HAD THIS CAR SERVICED FOR REPAIRS ON AVERAGE, ONCE EVERY SIX WEEKS.

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19990929	188522	CHEVROLET	MALIBU	199		N	0	0	SEAT BELTS:FRONT:ANCHORAGE	OH	
	1G1ND52M7V6	19990929									

7

WE HAVE HAD NUMEROUS THINGS REPAIRED OR REPLACED ON THIS CAR. EVERYTHING FROM THE CARPET TO THE RADIO TO WARPED ROTORS. WE ARE CURRENTLY TRYING TO "GET OUT OF" OUR LEASE DUE TO

THE NUMBER OF PROBLEMS THAT WE ARE EXPERIENCING. IT'S BECOME QUITE A NUISANCE TO HAVE AND WE ARE DISSAPPOINTED AND EVEN ANGRY AT THE FACT THAT THESE MANY PROBLEMS HAVE GONE

UNINVESTIGATED BY THE DEALER THAT WE TAKE IT TO FOR REPAIRS. FORTUNATELY, THERE HAVE BEEN NO SERIOUS MALFUNCTIONS WITH THE CAR CAUSING ACCIDENTS. WE HAVE AN EXTENSIVE LIST OF REPAIRS

DONE TO THE CAR STARTING LESS THAN SIX MONTHS FROM THE DATE OF PURCHASE. TO DATE, WE HAVE HAD THIS CAR SERVICED FOR REPAIRS ON AVERAGE, ONCE EVERY SIX WEEKS.

19990929	168588	CHEVROLET	ASTRO	199		N	N		OTHER	FL	
	1GBBEM19W0X	19990929									

9

FLOOR MAT ON DRIVER'S SIDE CONTINUOUSLY MOVES UNDER BOTH BRAKE AND ACCELERATOR PEDALS, CAUSING ERRATIC OPERATION WHEN IT OCCURS. BELIEVED THIS IS A SAFETY FACTOR WHICH SHOULD BE

LOOKED INTO BY NHTSA. MANUFACTURER OF THE FLOOR MAT WAS NOTIFIED. *AK

19990930	168477	PONTIAC	GRAND AM	199		N	N		AIR BAGS:FRONTAL	MO	
	1G2NE12M6TM	19990930									

6

DUE TO THE CARPET GETTING WET, THE DRIVER SIDE AIR BAG DEPLOYED. *AK

19991015	173368	CHEVROLET	ASTRO	199		N	N	0	0	OTHER	NY
	1GBDM19W7XB	19991015									

9

CARPET IS NOT STUCK TO THE FLOOR .CARPET SLIPS AND SLIDES. *AK

19991020	193392	OLDSMOBILE	CUTLASS	199		N		0	0	VEHICLE SPEED CONTROL:LINKAGES	VA
	1G3NB52M1V6	19991020									

7

THIS CAR HAS HAD ALL OF ITS SCHEDULED MAINTENANCE PERFORMED AT THE DEALERSHIP. DURING THE FIRST YEAR THAT I OWNED THE CAR, A) THE CRUISE CONTROL STOPPED WORKING AND THE CABLE FROM

THE CRUISE CONTROL POWER UNIT TO THE THROTTLE BODY HAD TO BE REPLACED, AND B) THE CARPET STARTED BALDING IN AN AREA WHERE THERE NORMALLY ISN'T ANY CONTACT WITH MY FEET. DURING THE

PAST FEW MONTHS, A) THE GENERATOR DIED LEAVING ME STRANDED AT A 24-LANE TOLL PLAZA ON THE NEW JERSEY TURNPIKE, AND B) THE POSITIVE BATTERY TERMINAL PULLED OUT OF THE BATTERY, DRAINING

THE BATTERY ACID AND LEAVING ME WITH A DEAD CAR AND A SHOPPING CART FULL OF GROCERIES.

19991020	193393	OLDSMOBILE	CUTLASS	199		N		0	0	ELECTRICAL	VA
	1G3NB52M1V6	19991020									

7

SYSTEM:ALTERNATOR/GENERATOR/REGULATOR

THIS CAR HAS HAD ALL OF ITS SCHEDULED MAINTENANCE PERFORMED AT THE DEALERSHIP. DURING THE FIRST YEAR THAT I OWNED THE CAR, A) THE CRUISE CONTROL STOPPED WORKING AND THE CABLE FROM

THE CRUISE CONTROL POWER UNIT TO THE THROTTLE BODY HAD TO BE REPLACED, AND B) THE CARPET STARTED BALDING IN AN AREA WHERE THERE NORMALLY ISN'T ANY CONTACT WITH MY FEET. DURING THE

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THE BATTERY ACID AND LEAVING ME WITH A DEAD CAR AND A SHOPPING CART FULL OF GROCERIES.

19991020	193391	OLDSMOBILE	CUTLASS	199		N		0	0	ELECTRICAL SYSTEM:BATTERY:CABLES	VA
	1G3NB52M1V6	19991020									

7

THIS CAR HAS HAD ALL OF ITS SCHEDULED MAINTENANCE PERFORMED AT THE DEALERSHIP. DURING THE FIRST YEAR THAT I OWNED THE CAR, A) THE CRUISE CONTROL STOPPED WORKING AND THE CABLE FROM

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19991029	200397	OLDSMOBILE	SILHOUETTE	199	EXTERIOR LIGHTING	MD
1GHD	X03EXVD	19991021				

7

THE MANUFACTURING ERROR IN ASSEMBLY CAUSED THE TAIL LIGHT,FOG LIGHTS,TURN SIGNAL LIGHT AND REMOTE ACCESS INDICATOR LIGHTS TO BLOW OUT. WIRING HARNESS LOCATED UNDER FLOOR MAT WHICH RUBBED BY SCREW AND SNAPPED. YH

19991029	199817	PONTIAC	GRAND AM	199	AIR BAGS:FRONTAL	MN
1G2NE	12M6TM	19991029				

6

THE SENSOR, DUE TO WATER IN AND UNDER THE CARPETING,CAUSED THE DRIVER SIDE AIR BAG TO DEPLOY. YH

19991029	200665	PONTIAC	GRAND AM	199	AIR BAGS	MN
1G2NE	12M6TM	19991029				

6

THE SENSOR, DUE TO WATER IN AND UNDER THE CARPETING,CAUSED THE DRIVER SIDE AIR BAG TO DEPLOY. YH

19991029	199007	OLDSMOBILE	SILHOUETTE	199	EXTERIOR LIGHTING:TAIL LIGHTS:SWITCH	MD
1GHD	X03EXVD	19991021				

7

THE MANUFACTURING ERROR IN ASSEMBLY CAUSED THE TAIL LIGHT,FOG LIGHTS,TURN SIGNAL LIGHT AND REMOTE ACCESS INDICATOR LIGHTS TO BLOW OUT. WIRING HARNESS LOCATED UNDER FLOOR MAT WHICH RUBBED BY SCREW AND SNAPPED. YH

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19991029	197685	PONTIAC	GRAND AM	199					AIR BAGS	MN	
	1G2NE12M6TM	19991029									
				6							
				THE SENSOR, DUE TO WATER IN AND UNDER THE CARPETING, CAUSED THE DRIVER SIDE AIR BAG TO DEPLOY. YH							
19991029	201559	OLDSMOBILE	SILHOUETTE	199					EXTERIOR LIGHTING	MD	
	1GHDX03EXVD	19991021									
				7							
				THE MANUFACTURING ERROR IN ASSEMBLY CAUSED THE TAIL LIGHT, FOG LIGHTS, TURN SIGNAL LIGHT AND REMOTE ACCESS INDICATOR LIGHTS TO BLOW OUT. WIRING HARNESS LOCATED UNDER FLOOR MAT WHICH RUBBED BY SCREW AND SNAPPED. YH							
19991108	205607	CHEVROLET	VENTURE	199	N		0	0	STRUCTURE	WV	
	1GNDX03E9XD	19991108									
				9							
				WATER ENTERS VEHICLE WHEN RAINING AND THE VEHICLE IS IN MOTION - CARPET GETS SOAKED!							
19991116	207144	CHEVROLET	1500	199	N	N	0	0	VEHICLE SPEED CONTROL	OK	
	2GCEC19R4W1	19991116									
				8							
				INTERMITTENTLY THE VEHICLE ACCELERATES, SOMETIMES WHEN PUTTING VEHICLE IN REVERSE. WHEN COMING TO A STOP LIGHT, CONSUMER DECELERATED WHEN THE VEHICLE EXPERIENCED SUDDEN ACCELERATION FROM 20 MPH TO 40 MPH, CAUSING CONSUMER TO PUT ON BRAKES. DEALER SAID THAT FLOOR MATS MAY HAVE BEEN THE PROBLEM. BUT CONSUMER DOES NOT FEEL THIS IS TRUE. CONSUMER SAYS THERE WAS NO MAT ON FLOOR. VIN # (2GCEC19R4W1 [REDACTED]). *AK *YC							
19991116	207270	CHEVROLET	1500	199	N	N	0	0	OTHER	OK	
	2GCEC19R4W1	19991116									
				8							
				INTERMITTENTLY THE VEHICLE ACCELERATES, SOMETIMES WHEN PUTTING VEHICLE IN REVERSE. WHEN COMING TO A STOP LIGHT, CONSUMER DECELERATED WHEN THE VEHICLE EXPERIENCED SUDDEN ACCELERATION FROM 20 MPH TO 40 MPH, CAUSING CONSUMER TO PUT ON BRAKES. DEALER SAID THAT FLOOR MATS MAY HAVE BEEN THE PROBLEM. BUT CONSUMER DOES NOT FEEL THIS IS TRUE. CONSUMER SAYS THERE WAS NO MAT ON FLOOR. VIN # (2GCEC19R4W1 [REDACTED]). *AK *YC							
19991129	184740	CHEVROLET	CAVALIER	200	N	N			POWER TRAIN:CLUTCH ASSEMBLY	MA	
	1G1JC1244Y7	19991129									
				0							
				THE CLUTCH WILL RETURN TO THE UP POSITION BECAUSE OF THE POSITIONING OF THE FLOOR MAT. DEALER HAS BEEN NOTIFIED. *AK							
19991129	184741	CHEVROLET	CAVALIER	200	N	N			OTHER	MA	
	1G1JC1244Y7	19991129									
				0							
				THE CLUTCH WILL RETURN TO THE UP POSITION BECAUSE OF THE POSITIONING OF THE FLOOR MAT. DEALER HAS BEEN NOTIFIED. *AK							
20000105	196710	CHEVROLET	MALIBU	199		N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	TX	
	1G1ND52M6VY	20000105									
				7							
				AIR CONDITIONER CUTS OFF, ENGINE FAILS TO START (SECURITY SYSTEM), CARPET HAS DISENTEGRATED, FRONT END PROBLEMS, BRAKE PAD REPLACED AND BELT. *AK							
20000105	196711	CHEVROLET	MALIBU	199		N			STEERING:COLUMN LOCKING:ANTI-THEFT DEVICE	TX	
	1G1ND52M6VY	20000105									
				7							
				AIR CONDITIONER CUTS OFF, ENGINE FAILS TO START (SECURITY SYSTEM), CARPET HAS DISENTEGRATED, FRONT END PROBLEMS, BRAKE PAD REPLACED AND BELT. *AK							
20000105	196712	CHEVROLET	MALIBU	199		N			SUSPENSION:FRONT	TX	

1G1ND52M6VY	20000105						
				7			
						AIR CONDITIONER CUTS OFF, ENGINE FAILS TO START (SECURITY SYSTEM), CARPET HAS DISENTEGRATED, FRONT END PROBLEMS, BRAKE PAD REPLACED AND BELT.	*AK
20000105 196713	CHEVROLET	MALIBU	199	N		SERVICE BRAKES, HYDRAULIC:FOUNDATION	TX
1G1ND52M6VY	20000105						
				7		COMPONENTS:DISC:PADS	
						AIR CONDITIONER CUTS OFF, ENGINE FAILS TO START (SECURITY SYSTEM), CARPET HAS DISENTEGRATED, FRONT END PROBLEMS, BRAKE PAD REPLACED AND BELT.	*AK
20000105 196714	CHEVROLET	MALIBU	199	N		ENGINE AND ENGINE COOLING:ENGINE:GASOLINE:BELTS	TX
1G1ND52M6VY	20000105						
				7		AND ASSOCIATED PULLEYS	
						AIR CONDITIONER CUTS OFF, ENGINE FAILS TO START (SECURITY SYSTEM), CARPET HAS DISENTEGRATED, FRONT END PROBLEMS, BRAKE PAD REPLACED AND BELT.	*AK
20000105 196715	CHEVROLET	MALIBU	199	N		OTHER	TX
1G1ND52M6VY	20000105						
				7			
						AIR CONDITIONER CUTS OFF, ENGINE FAILS TO START (SECURITY SYSTEM), CARPET HAS DISENTEGRATED, FRONT END PROBLEMS, BRAKE PAD REPLACED AND BELT.	*AK

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000109	197761	PONTIAC	GRAND AM	199	N		0	0	OTHER	KY	
	1G2NW52E1XM	20000109									

9

WE BOUGHT THE CAR IN NC. IN DEC. 1998, AND MOVED TO LEXINGTON KY. IN SEPT. OF 1999. AT THAT TIME WATER STARTED TO COLLECT ON THE PASSENGERS FRONT FLOOR CARPET. WE HAD THE LOCAL GM DEALER COURTESY PONTAIC ATTEMPT TO FIX IT 5 TIMES BETWEEN SEPT. AND DEC.. THEY HAVE HAD THE CAR MORE THEN WE HAVE IN THE LAST 4 MONTHS, SOMETIMES AS LONG AS 3 WEEKS. WHILE I AM STILL PAYING OVER 400.00 A MONTH FOR A LESSOR RENTAL CAR. I HAVE CONTACTED THE GM DIVISIONAL OFFICE AND THE BETTER BUSINESS BUREUR. THE DEALER PRESENTLY HAS THE CAR NOW UNTIL THE GM REP AND ME CAN DECIDE ON WHAT THE NEXT STEP SHOULD BE. I DO NOT WANT THE CAR BACK IT HAS JUST BEEN A COMPLETE NIGHTMARE. THEY WANT ME TO LOOK AT A GRAND PRIX GT BUT I AM NOT WANTING TO BE TAKEN. ANY HELP WOULD BE APPRECIATED. THANK YOU MASON L. FLINCHUM. *AK

20000120	203448	CHEVROLET	SILVERADO	199	N	N			SEATS	AZ	
	1GCEC19K4RE	20000120									

4

DRIVER'S SIDE SEAT BROKE TO WHERE SEAT IS BOLTED IN TO BRACKET, CAUSING SEAT TO ROCK BACK AND FORTH. SEAST WELD AT BRACKET OR RIVOT AT BRACKET COULD NOT GET TIGHT BECAUSE OF CARPETING IN BETWEEN THE PIECES OF STEEL. *AK *ML

20000120	202014	CHEVROLET	BLAZER	199		N			OTHER	KY	
	1GNCS13WXT2	20000120									

6

THIS CAR WAS PURCHASED ON 10/25/97. SINCE THEN, THE WEATHERSTRIPPING ON THREE DOORS HAS HAD TO BE REPLACED THREE DIFFERENT TIMES. EACH TIME THE WEATHERSTRIPPING FAILED, THE CAR LEAKED FLOODING THE FLOORBOARDS. AS A RESULT, THE CARPET HAS HAD TO BE REPLACED TWICE. THE FIRST INCIDENT WAS 12/02/97, THE SECOND 1/19/98 AND THE MOST RECENT 9/08/99 THE DEALER AND THE MANUFACTURER BOTH AGREE THAT ALTHOUGH IT DOES SOUND LIKE A MANUFACTURER'S DEFECT, THEY ARE NO LONGER RESPONSIBLE BECAUSE THE VEHICLE IS NO LONGER UNDER WARRANTY. NO SAFETY DEFECT

20000127	204092	PONTIAC	SUNFIRE	200		Y	0	0	INTERIOR LIGHTING	KY	
	1G2JB1249Y7	20000127									

0

ON 1-23-2000, MY AUTOMOBILE, WHICH IS JUST 4 MONTHS OLD, STARTED SHOWING PROBLEMS. EVERY TIME YOU APPLIED THE BRAKES, ALL THE INTERIOR LIGHTS INSIDE WOULD GO OUT. THE FOLLOWING MORNING, I WENT OUTSIDE TO START MY CAR TO LET IT WARM UP, WHEN I RETURNED IN ABOUT 15 MIN. THE INTERIOR WAS FILLED WITH SMOKE AND HAD A VERY STRONG ODOR LIKE PLASTIC BURNING. I TOOK IT TO THE LOCAL DEALERSHIP HERE IN TOWN, THEY FIRST SAID THAT THEY CHECKED EVERYTHING OUT AND COULD NOT FIND ANYTHING WRONG, JUST AS SOON AS I GOT IN THE CAR AND HIT THE BRAKE PEDAL, ALL THE INTERIOR LIGHTS WENT OUT. AFTER LEAVING THE CAR WITH THEM AGIAN THEY FOUND THAT THE LEAD WIRE HAD SHORTED OUT ON THE PASSNGER SIDE AND BURNT THROUGH THE CARPET AT GROUND POINT. I FEEL THIS COULD HAVE BEEN A MAJOR PROBLEM HAD THE CARPET IGNITED AND ESPECIALLY BEINGS IT IS A NEW AUTO. I FEEL THIS SHOULD BE CHECKED OUT AND SEE IF ANY OTHER SIMILIAR PROBLEMS HAVE

20000127	204819	SATURN	SATURN	200	N	N			OTHER	AZ	

0

THE DESIGN OF DRIVER SIDE FLOOR MAT CAUSING RETARDS THE RELEASE OF THE CLUTCH AND HINDERS THE GAS PEDAL FROM ACCELERATING. YH

20000210	214159	BUICK	REGAL	199	N	N			LATCHES/LOCKS/LINKAGES:DOORS:LATCH	MO	
	2G4WF5218X1	20000111									

9

CONSUMER HAS BEEN UNABLE TO OBTAIN A FIX FOR RECALL FOR DRIVERS SIDE CARPET WHICH HAS COME UNDONE WHICH CAN SNAG A FEMALES SHOE CAUSING HER TO TRIP. NLM CONSUMER STATES AFTER SEVERAL ATTEMPTS TO HAVE THE PASSENGER SIDE DOOR LOCK REPAIRED AT SEVERAL DEALERS AND BEING TOLD THEY COULD NOT REPAIR THE LOCK, SEVERAL INDEPENDENT MECHANIC CLAIM THE PROBLEM IS THE AUTOMATIC SWITCH WHICH WILL NOT SPRING THE LOCK BACK COMPLETELY TO ALLOW THE DOOR TO BE OPENED, IT REMIANS IN THE LOCK POSITION, CONSUMER WAS

ADVISED BY MECHANIC THEY CAN NOT

CORRECT THE PROBLEM BECAUSE THE VEHICLE IS STILL UNDER WARRANTY , GM MECHANICS CLAIM THEY DO NOT NOT WHAT THE PROBLEM IS. *JB

20000210	214158	BUICK	REGAL	199	N	N	OTHER	MO
2G4WF5218X1		20000111						

9

CONSUMER HAS BEEN UNABLE TO OBTAIN A FIX FOR RECALL FOR DRIVERS SIDE CARPET WHICH HAS COME UNDONE WHICH CAN SNAG A FEMALES SHOE CAUSING HER TO TRIP. NLM CONSUMER STATES AFTER

SEVERAL ATTEMPTS TO HAVE THE PASSENGER SIDE DOOR LOCK REPAIRED AT SEVERAL DEALERS AND BEING TOLD THEY COULD NOT REPAIR THE LOCK, SEVERAL INDEPENDENT MECHANIC CLAIM THE PROBLEM IS

THE AUTOMATIC SWITCH WHICH WILL NOT SPRING THE LOCK BACK COMPLETELY TO ALLOW THE DOOR TO BE OPENED, IT REMIANS IN THE LOCK POSITION, CONSUMER WAS ADVISED BY MECHANIC THEY CAN NOT

CORRECT THE PROBLEM BECAUSE THE VEHICLE IS STILL UNDER WARRANTY , GM MECHANICS CLAIM THEY DO NOT NOT WHAT THE PROBLEM IS. *JB

20000216	215734	CHEVROLET	VENTURE	199	N	N	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	WI
1GNDX03E7VD		20000216						

7

WIRING HARNESS RUNS THROUGH FLOORBOARD AND UNDERNEATH CARPET, AND IT IS RUBBING UP AGAINST A BOLT, CAUSING FIRE HAZARD. *AK

20000219	218969	GMC	YUKON	199		N	VISIBILITY:WINDSHIELD	IL
1GKEK18K1SJ		20000219						

5

REAR DOOR AND WINDOWS LEAK CAUSING EXTENSIVE RUST FRONT TO BACK UNDER THE CARPET AND IN THE REAR DOORS AND MILDEW IN THE CARPET. \$2800 TO REPAIR. *AK

20000329	194041	OLDSMOBILE	INTRIGUE	199		N	STRUCTURE:BODY	SC
1G3WS52K0WF		20000329						

8

THIS CAR IS A SUSPECT FLOOD CAR .THREE INCHES OF WATER WAS FOUND UNDER THE CARPET AND REAR SEAT WATER IS STILL ENTERING THE CAR. *AK

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000418	203738	PONTIAC	GRAND AM	199		N			STRUCTURE:BODY	TX	
1G2NE54U3MC		20000415									

1

THERE IS A LEAK IN THE CAR EVERY TIME IT RAINS BOTH OF THE FRONT FLOOR BOARDS ARE FULL OF WATER MY NEIGHBOR OWNS A 91 GRAND AM ALSO AND HIS DOES THE SAME WE DO NOT KNOW WHAT THE

PROBLEM IS BUT THE FLOOR BOARDS ARE RUSTING AND IT IS GOING TO COST ME TO FIX IT I KNOW THE CAR HAS NOT BEEN WRECKED AND MY NEIGHBORS CAR DOES THE SAME SO IT MUST BE A DESIGN PROBLEM I

WOULD LIKE TO KNOW WHAT I HAVE TO DO TO GET THIS RESOLVED SO THERE WILL BE NO FURTHER DAMAGE TO MY CAR PLUS IT IS MOLDING MY CARPET AND SMELLS. *AK

20000720	223222	CHEVROLET	ASTRO	199		N	N		STRUCTURE:BODY	FL	
1GNDM19W5VB		20000720									

7

INTERMITTENTLY VEHICLE WILL LOSE POWER AND STOP IN TRAFFIC. DEALER CANNOT DETERMINE CAUSE. ALSO, CONSUMER NOTICED A WHITE PASTY FUNGUS GROWING WHICH IS EATING THROUGH THE METAL AND CARPET.*AK

20000720	223221	CHEVROLET	ASTRO	199		N	N		ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	FL	
1GNDM19W5VB		20000720									

7

INTERMITTENTLY VEHICLE WILL LOSE POWER AND STOP IN TRAFFIC. DEALER CANNOT DETERMINE CAUSE. ALSO, CONSUMER NOTICED A WHITE PASTY FUNGUS GROWING WHICH IS EATING THROUGH THE METAL AND CARPET.*AK

20000822	241016	PONTIAC	FIREBIRD	199		N	0	0	VEHICLE SPEED CONTROL	AL	
2G2FS22K2W2		20000717									

8

THROTTLE PEDAL GETS CAUGHT BY FLOOR MAT WHEN SLAMMED TO FLOOR FOR FAST ACCELERATION. FLOOR MAT DOES NOT HAVE ANYTHING TO PREVENT IT FROM MOVING IN FRONT OF PEDAL, AT THIS POINT, VEHICLE STAYS ACCELERATING.*AK

20000822	241015	PONTIAC	FIREBIRD	199		N	0	0	OTHER	AL	
2G2FS22K2W2		20000717									

8

THROTTLE PEDAL GETS CAUGHT BY FLOOR MAT WHEN SLAMMED TO FLOOR FOR FAST ACCELERATION. FLOOR MAT DOES NOT HAVE ANYTHING TO PREVENT IT FROM MOVING IN FRONT OF PEDAL, AT THIS POINT, VEHICLE STAYS ACCELERATING.*AK

20000908	242128	CHEVROLET	BLAZER	200					OTHER	OH	
				0							

THE FLOOR MAT OF THE VEHICLE DOES NOT FIT EVENLY AND INTERFERES WITH THE OPERATION OF THE BRAKES AND ACCELERATION. (ATTORNEY FOR CONSUMER) YH

20000915	248622	CHEVROLET	CAVALIER	199		N	N		STRUCTURE:BODY:ROOF AND PILLARS	KY	
4G1JS32T5WD		20000915									

8

CONVERTIBLE TOP IS LEAKING WATER INTO THE PASSENGER COMPARTMENT WHICH HAS CAUSED CARPET TO MOLD . CONSUMER HAS CONTACTED DEALER. PLEASE PROVIDE ANY FURTHER DETAILS.*AK

20000918	255275	CHEVROLET	VENTURE	200		Y	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	IA	
1GNDX03E8YD		20000814									

0

CAN SEND A MORE READABLE VERSION ON REQUEST. I'D LIKE TO POINT OUT A VERY REAL AND DANGEROUS ISSUE WITH CHEVROLET VENTURES. WE BOUGHT A 2000 MODEL THIS SPRING. WHILE TRAVELING ONE

DAY, MY WIFE AND I, IN THE FRONT SEATS, THOUGHT WE SMELLED SMOKE. WE FIGURED THAT A VEHICLE THAT PASSED US ON THE INTERSTATE WAS SPEWING FUMES, SO WE DIDN'T REALLY THINK IT WAS

ANYTHING SERIOUS. A FEW SECONDS LATER, SMOKE STARTING POURING OUT OF THE FRONT PASSENGER SEAT! I YELLED AT MY WIFE TO PULL OVER, AND SHE AND OUR THREE CHILDREN IMMEDIATELY

EVACUATED THE VEHICLE. I STOOD BY THE PASSENGER DOOR, TRYING TO FIND THE SOURCE OF THIS SMOKE, WHICH WAS POURING OUT FROM THE FRONT AND THE BACK OF THE

SEAT. I PULLED OUT THE STORAGE DRAWER UNDER THE SEAT, EXPECTING SOMETHING THERE. IT WAS AT THAT POINT THAT I LOOKED BEHIND THE SEAT, SO SEE THE ENTIRE BOTTOM OF THE SEAT GLOWING BRIGHT ORANGE FROM OPEN FLAMES. INSTINCT TOOK OVER AT THAT POINT, AND I VERY QUICKLY PULLED OUT THE CONTENTS UNDER THE SEAT - A CHILD'S BOOK, A SPIRAL-BOUND NOTEBOOK, AND A NYLON SEAT-BELT COVER DESIGNED FOR CHILDREN. I THEN BEGAN STAMPING OUT THE ITEMS AND THE BURNING CARPET WITH MY SHOES AND BARE HANDS. ALL OF THIS TOOK, AT MOST, 15-20 SECONDS. MY WIFE SUCCESSFULLY PULLED THE CHILDREN VERY FAR AWAY FROM THE VEHICLE, FOR FEAR OF THE FIRE SPREADING, AND MAYBE EVEN CAUSING AN EXPLOSION. HAD I THOUGHT ABOUT MY ACTIONS RATHER THAN REACTING BY INSTINCT, I PROBABLY SHOULD HAVE LEFT THE VEHICLE AS WELL. THE CAUSE? THERE ARE SEVERAL CONNECTORS UNDER THE FRONT SEATS OF THE CHEVY VENTURE. ON OUR VAN, THE SETS OF BLACK CONNECTORS ARE NOT USED. (I WOULD GUESS THEY ARE FOR POWER SEATS, WHICH WE DO NOT HAVE). AT ANY RATE, THESE CONNECTORS ARE "HOT" (MEANING THERE IS A VOLTAGE PRESENT ON THE PINS OF THE CONNECTORS) AND NOT COVERED IN ANY WAY. WHEN MY DAUGHTER STOPPED DRAWING IN HER SPIRAL-BOUND NOTEBOOK, IT FELL OFF THE SEAT, AND LANDED UNDER THE FRONT SEAT. THE WIRE IN THE NOTEBOOK CREATED A SHORT BETWEEN THE

20001108	256820	CHEVROLET	SILVERADO	199	N	N			VISIBILITY:GLASS, SIDE/REAR	MA
2GCEC19V1X1		20001108								

9

RAIN WATER IS LEAKING IN TO CAB OF TRUCK, CAUSING A MILDEW SMELL, AND CARPET TO GET WET. DEFECT POSSIBLY DUE TO A CRACKED FRAME AROUND REAR SLIDING WINDOW. DEALER HAS REPLACED WINDOW 3 TIMES, BUT DEFECT STILL OCCURS. PLEASE PROVIDE FURTHER INFORMATION.*AK

20001201	267207	OLDSMOBILE	ALERO	200	N	N	0	0	STRUCTURE:BODY:DOOR	AR
				0						

BOTH DOORS LEAK WHEN RAINING AND SOAK BACK CARPET, CONSUMER STATES IT DOES NOT HAPPEN EVERY TIME. *AK

20010109	278202	CHEVROLET	CAVALIER	200		N			OTHER	NM
1G1JF12T3Y7		20010102								

0

FLOOR MAT OCCASIONALLY CATCHES THE CLUTCH PEDAL WHILE DEPRESSED EITHER SLOWING OR INHIBITING IT'S RETURN TO THE UNENGAGED POSITION. *AK

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010118	280725	PONTIAC	GRAND AM	199					VISIBILITY:WINDSHIELD	TX	

7
 WHILE UNDER WARRANTY SWAYBAR BUSHINGS WERE REPLACED 4 TIMES. THE REAR WINDSHIELD LEAKED WATER INTO THE TRUNK WHICH CAUSED MOLDY CARPET THAT THE DEALERSHIP REFUSED TO REPLACE
 EVEN THOUGH THE CAR WAS STILL UNDER WARRANTY. THE PLASTIC COVER ON THE INSTRUMENT PANEL RATTLES AS WELL AS THE PLASTIC COVER WHERE THE RADIO AND CLIMATE CONTROL KNOBS ARE
 LOCATED. DEALER HAS SAID THAT THERE IS NOTHING THAT CAN BE DONE ABOUT THIS. THE SIDEWALLS ON THE TWO FRONT TIRES WERE DEFECTIVE AND HAD TO BE REPLACED. THE LEFT REAR TIRE HAD A PATCH
 IN IT BEFORE I EVEN RECEIVED THE CAR. THE FUSE FOR THE LIGHTS ON THE INSTRUMENT PANEL KEEPS BLOWING AND WHEN THE DEALERSHIP WAS QUESTIONED ABOUT THIS THEY SAID THAT IT WAS NOTHING. IT
 HAS NOW BLOWN 15 TIMES. THE WATER PUMP "SHREDDED" AT 37,000 MILES. THE CAR ACCELERATES ON ITS OWN AFTER BEING TAKEN OUT OF PARK AND PUT IN DRIVE. THE BRAKES "PULSE" AT 10 MILES AN HOUR.
 THE RADIO CONTROLS WORK OPPOSITE OF WHAT THEY'RE SUPPOSED TO (IE TURN UP AND IT DOES NOTHING, TURN DOWN AND IT GETS LOUDER). BATTERY WENT DEAD AT 40,000 MILES. REARVIEW MIRROR LEVER
 "FELL OFF" INSIDE DOOR FOR NO APPARENT REASON. SEVERE PAINT CHIPPING ON FRONT OF CAR.

20010118	280592	PONTIAC	GRAND AM	199					VISIBILITY:REAR WINDOW WIPER/WASHER	TX	
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 "FELL OFF" INSIDE DOOR FOR NO APPARENT REASON. SEVERE PAINT CHIPPING ON FRONT OF CAR.

20010118	280591	PONTIAC	GRAND AM	199					SUSPENSION:REAR	TX	
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 "FELL OFF" INSIDE DOOR FOR NO APPARENT REASON. SEVERE PAINT CHIPPING ON FRONT OF CAR.

20010118	280727	PONTIAC	GRAND AM	199					ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS	TX	
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7
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"FELL OFF" INSIDE DOOR FOR NO APPARENT REASON. SEVERE PAINT CHIPPING ON FRONT OF CAR.

20010118 280726 PONTIAC GRAND AM 199 N OTHER TX
7

WHILE UNDER WARRANTY SWAYBAR BUSHINGS WERE REPLACED 4 TIMES. THE REAR WINDSHIELD LEAKED WATER INTO THE TRUNK WHICH CAUSED MOLDY CARPET THAT THE DEALERSHIP REFUSED TO REPLACE

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"FELL OFF" INSIDE DOOR FOR NO APPARENT REASON. SEVERE PAINT CHIPPING ON FRONT OF CAR.

20010118 282641 OLDSMOBILE CUTLASS 199 N 1 ELECTRICAL SYSTEM:BATTERY LA
1G3WH12M9TF 20010110

SUPREME 6

BATTERY FAILED AND WAS REMOVED BY OWNER AND PLACED IN BACK OF OWNERS SUBURBAN TO TRANSPORT FOR EXCHANGE FOR NEW BATTERY AT WAL-MART. APPARENTLY THE BATTERY LEAKED DURING

TRANSPORT AND WAS NOT DETECTED. UPON REMOVING BATTERY TO BRING INTO STORE, OWNER WAS BURNED WITH BATTERY ACID. OWNER WAS TREATED BY FLUSING WITH WATER. VEHICLE WAS DAMAGED DUE

TO ACID. CARPET IN BACK OF VEHICLE WAS DISSOLVED, UNDERFLOORING BEGAN TO RUST, AND OTHER PERSONAL BELONGINGS SUCH AS A BABY BLANKET WERE DISSOLVED BY THE ACID.*AK

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010118	280724	PONTIAC	GRAND AM	199		N			ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	TX	

7
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 THE RADIO CONTROLS WORK OPPOSITE OF WHAT THEY'RE SUPPOSED TO (IE TURN UP AND IT DOES NOTHING, TURN DOWN AND IT GETS LOUDER). BATTERY WENT DEAD AT 40,000 MILES. REARVIEW MIRROR LEVER
 "FELL OFF" INSIDE DOOR FOR NO APPARENT REASON. SEVERE PAINT CHIPPING ON FRONT OF CAR.

20010212	276382	PONTIAC	GRAND PRIX	199		N	0	0	ELECTRICAL SYSTEM:BATTERY	MD	
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7
 I HAVE HAD NUMEROUS PROBLEMS WITH THIS CAR INCLUDING ELECTRICAL BLOW-OUTS EVERYWHERE INCLUDING BOTH HEADLIGHTS AND BOTH FOGLIGHTS, BATTERY EXPLOSION, HVAC KNOBS NOT WORKING,
 INTERIOR LIGHTS BLOWING OUT, BOTH HEADLIGHT COVERS FALLING OFF, WATER PUMP REPLACED, SIDE MIRROR PINS NONFUNCTIONAL, INTERIOR CARPET REPLACED DUE TO IMPROPER INSTALLATION,
 RADIO/CLOCK FACE BLOWING OUT, AND MOST RECENTLY A FAULTY ALTERNATOR THAT HAD TO BE REPLACED. I THOUGHT I MIGHT HAVE GOTTEN A LEMON, BUT AFTER READING ALL OF THE COMPLAINTS ON THIS
 MESSAGE BOARD, I'M BEGINNING TO THINK THAT THESE CARS ARE JUNK. WHEN MY HEADLAMP COVERS FELL OFF, I HAD TO PAY AN EXORBITANT FEE FOR THEM. IS THERE A RECALL AFTER SO MANY COMPLAINTS??

20010212	276380	PONTIAC	GRAND PRIX	199		N	0	0	ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS	MD	
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7
 I HAVE HAD NUMEROUS PROBLEMS WITH THIS CAR INCLUDING ELECTRICAL BLOW-OUTS EVERYWHERE INCLUDING BOTH HEADLIGHTS AND BOTH FOGLIGHTS, BATTERY EXPLOSION, HVAC KNOBS NOT WORKING,
 INTERIOR LIGHTS BLOWING OUT, BOTH HEADLIGHT COVERS FALLING OFF, WATER PUMP REPLACED, SIDE MIRROR PINS NONFUNCTIONAL, INTERIOR CARPET REPLACED DUE TO IMPROPER INSTALLATION,
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20010212	276381	PONTIAC	GRAND PRIX	199		N	0	0	ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS	MD	
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7
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20010313	288674	CHEVROLET	SILVERADO	200		N	N		STRUCTURE:BODY	TN	
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0

WATER WOULD GET INSIDE OF VEHICLE WHEN ITS RAINING OR BEING WASHED. SEAM IN TRUCK WOULD ALLOW WATER TO LEAK IN AND GET UNDER CARPETING. ELECTRICAL WIRES WOULD ALSO GET WET AND AFFECT LIGHTING SYSTEM.*AK

20010316 287793	CHEVROLET	S10	200	Y	N	0	0	AIR BAGS:FRONTAL	AL
1GCCS144XY8	20010316								

0

VEHICLE HIT ANOTHER VEHICLE HEAD ON AT 42 MPH. THIS VEHICLE WAS DECLARED TOTALED. AIR BAGS DID NOT DEPLOY. DEALER HAS BEEN CONTACTED.*AK SIGNAL LIGHT WOULD COME ON AT RANDOM. BRAKE PADS AND SHOES REPLACED. WHENEVER IT RAINED, VEHICLE FILLED WITH WATER, THE CARPET WAS RUINED AND HAD TO BE REPLACED. WINDOWS WOULD NOT ROLL DOWN.

*SLC

20010316 287926	CHEVROLET	S10	200	Y	N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS	AL
1GCCS144XY8	20010316								

0

VEHICLE HIT ANOTHER VEHICLE HEAD ON AT 42 MPH. THIS VEHICLE WAS DECLARED TOTALED. AIR BAGS DID NOT DEPLOY. DEALER HAS BEEN CONTACTED.*AK SIGNAL LIGHT WOULD COME ON AT RANDOM. BRAKE PADS AND SHOES REPLACED. WHENEVER IT RAINED, VEHICLE FILLED WITH WATER, THE CARPET WAS RUINED AND HAD TO BE REPLACED. WINDOWS WOULD NOT ROLL DOWN.

*SLC

20010316 287794	CHEVROLET	S10	200	Y	N	0	0	STRUCTURE:FRAME AND MEMBERS	AL
1GCCS144XY8	20010316								

0

VEHICLE HIT ANOTHER VEHICLE HEAD ON AT 42 MPH. THIS VEHICLE WAS DECLARED TOTALED. AIR BAGS DID NOT DEPLOY. DEALER HAS BEEN CONTACTED.*AK SIGNAL LIGHT WOULD COME ON AT RANDOM. BRAKE PADS AND SHOES REPLACED. WHENEVER IT RAINED, VEHICLE FILLED WITH WATER, THE CARPET WAS RUINED AND HAD TO BE REPLACED. WINDOWS WOULD NOT ROLL DOWN.

*SLC

20010316 287928	CHEVROLET	S10	200	Y	N	0	0	EXTERIOR LIGHTING:TURN SIGNAL:FLASHER UNIT	AL
1GCCS144XY8	20010316								

0

VEHICLE HIT ANOTHER VEHICLE HEAD ON AT 42 MPH. THIS VEHICLE WAS DECLARED TOTALED. AIR BAGS DID NOT DEPLOY. DEALER HAS BEEN CONTACTED.*AK SIGNAL LIGHT WOULD COME ON AT RANDOM. BRAKE PADS AND SHOES REPLACED. WHENEVER IT RAINED, VEHICLE FILLED WITH WATER, THE CARPET WAS RUINED AND HAD TO BE REPLACED. WINDOWS WOULD NOT ROLL DOWN.

*SLC

20010316 287927	CHEVROLET	S10	200	Y	N	0	0	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	AL
1GCCS144XY8	20010316								

0

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*SLC

DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010320	288223	PONTIAC	GRAND AM	199		Y	0	0	ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS	NY	
	1G2NE14N5PM	20010307									
				3							
<p>AFTER STARTING THE IGNITION, I NOTICED SMOKE COMING FROM FUSE BOX, BURNING PLASTIC DRIPPED ONTO THE CARPET, IGNITING ENTIRE INTERIOR. FIRE DEPARTMENT ARRIVED, PUT OUT FIRE. TOTAL LOSS. NO PREVIOUS ELECTRICAL PROBLEMS.*AK</p>											
20010402	287197	GMC	SAVANNAH	199	N	N			AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE	PA	
	1GDH3G1R7W1	20010402									
				8							
<p>WATER GETS UNDER THE CARPET WHERE AIRBAG SENSOR IS LOCATED, CAUSING THE LIGHT TO ILLUMINATE WHILE THE VEHICLE IS IN MOTION. THE DEALER HAS BEEN NOTIFIED.*AK</p>											
20010402	286936	GMC	SAVANNAH	199	N	N			AIR BAGS:FRONTAL	PA	
	1GTFG15M6W1	20010402									
				8							
<p>WATER GOT UNDER CARPET ON PASSENGER'S SIDE WHERE AIRBAG SENSOR WAS LOCATED. SENSOR GOT WET, AND AIRBAG DEPLOYED.*AK</p>											
20010402	287195	GMC	SAVANNAH	199	N	N			AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE	PA	
	1GTFG151W11	20010402									
				8							
<p>WATER GETS UNDER THE CARPET WHERE AIRBAG SENSOR IS LOCATED, CAUSING AIRBAG LIGHT TO ILLUMINATE WHILE VEHICLE IS IN MOTION. DEALER HAS BEEN NOTIFIED.*AK</p>											
20010402	287194	GMC	SAVANNAH	199	N	N			AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE	PA	
	1GTFG15M0W1	20010402									
				8							
<p>DUE TO POSITIONING OF THE AIRBAG SENSOR WATER GETS UNDER CARPET. CURRENTLY, SRS LIGHT STAYS ILLUMINATED WHILE VEHICLE IS IN MOTION.*AK</p>											
20010402	287326	CHEVROLET	C2500	199	N	N			AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE	PA	
	1GCGG299R8V	20010402									
				7							
<p>WATER GETS UNDER CARPET WHERE AIRBAG SENSOR IS LOCATED, CAUSING LIGHT TO BE ILLUMINATED WHILE VEHICLE IS IN MOTION. THE DEALER HAS BAAN NOTIFIED.*AK</p>											
20010402	286937	GMC	SAVANNAH	199	N	N			AIR BAGS:FRONTAL	PA	
	1GTFG15M9W1	20010402									
				8							
<p>DUE TO POSITIONING OF SENSOR ON PASSENGER'S SIDE WATER GETS UNDER CARPETING, AND SENSOR LIGHT IS ON. DEALER HAS BEEN NOTIFIED. *AK</p>											
20010402	287327	GMC	EXPRESS	199	N	N			AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE	PA	
	1GCHG39R5X1	20010402									
				9							
<p>WATER GETS UNDER THE CARPET WHERE AIRBAG SENSOR IS LOCATED, CASUING LIGHT TO STAY ILLUMINATED WHILE VEHICLE IS IN MOTION. THE DEALER HAS BEEN NOTIFIED.*AK</p>											
20010424	299312	PONTIAC	GRAND PRIX	199		N	0	0	EXTERIOR LIGHTING:BRAKE LIGHTS	VA	
	1G2WJ12M6SF	20010417									
				5							
<p>THE PROBLEM WITH THE ABS: USUALLY OCCURS WITHIN THE FIRST MILE DRIVEN AFTER START UP. WHEN THE BRAKE IS APPLIED, THE PEDAL GOES WAY SOFT AND CAR LURCHES FORWARD. A MECHANICAL SOUND IS HEARD AND THE ABS LIGHT THEN COMES ON. I AM UNSURE IF THE ABS WORKS OR NOT AFTER THAT, BUT THE LIGHT IS ON. I HAVE NOT TAKEN IT TO THE DEALER AS I CAN NOT AFFORD TO HAVE IT LOOKED AT AT THIS TIME. THIS HAPPENS REGARDLESS OF ROAD CONDITIONS (WET, DRY, ICE, ETC.) THE CRUISE CONTROL PROBLEM HAS RENDERED IT USELESS. IT WILL HOLD A SPEED, BUT WILL NOT ACCELERATE WHEN SWITCH IS DEPRESSED. WHEN USING CRUISE CONTROL AND LEFT OR RIGHT TURN SIGNAL IS USED, THE VEHICLE ACCELERATES UNTIL SIGNAL IS TURNED OFF. THE BRAKE LIGHTS GET CONDENSATION INSIDE THEM</p>											

AFTER RAIN OR A WASH, AND THER TRUNK HAS LEAKED SO BAD THAT IT FILLED THE SPARE TIRE WELL (ALL THE WAY UP) WITH WATER. I CANNOT FIND THE SOURCE OF THE LEAK, BUT THE CARPET IS ALMOST

20010424 299311 PONTIAC GRAND PRIX 199 N 0 0 SERVICE BRAKES, HYDRAULIC:ANTILOCK VA
 1G2WJ12M6SF 20010417

5

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20010530 318245 CADILLAC DEVILLE 200 OTHER CA
 0

A SHROUD THAT EXTENDS FROM THE CENTER OF THE CONSOLE DOWN TOWARDS THE CARPET ON THE DRIVERS SIDE LEAVES A GAP OF SEVERAL INCHES BETWEEN THE END AND THE CARPETED FLOOR, WHEN THE

CONSUMER MOVES FOOT FROM THE ACCELERATOR TO APPLY THE BRAKE HIS FOOT GETS CAUGHT AND IMPEDES HIS ABILITY TO APPLY THE BRAKE. NLM

20010810 323724 CHEVROLET CORSICA 199 N SEAT BELTS:FRONT:RETRACTOR NY
 1G1LD5549SY 20010804

5

GM REFUSES TO OCOVER HEAD GASKET REPAIR FOR MORE THAN 12K MILES ON CORSICA, EVEN THOUGH CAVALIER WITH SAME ENGINE IS COVERED IN RECALL FOR 7 YEARS OR 100000 MILES, HEADGASKET HAD TO

BE DONE 2X, GM FAILED TO CHANGE OIL AND FILTER AND FAILED TO MILL HEAD AS REQUIRED ON HEAD GASKET REPAIR, GM REFUSES TO FIX LEAKING WINDSHIELD AND TORN CARPET, GM REFUSES TO FIX LOOSE

CALIPER BOLT PROBLEM, GM REFUSES TO FIX SEAT BELT PROBLEM

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010810	323723	CHEVROLET	CORSICA	199		N			VISIBILITY:WINDSHIELD	NY	
	1G1LD5549SY	20010804									
				5							
<p>GM REFUSES TO OCOVER HEAD GASKET REPAIR FOR MORE THAN 12K MILES ON CORSICA, EVEN THOUGH CAVALIER WITH SAME ENGINE IS COVERED IN RECALL FOR 7 YEARS OR 100000 MILES, HEADGASKET HAD TO BE DONE 2X, GM FAILED TO CHANGE OIL AND FILTER AND FAILED TO MILL HEAD AS REQUIRED ON HEAD GASKET REPAIR, GM REFUSES TO FIX LEAKING WINDSHIELD AND TORN CARPET, GM REFUSES TO FIX LOOSE CALIPER BOLT PROBLEM, GM REFUSES TO FIX SEAT BELT PROBLEM</p>											
20010810	323722	CHEVROLET	CORSICA	199		N			ENGINE AND ENGINE COOLING:ENGINE	NY	
	1G1LD5549SY	20010804									
				5							
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20010821	300161	PONTIAC	GRAND AM	200		N	0	0	STRUCTURE:BODY:DOOR	NY	
	1G2NE12T1YM	20010817									
				0							
<p>WHEN IT RAINS THE SIDE DOOR AREA SEEMS TO LEAK WATER ONTO BACK PASSENGER SIDE CARPETING. REPLACING SEALS AND RESETTING DOOR DOESN'T SEEM TO BE WORKING. HOPEFULLY FLOORBOARD IS NOT ROTTING.*AK</p>											
20010910	312715	CHEVROLET	S10	200		N			SEATS	IA	
	1GCCS19W718	20010906									
				1							
<p>THE PASENGER SEAT WOULD NOT SECURELY LATCH IN PLACE. WHEN I WOULD BRAKE THE VEHICLE, IF THE SEAT WAS NOT IN THE FARTHEST BACK POSITION, IT WOULD IMMEDIATELY SLIDE ALL THE WAY TO THE FORWARD POSITION. AFTER 3 ATTEMPTS TO FIX IT, INCLUDING REPLACING BOTH SEAT RAILS, GM ADVISED MY DEALERS SERVICE DEPT. THAT UNLESS THE CARPET BELOW THE RAILS WAS CUT AWAY THE RAILS WOULD NOT BOLT DOWN SQUARE TO THE FLOOR. THIS KEPT THE LATCHING MECHANISM FROM SECURING THE SEAT IN PLACE. APPARENTLY GM WAS AWARE OF THIS, BUT I WAS NEVER NOTIFIED THAT THE PROBLEM EXISTED. ANY PASSENGER IN MY PICKUP COULD HAVE BEEN SEVERLY INJURED IF I HAD BEEN REQUIRED TO MAKE A HARD STOP. I FEEL THE MANUFACTURER SHOULD NOTIFY OWENERS OF SUCH A DEFECT THAT COULD CAUSE INJURY. HAVE OTHER OWNERS OF THIS VEHICLE BEEN NOTIFIED OF THE POTENTIAL DANGER?*AK</p>											
20010924	315316	GMC	YUKON	200		N	1	0	SEATS	AR	
	1GKEK63R0YR	20010917									
				0							
<p>THE SEAT TRACK FOR THE FRONT SEATS ARE SHARP AS KNIVES. I LARCERATED MY FINGER WHEN VACUUMING CARPET. THERE SHOULD BE A CAP OR 'END' DEVICE ON THE END OF THE TRACK TO PREVENT THIS.*AK</p>											
20011024	327676	BUICK	RENDEZVOUS	200		N	N		STRUCTURE:FRAME AND MEMBERS	KY	
	3G5BB03E52S	20011024									
				2							
<p>WATER ENTERS INSIDE OF VEHICLE AND CAUSES THE CARPET IN FRONT TO BECOME SOAKED. MECHANIC NOTICED AN OPENING NEAR FRONT AND REPAIRED IT. *AK *JG</p>											
20011129	328357	PONTIAC	GRAND AM	200		N	0	0	STRUCTURE:BODY	MI	
	1G2NW12E0YM	20011126									
				0							
<p>WHEN IT RAINED HARD, WATER LEAKED UNDER BOTH DOOR PANELS (FOR MANY MONTHS PRIOR TO SERVICE AT 31000 MILES). LARGE QUANTITIES OF WATER LEAKED IN, SATURATING THE CARPETS IN BOTH THE FRONT AND REAR SEATS ON BOTH SIDES OF THE CAR. BROUGHT INTO DEALERSHIP 08/03/01, AND DEALERSHIP REMOVED DOOR PANELS AND ADDED SECOND STRIP OF SEALER TO WATER DEFLECTORS FOR BOTH</p>											

LEFT AND RIGHT DOORS. WAS TOLD THAT THIS SHOULD HAVE BEEN FACTORY-INSTALLED AND WAS MISSING. WORK COVERED UNDER WARRANTY. SOLVED PROBLEM.*AK
 20020122 340622 PONTIAC SUNFIRE 200 Y 0 0 ELECTRICAL SYSTEM:WIRING IL
 1G2JD12T9Y7 20020116

SON [REDACTED] DROVE CAR TO WORK AND TO A FRIENDS HOUSE, SHUT OFF CAR, WENT INSIDE, AND CAME BACK TO FIND HIS CAR FULL OF SMOKE (WINDOWS DOWN) SMOKE ROLLING FROM CAR. FIRE DEPARTMENT, POLICE CALLED JUST MISSED BY 15 MINUTES HAVING HIS PREGNANT WIFE AND 2 YEAR OLD SONE IN THE CAR WITH HIM. GM NOTIFIED, GREEN CHEVROLET NOTIFIED, FIRE DEPARTMENT LOOKED AT, STATE FARM LOOKED AT, GM FIRE INSPECTOR LOOKED AT FIRE STARTED ON PASSENGER SIDE OF CAR ON FLOOR NEAR CONSOLE. CAR TOTALLY DESTROYED. FIRE DEPT AND STATE FARM SAID ELECTRICAL.

OFFICE OF DEFECTS NHTSA HAS A ODI ID: 717953 ON 1/23/2000 WHICH REPORTED A SIMILAR INCIDENT WHERE FIRE OCCURRED IN CAR BECAUSE OF SHORT IN LEAD WIRE ON PASSENGER SIDE OF CAR AND BURNED
 20020212 348700 PONTIAC SUNFIRE 200 N 0 0 SEATS PA
 1G2JB5244Y7 20020212

EXHAUST SYSTEM WAS REPLACED DUE TO IT GETTING HOT MELTING THE CARPET AND PAINT INSIDE TRUNK, FUMES FILLED INTERIOR OF VEHICLE AT THIS TIME EXHAUST SYSTEM IS RUNNING JUST AS HOT AGAIN. DEALER STATED FACTORY REPRESENTATIVE INSTRUCTED HIM NOT TO DO ANYTHING ABOUT THE EXHAUST SYSTEM, THERE WAS NOTHING THAT COULD BE DONE.*AK
 CONSUMER STATES THE VEHICLE HAS BAD GAS MILEAGE, STARTER MOTOR SEIZED AND FAILED, POWER STEERING FLUID WAS LEAKING, COOLANT WAS LEAKING FROM LEFT FRONT AND BACK OF THE VEHICLE, REPLACED RADIATOR, HEATER BLOWS COLD AIR AT IDLE, TRUNK LEAKS, HEAD LAMP IS OUT OF ADJUSTMENT, GLOVE BOX WILL NOT CLOSE, MUFFLER FELL OFF, KEY COMES OUT OF IGNITION WITH VEHICLE RUNNING, TRANSMISSION HAS NO REVERSE, THERE WAS BRAKE PULSATION AT HIGH SPEED OR WHEN STOPPING, BRAKE PEDAL GOES TO FLOOR, SPEAKERS INOPERATIVE, SEAT SPRING FAILED, SUSPECTED MOTOR OIL SMELL AND REPLACED THERMOSTAT, HORN WAS INOPERATIVE, POWER AND GROUNDS DISTRIBUTION REPLACED, WINDOW WILL NOT GO DOWN ALL THE WAY, FOUND WINDOW REGULATOR FAILED, HAZARD LAMPS AND TURN SIGNAL WERE INOPERATIVE, REPLACED BLOWN FUSE, CIGARETTE LIGHTER INOPERATIVE, REPLACED BLOWN FUSE, TRACTION CONTROL INOPERATIVE, ENGINE LIGHT COMES ON, A/C HOSE LEAKING, REPLACED EVAPORATOR, HARD TO START AND ROUGH IDLE, ENGINE MAKE RATTLING NOISE AND QUIT RUNNING, REPLACED HEAD CYLINDER AND O2 SENSOR, VEHICLE PULLS TO THE LEFT, OVERFLOW BOTTLE MELTED AND 42 GOODYEAR TIRES BLEW OUT, ALSO THE

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020212	348701	PONTIAC	SUNFIRE	200	N	0	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	PA	
1G2JB5244Y7	20020212										

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20020212	348971	PONTIAC	SUNFIRE	200	N	0	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION:CONTROL	PA	
1G2JB5244Y7	20020212										

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20020212	348831	PONTIAC	SUNFIRE	200	N	0	0	0	COMMUNICATIONS:HORN ASSEMBLY	PA	
1G2JB5244Y7	20020212										

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20020212 348972 PONTIAC SUNFIRE 200 N 0 0 ELECTRICAL SYSTEM:IGNITION PA
1G2JB5244Y7 20020212

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20020212 349112 PONTIAC SUNFIRE 200 N 0 0 ELECTRICAL SYSTEM:STARTER ASSEMBLY PA
1G2JB5244Y7 20020212

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020212	349113	PONTIAC	SUNFIRE	200	N	0	0	0	FUEL SYSTEM, GASOLINE	PA	

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20020212	348970	PONTIAC	SUNFIRE	200	N	0	0	0	EXTERIOR LIGHTING:TURN SIGNAL:SWITCH	PA	
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20020212	348699	PONTIAC	SUNFIRE	200	N	0	0	0	OTHER	PA	
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 GAS MILEAGE, STARTER MOTOR SEIZED AND FAILED, POWER STEERING FLUID WAS LEAKING, COOLANT WAS LEAKING FROM LEFT FRONT AND BACK OF THE VEHICLE, REPLACED RADIATOR, HEATER BLOWS COLD AIR
 AT IDLE, TRUNK LEAKS, HEAD LAMP IS OUT OF ADJUSTMENT, GLOVE BOX WILL NOT CLOSE, MUFFLER FELL OFF, KEY COMES OUT OF IGNITION WITH VEHICLE RUNNING, TRANSMISSION HAS NO REVERSE, THERE WAS
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SIGNAL WERE INOPERATIVE, REPLACED

BLOWN FUSE, CIGARETTE LIGHTER INOPERATIVE, REPLACED BLOWN FUSE, TRACTION CONTROL INOPERATIVE, ENGINE LIGHT COMES ON, A/C HOSE LEAKING, REPLACED EVAPORATOR, HARD TO START AND ROUGH

IDLE, ENGINE MAKE RATTLING NOISE AND QUIT RUNNING, REPLACED HEAD CYLINDER AND O2 SENSOR, VEHICLE PULLS TO THE LEFT, OVERFLOW BOTTLE MELTED AND 42 GOODYEAR TIRES BLEW OUT, ALSO THE

20020212 348573 PONTIAC SUNFIRE 200 N 0 0 STRUCTURE:BODY PA
1G2JB5244Y7 20020212

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EXHAUST SYSTEM WAS REPLACED DUE TO IT GETTING HOT MELTING THE CARPET AND PAINT INSIDE TRUNK, FUMES FILLED INTERIOR OF VEHICLE AT THIS TIME EXHAUST SYSTEM IS RUNNING JUST AS HOT AGAIN,

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20020212 348307 PONTIAC SUNFIRE 200 N 0 0 STEERING:HYDRAULIC POWER ASSIST SYSTEM PA
1G2JB5244Y7 20020212

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020212	348571	PONTIAC	SUNFIRE	200	N	0	0	0	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	PA	
1G2JB5244Y7		20020212									

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20020212	348306	PONTIAC	SUNFIRE	200	N	0	0	0	SUSPENSION:FRONT	PA	
1G2JB5244Y7		20020212									

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20020212	348305	PONTIAC	SUNFIRE	200	N	0	0	0	SERVICE BRAKES, HYDRAULIC:ANTILOCK	PA	
1G2JB5244Y7		20020212									

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 GOODYEAR TIRES BLEW OUT, ALSO THE

20020212 348832	PONTIAC	SUNFIRE	200	N	0	0	EXTERIOR LIGHTING:HEADLIGHTS	PA
1G2JB5244Y7	20020212							

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 GOODYEAR TIRES BLEW OUT, ALSO THE

20020212 348830	PONTIAC	SUNFIRE	200	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM	PA
1G2JB5244Y7	20020212							

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020212	348442	PONTIAC	SUNFIRE	200	N	0	0	0	EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	PA	
1G2JB5244Y7		20020212									

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20020212	348441	PONTIAC	SUNFIRE	200	N	0	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	PA	
1G2JB5244Y7		20020212									

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20020212	348440	PONTIAC	SUNFIRE	200	N	0	0	0	ENGINE AND ENGINE COOLING	PA	
1G2JB5244Y7		20020212									

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20020212 348170	PONTIAC	SUNFIRE	200	N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS	PA
1G2JB5244Y7	20020212							

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20020212 348169	PONTIAC	SUNFIRE	200	N	0	0	STEERING:WHEEL AND HANDLE BAR	PA
1G2JB5244Y7	20020212							

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020212	348168	PONTIAC	SUNFIRE	200	N	0	0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM	PA	
1G2JB5244Y7	20020212										
				0							
<p>EXHAUST SYSTEM WAS REPLACED DUE TO IT GETTING HOT MELTING THE CARPET AND PAINT INSIDE TRUNK, FUMES FILLED INTERIOR OF VEHICLE AT THIS TIME EXHAUST SYSTEM IS RUNNING JUST AS HOT AGAIN, DEALER STATED FACTORY REPRESENTATIVE INSTRUCTED HIM NOT TO DO ANYTHING ABOUT THE EXHAUST SYSTEM, THERE WAS NOTHING THAT COULD BE DONE.*AK CONSUMER STATES THE VEHICLE HAS BAD GAS MILEAGE, STARTER MOTOR SEIZED AND FAILED, POWER STEERING FLUID WAS LEAKING, COOLANT WAS LEAKING FROM LEFT FRONT AND BACK OF THE VEHICLE, REPLACED RADIATOR, HEATER BLOWS COLD AIR AT IDLE, TRUNK LEAKS, HEAD LAMP IS OUT OF ADJUSTMENT, GLOVE BOX WILL NOT CLOSE, MUFFLER FELL OFF, KEY COMES OUT OF IGNITION WITH VEHICLE RUNNING, TRANSMISSION HAS NO REVERSE, THERE WAS BRAKE PULSATION AT HIGH SPEED OR WHEN STOPPING, BRAKE PEDAL GOES TO FLOOR, SPEAKERS INOPERATIVE, SEAT SPRING FAILED, SUSPECTED MOTOR OIL SMELL AND REPLACED THERMOSTAT, HORN WAS INOPERATIVE, POWER AND GROUNDS DISTRIBUTION REPLACED, WINDOW WILL NOT GO DOWN ALL THE WAY, FOUND WINDOW REGULATOR FAILED, HAZARD LAMPS AND TURN SIGNAL WERE INOPERATIVE, REPLACED BLOWN FUSE, CIGARETTE LIGHTER INOPERATIVE, REPLACED BLOWN FUSE, TRACTION CONTROL INOPERATIVE, ENGINE LIGHT COMES ON, A/C HOSE LEAKING, REPLACED EVAPORATOR, HARD TO START AND ROUGH IDLE, ENGINE MAKE RATTLING NOISE AND QUIT RUNNING, REPLACED HEAD CYLINDER AND O2 SENSOR, VEHICLE PULLS TO THE LEFT, OVERFLOW BOTTLE MELTED AND 42 GOODYEAR TIRES BLEW OUT, ALSO THE</p>											
20020212	348572	PONTIAC	SUNFIRE	200	N	0	0	0	STRUCTURE:BODY:TRUNK LID	PA	
1G2JB5244Y7	20020212										
				0							
<p>EXHAUST SYSTEM WAS REPLACED DUE TO IT GETTING HOT MELTING THE CARPET AND PAINT INSIDE TRUNK, FUMES FILLED INTERIOR OF VEHICLE AT THIS TIME EXHAUST SYSTEM IS RUNNING JUST AS HOT AGAIN, DEALER STATED FACTORY REPRESENTATIVE INSTRUCTED HIM NOT TO DO ANYTHING ABOUT THE EXHAUST SYSTEM, THERE WAS NOTHING THAT COULD BE DONE.*AK CONSUMER STATES THE VEHICLE HAS BAD GAS MILEAGE, STARTER MOTOR SEIZED AND FAILED, POWER STEERING FLUID WAS LEAKING, COOLANT WAS LEAKING FROM LEFT FRONT AND BACK OF THE VEHICLE, REPLACED RADIATOR, HEATER BLOWS COLD AIR AT IDLE, TRUNK LEAKS, HEAD LAMP IS OUT OF ADJUSTMENT, GLOVE BOX WILL NOT CLOSE, MUFFLER FELL OFF, KEY COMES OUT OF IGNITION WITH VEHICLE RUNNING, TRANSMISSION HAS NO REVERSE, THERE WAS BRAKE PULSATION AT HIGH SPEED OR WHEN STOPPING, BRAKE PEDAL GOES TO FLOOR, SPEAKERS INOPERATIVE, SEAT SPRING FAILED, SUSPECTED MOTOR OIL SMELL AND REPLACED THERMOSTAT, HORN WAS INOPERATIVE, POWER AND GROUNDS DISTRIBUTION REPLACED, WINDOW WILL NOT GO DOWN ALL THE WAY, FOUND WINDOW REGULATOR FAILED, HAZARD LAMPS AND TURN SIGNAL WERE INOPERATIVE, REPLACED BLOWN FUSE, CIGARETTE LIGHTER INOPERATIVE, REPLACED BLOWN FUSE, TRACTION CONTROL INOPERATIVE, ENGINE LIGHT COMES ON, A/C HOSE LEAKING, REPLACED EVAPORATOR, HARD TO START AND ROUGH IDLE, ENGINE MAKE RATTLING NOISE AND QUIT RUNNING, REPLACED HEAD CYLINDER AND O2 SENSOR, VEHICLE PULLS TO THE LEFT, OVERFLOW BOTTLE MELTED AND 42 GOODYEAR TIRES BLEW OUT, ALSO THE</p>											
20020426	352622	CHEVROLET	YUKON	200	N				EQUIPMENT	MD	
1GKF16T31J2	20020426										
				1							
<p>CARPET IN VEHICLE SHEDS. WHEN ROLLED DOWN WINDOW PIECES OF CARPET BLOW INTO FACE AND EYES FROM FRONT TO BACK. DEALER CONTACTED. *AK CONSUMER STATED THAT CARPET IN VEHICLE CONTINUES TO SHED AND NEEDS TO BE RE-CARPETED. *YH</p>											
20020515	359217	PONTIAC	MONTANA	200					VISIBILITY:GLASS, SIDE/REAR	NY	
1GMDX03EB1D	20020515										
				1							
<p>BOTH REAR SIDE WINDOWS LEAK, CARPET AND INTERIOR ARE SOAKED. VEHICLE HAS BEEN TAKEN TO DEALER 10 TIMES. DEALER CANNOT REMEDY THE PROBLEM. FACTORY REPRESENTATIVE STATED THAT WAS HOW WINDOWS WERE DESIGNED. CONSUMER WAS CONCERNED ABOUT MOLD.*AK</p>											
20020719	376252	SATURN	LS1	200	N				STRUCTURE	NV	

1G8JU82F3YY 20020703

0

VEHICLE EXPERIENCING SEVERAL STRUCTURAL PROBLEMS, THERE IS A LEAK FROM THE PASSENGER SIDE UNDERCARRIAGE, CAUSING CONSUMERS FEET AND CARPET TO GET WET, PASSENGER SIDE KICK PANEL FELL OFF WHILE VEHICLE WAS IN MOTION, BIMBA POLE BLEW OUT AND THE BIMBA CYLINDER RELEASED GREASE ALL AROUND NEAR THE HATCH SEAL AND LATER WOULD NOT HOLD THE HATCH UP. *SLC

20020905 377472 CHEVROLET S10 200 N 0 0 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL TN
 1GCCS19W828 20020830

2

THROTTLE STUCK IN WIDE OPEN POSITION ON RAMP ENTERING HIGHWAY, BRAKES WERE NOT EFFECTIVE IN STOPPING VEHICLE, SPEED INCREASING , TURNED IGNITION KEY OFF AND COASTED TO STOP, CHECKED ACCELLERATOR PEDAL, WAS STUCK IN WIDE OPEN POSITION, COULD NOT FREE IT, CHECKED FOR INTERFERENCE FROM CARPETING AND THERE WAS NONE, WAITED A WHILE AND THE PEDAL REALEASD ON ITS OWN, DROVE IT HOME UNDER PARTIAL THROTTLE, CALLED THE DEALER, WHO SENT A ROLL BACK TRUCK TO PICK IT UP, WHILE WAITING ON THE WRECKER I DEPRESSED THE PEDAL AND IT STUCK TO THE FLOOR, I THEN

TOOK A CAMERA AND TOOK PICTURES OF THE PEDAL IN STUCK POSITION TO SHOW THE DEALER IN CASE HE DIDNT BELIEVE ME. THE PICTURE CLEARLY SHOWS THAT THERE WAS NO INTERFERENCE FROM THE CARPET OR MAT, AS THE ENGINE COOLED DOWN THE PEDAL RELEASED AGAIN, WHICH LED ME TO BELIEVE THAT THE PROBLEM WAS HEAT RELATED AND WAS LOCATED SOMEWHERE IN THE THROTTLE BODY ASS., DEALER WORKED ON VEHICLE AND STATED ON THE WORK ORDER THAT THE PROBLEM WAS CAUSED BY CARPET PROTECTOR INTERFERENCE, TOOK TRUCK HOME AND CHECKED OUT THE THROTTLE BODY ASSEMBLY, THERE WAS CLEAR SIGNS THAT WORK HAD BEEN ATTEMPTED IN THAT AREA. RETURN SPRING HAD SIGNS OF TOOL CONTACT, BUTTERFLY IN THROTTLE BODY BORE SHOWED SIGNS OF TOOL MARKS, I CHECKED TO MAKE SURE EVERYTHING WAS FREE, WHICH IT WAS, MY CONCERN IS THAT IF IT IS A REACURING PROBLEM SOMEONE WITH LESS LUCK COULD POSSIBLY BE KILLED AND THE MANUFACTURER IS NOT

20020910 379905 CHEVROLET MALIBU 199 N 0 0 OTHER MI
 1G1ND52M8VY 20020906

7

CABLE NEARLY SEVERED. HAD REPORTED ACCELERATOR PROBLEMS IN PAST TO DEALER. WAS DISMISSED AS FLOOR MAT CATCHING THE PEDAL.*AK

20020910 379906 CHEVROLET MALIBU 199 N 0 0 VEHICLE SPEED CONTROL MI
 1G1ND52M8VY 20020906

7

CABLE NEARLY SEVERED. HAD REPORTED ACCELERATOR PROBLEMS IN PAST TO DEALER. WAS DISMISSED AS FLOOR MAT CATCHING THE PEDAL.*AK

20020910 379472 CHEVROLET CAVALIER 200 N EQUIPMENT:ELECTRICAL:AIR CONDITIONER FL
 1G1JC124427 20020910

2

WHEN ENTERING CAR, THERE WAS A VERY STRONG MOLD SMELL, CONSUMER TOOK VEHICLE TO DEALER, AND THEY RESEALED THE SEALS, REPLACED PADDING, AND CLEANED CARPETING. ODOR WAS PRESENT, AND CONSUMER WAS ALERGIC TO MOLD.*AK. *YH

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020917	381419	CHEVROLET	SILVERADO	199		N			VEHICLE SPEED CONTROL	WA	
	2GCEC19T7X1	20020718									
				9							
<p>CONSUMER NOTICED THE ACCELERATOR PEDAL STICKING PERIODICALLY AND THOUGHT MAYBE THE FLOOR MAT WAS IN THE WAY, HOWEVER HE NOTICED THAT DID NOT HELP AND IT BECAME WORSE AND WOULD STICK WHEN IN TRAFFIC, CONSUMER DISCOVERD A SERVICE BULLETIN ADDRESSING THE PROBLEM, HOWEVER WAS STILL CHARGED, CONSUMER FEELS HE SHOULD NOT HAVE BEEN CHARGED SINCE THE MANUFACTURER WAS AWARE OF THE PROBLEM.*JB</p>											
20021022	381529	BUICK	CENTURY	199	N	N			VISIBILITY:GLASS, SIDE/REAR	OH	
	2G4WS52M2X1	20021022	24000								
				9							
<p>CONSUMER DISCOVERED CRACKS IN THE SIDEWALL OF THE TIRES DUE TO THEM BEING DRY ROTTED, ALL 4 TIRES WERE REPLACED. THE UPPER STRUT MOUNT WAS LUBRICATED, THE BLOWER RESISTOR IN THE AIR CONDITION WAS REPLACED, THE CARPET WAS REPLACED, AND THERE WAS A WIND NOISE COMING FROM THE DRIVER SIDE WINDOW.TS *JB</p>											
20021022	381526	BUICK	CENTURY	199	N	N			SUSPENSION:FRONT:MACPHERSON STRUT	OH	
	2G4WS52M2X1	20021022	24000								
				9							
<p>CONSUMER DISCOVERED CRACKS IN THE SIDEWALL OF THE TIRES DUE TO THEM BEING DRY ROTTED, ALL 4 TIRES WERE REPLACED. THE UPPER STRUT MOUNT WAS LUBRICATED, THE BLOWER RESISTOR IN THE AIR CONDITION WAS REPLACED, THE CARPET WAS REPLACED, AND THERE WAS A WIND NOISE COMING FROM THE DRIVER SIDE WINDOW.TS *JB</p>											
20021022	381528	BUICK	CENTURY	199	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	OH	
	2G4WS52M2X1	20021022	24000								
				9							
<p>CONSUMER DISCOVERED CRACKS IN THE SIDEWALL OF THE TIRES DUE TO THEM BEING DRY ROTTED, ALL 4 TIRES WERE REPLACED. THE UPPER STRUT MOUNT WAS LUBRICATED, THE BLOWER RESISTOR IN THE AIR CONDITION WAS REPLACED, THE CARPET WAS REPLACED, AND THERE WAS A WIND NOISE COMING FROM THE DRIVER SIDE WINDOW.TS *JB</p>											
20021022	381391	BUICK	CENTURY	199	N	N			TIRES	OH	
	2G4WS52M2X1	20021022	24000								
				9							
<p>CONSUMER DISCOVERED CRACKS IN THE SIDEWALL OF THE TIRES DUE TO THEM BEING DRY ROTTED, ALL 4 TIRES WERE REPLACED. THE UPPER STRUT MOUNT WAS LUBRICATED, THE BLOWER RESISTOR IN THE AIR CONDITION WAS REPLACED, THE CARPET WAS REPLACED, AND THERE WAS A WIND NOISE COMING FROM THE DRIVER SIDE WINDOW.TS *JB</p>											
20021022	381527	BUICK	CENTURY	199	N	N			OTHER	OH	
	2G4WS52M2X1	20021022	24000								
				9							
<p>CONSUMER DISCOVERED CRACKS IN THE SIDEWALL OF THE TIRES DUE TO THEM BEING DRY ROTTED, ALL 4 TIRES WERE REPLACED. THE UPPER STRUT MOUNT WAS LUBRICATED, THE BLOWER RESISTOR IN THE AIR CONDITION WAS REPLACED, THE CARPET WAS REPLACED, AND THERE WAS A WIND NOISE COMING FROM THE DRIVER SIDE WINDOW.TS *JB</p>											
20021211	390284	CHEVROLET	IMPALA	200					PARKING BRAKE	MI	
	2G1WF52E439	20021206									
				3							
<p>WHEN ACCELERATING TO ENTER THE FREEWAY AT ABOUT 45+ MILES AN HOUR, THE CAR WOULD NOT STOP ACCELERATING. I TRIED TO PUT THE CAR IN NEUTRAL, DOWNSHIFT, AND APPLY THE BRAKES. I ALSO AT THE URGING OF 911 STAFF, APPLIED THE EMERGENCY BRAKES. THE CAR AFTER ROUGHLY 5 MILES OF CONTINUED ACCELERATION EVENTUALLY STOPPED. THE CAR WAS TOWED TO THE DEALER WE BOUGHT THE CAR FROM. THEY PROMPLTY TOLD US IT WAS THE FAULT OF OUR FLOOR MAT. THEY REPORTED THAT WE WOULD NEED TO PAY THE \$2000.00 TO REPLACE THE BRAKES, ROTERS, AND CALIPERS. THE HEAD OF SERVICE SUGGESTED WE CALL OUR INSURANCE COMPANY TO HAVE THEM PAY FOR THE DAMAGE TO THE BRAKES, ETC. DT</p>											
20030121	397857	OLDSMOBILE	BRAVADA	200	N	N	0	0	STRUCTURE:BODY	OH	
	1GHDT13W812	20030121	33444								

1

REAR QUARTER PANEL BODY SEAM SEPARATION CAUSED LEAKING INTO THE PASSENGER AREA CAUSING CARPET STAINING AND MILDEW SMELL IN PASSENGER COMPARTMENT. WATER INTRUSION TO INTERIOR AS WELL AS ROAD GRIME AND SALT.

20030127 398493	GMC	SIERRA	199	N	Y	0	0	ELECTRICAL SYSTEM:WIRING	MD
1GTEC19M3XR	20030127	49700							

9

ELECTRICAL FIRE IN DRIVER'S SIDE DOOR OF 1999 GMC SIERRA 1500 PICKUP. HEAVY SMOKE DAMAGE, DOOR PANEL DESTROYED, TRIM AROUND THE DOOR DESTROYED AND SMALL AREA OF CARPET BURNT BY DOOR

20030206 405630	CHEVROLET	SUBURBAN	200	N	N	1		STRUCTURE:BODY	NC
3GNFK16TXYG	20030206	30000							

0

WE HAVE TAKEN OUR 2000 SUBURBAN IN 9 TIMES TO GET THE WATER LEAK PROBLEM FIXED AT ASHEVILLE CHEVROLET. THE MOISTURE CAUSES HEADACHES IN MY 9 YR OLD SON. WE DON'T KNOW WHAT ALL MIGHT BE GROWING IN THE CARPET. WE BOUGHT NEW CARPET THE LAST TIME AND WERE TOLD THE PROBLEM WAS SOLVED. 2 WEEKS LATER (THE FIRST RAIN) AND WE HAVE A WET CARPET AGAIN AND OUR SON HAS

20030225 411043	CHEVROLET	SUBURBAN	199	N	N	0	0	STRUCTURE	TX
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5

REAR CARGO WINDOW ON PASSENGER SIDE (NOT BACK DOOR GLASS) LEAKS WATER INTO THE "BULKHEAD" AREA. AS WATER BUILDS UP IT EVENTUALLY SPLASHES OVER INTO THE CARGO AREA INSIDE THE VEHICLE THEREBY FLOODING THE CARPET, ETC. THIS OCCURS WHENEVER THERE IS RAIN OF ANY SUBSTANTIAL AMOUNT AND IS ONGOING CONTINUOUSLY. SEVERAL AREA SUBURBAN OWNERS ARE EXPERIENCING THIS PROBLEM ANDS NO ONE SEEMS TO HAVE A SOLUTION.*JB

20030316 417064	GMC	SIERRA	199	N	N			STRUCTURE	MI
1GTEK19M0WE	20030316	49000							

8

WATER LEAK COMING FROM A SEAM FRONT QUARTER PANEL DRIVERS SIDE. WATER GETS INTO FLOOR BOARD DRIVER SIDE. CARPET AND INSULATION GETS WET AND STINKS. ALSO- ROOF SEAM AT WINDSHIELD RUSTING AND PAINT BUBBLING. *NLM

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030402	422302	CHEVROLET	SILVERADO	199	N	N			STRUCTURE	DE	
1GCEK19T3XZ		20030402									

9

REAR SLIDING WINDOW FRAME CRACKED ALLOWING WATER TO ENTER VEHICLE AND FLOODING THE ENTIRE PASSENGER COMPARTMENT. IT HAS BEEN LEAKING FOR SOME TIME AND IS NOT NOTICEABLE UNTIL THE WATER STARTS SEEPING FROM UNDER THE CARPET ONCE THE PADDING IS SOAKED. WITH THE HEATER ON, ALL OF THE GLASS BECOMES FOGGED WHICH WILL IMPAIR VISIBILITY UNLESS YOU PUT THE WINDOWS DOWN. THE PADDING AND CARPET HAS ALSO CAUSED A VERY BAD MILDEW SMELL. DEALERSHIP REFUSES TO REPAIR AND STATES GM WILL ONLY COVER LESS THAN 36,000 MI. ITS MOST LIKELY THE CRACK OCCURRED BEFORE 36K WITH SO MUCH WATER UNDER THE CARPET BUT NOW AT 57,000 ITS JUST NOTICED. GM MUST BE AWARE THIS IS A MANUFACTURE DEFECT, BUT LIKE MYSELF THERE HOPING MOST CONSUMERS WITH THIS TYPE OF VEHICLE WON'T NOTICE THE PROBLEM UNTIL AFTER THE 36K MI. *NLM

20030406	422576	CHEVROLET	BLAZER	199	N	Y	0	0	ELECTRICAL SYSTEM:WIRING	NJ	
1GNDT13W9W2		20030406	63500								

8

UPON RETURNING TO MY TRUCK ON TUES EVENING 4/1/03 (AFTER IT WAS PARKED FOR 1 1/2 HRS) I NOTICED A BURNING SMELL WHEN I OPENED THE DOOR. I HAD ABOUT A 4 MILE RIDE HOME SO I STARTED THE VEHICLE AND ATTEMPTED TO GO HOME. AS I DROVE, THE BURNING SMELL BECAME HORRIBLY WORSE EVEN THOUGH I COULD NOT SEE ANY SMOKE. I DECIDED IT WAS SAFER TO DROP IT OFF AT MY LOCAL DEALER (PATTERSON CHEVROLET IN HAMILTON NJ) SINCE IT WAS ON THE WAY. I DISCONNECTED THE BATTERY AS A PRECAUTION. THE DEALER WORKED ON THE TRUCK ON 4/2. IN THE PROCESS OF TRYING TO LOCATE THE SOURCE OF THE SMELL, THEY HAD TO RECONNECT THE BATTERY. THIS RESULTED IN THE VEHICLE CATCHING ON FIRE!! FORTUNATELY, THEY HAD TRACED THE SOURCE OF THE SMELL TO A WIRE HARNESS UNDER THE PASSENGER SEAT FLOOR BOARD THAT GETS CONNECTED TO A POWER SEAT (WHICH I DO NOT HAVE!) AND THEY HAD REMOVED THE CARPETING AND SEATS BEFORE THE FIRE STARTED. UPON EXTINGUISHING THE FIRE, THEY REMOVED THE DAMAGED WIRE HARNESS AND RE-INSTALLED THE SEATS & CARPETING. THIS LEFT ME WITH A VEHICLE THAT STILL SMELLS ABSOLUTELY HORRIBLE AND A \$531 REPAIR BILL. IF I HAD PARKED MY TRUCK IN MY ATTACHED GARAGE LIKE I DO EVERY NIGHT INSTEAD OF RUNNING AN ERRAND, THE TRUCK MOST DEFINITELY WOULD HAVE CAUGHT FIRE IN MY GARAGE AND COULD HAVE KILLED MY ENTIRE FAMILY. I CONSIDER THIS A VERY NEAR TRAGEDY AND THE DESIGN OF THIS WIRE HARNESS NEEDS TO BE LOOKED AT IMMEDIATELY BEFORE SOMEONE ACTUALLY DOES GET KILLED. WHY DIDN'T A FUSE BLOW THAT AUTOMATICALLY CUT POWER TO THE SHORTING WIRE? IS THIS A RECALL ITEM? COPIES OF THIS E-MAIL ARE BEING FORWARDED TO THE CPSC AND THE NHTSA FOR REVIEW AS WELL. THERE IS NO WAY A WIRE UNDER A FLOOR BOARD SHOULD SIMPLY CATCH FIRE! SECONDLY, THERE IS NOTHING THAT I COULD HAVE DONE THAT COULD HAVE PREVENTED THIS INCIDENT OR CAUSED IT. THE REPAIR EXPENSE IN THIS INSTANCE

20030417	397742	BUICK	LESABRE	199	N	N	0	0	STRUCTURE	MI	
1G4HP52K2VH		20030417	90000								

7

SEVER INNER RUST/ROTTED AREA IN THE REAR PASSENGER SIDE TRUNK BACK SEAT, WHEEL HOUSING. NOT VISIBLE RUST TO THE NAKED EYE, OR NO SURFACE RUST. CAUSED WATER TO LEAK IN AND CAUSE EXTENSIVE DAMAGE TO SEAT, CARPET, PADDING. LEAKED TO UNDER FRONT PASSENGER SEAT, SHORTING OUT SENSOR AND DEPLOYED AIR BAG WITHOUT IMPACT. G.M. IS UNHELPFUL. THEY RESPONDED WITH "EVEN IF IT WAS A FACTORY DEFECT I HAD EXCEEDED MY 6 YEAR/100,000 MILE WARRANTY. I CANNOT SEE HOW THIS COULD FALL TO THE CONSUMERS RESPONSIBILITY! I AM HOPEFUL THAT YOU MAY HAVE AN ANSWER THAT COULD BE OF SOME HELP. I ALSO AM DUMBFOUNDED THAT AN AIR BAG WILL GO OFF WITH OUT IMPACT. EVERYTHING I HAVE RESEARCHED ON THEM REPORTS ONLY ON CRASHES, EVEN ON THE G.M.WEB PAGE FOR AIR BAGS THERE IS NOTHING THAT SAYS SHORTING OUT OF A SENSOR DUE TO WATER OR ANYTHING ELSE CAN DEPLOY THEM. SO I ASK WHAT IF A CHILD SPILLED A DRINK AND IT WENT UNDER THE SEAT? WHAT IF MY WIFE OR I PURCHASED A GALLON OF MILK OR WATER, SAT IT ON THE BACK FLOOR AND IT LEAKED? SHOULD THERE NOT BE A SENSOR OR SOMETHING TO TELL THE AIR BAG NOT TO DEPLOY

20030624	483131	OLDSMOBILE	SILHOUETTE	200	N	N			STRUCTURE	FL	
1GHDX03E6YD		20030624	33000								

0

I OWN A 2000 SILHOUETTE VAN. THE WARRANTY EXPIRED THIS PAST DECEMBER. HOWEVER THE MILEAGE IS WITHIN THE WARRANTY. I WAS TOLD BY MY LOCAL OLDS DEALER THAT I HAD A WATER LEAK UNDERNEATH THE DASH. THE CARPET WAS DRENCHED, UNDERNEATH. I WAS NOT AWARE OF THE LEAK, DUE TO THE CARPET HAS A RUBBER BARRIER UNDERNEATH IT. THEY COULD NOT TELL ME WHERE THE LEAK WAS COMING FROM. THEY REMOVED THE WHOLE DASH. THEY LOCATED THREE SEPARATE LEAKS IN THE SEAMS ON THE FIRE WALL. THE LEAKS ARE WHERE THEY APPLY PUTTY OVER THE WELDED SEAMS. THEY CAN NOT EXPLAIN WHY THE PUTTY HAS FAILED. NO ONE WILL TELL ME WHY. HOWEVER ONE PERSON SAID IT COULD HAVE BEEN A BAD BATCH OF PUTTY. WELL HOW MANY CARS HAVE THIS PUTTY ON THEM. ALL THEY SAY IS IT IS NOT UNDER WARRANTY. I HAVE A SECOND CONCERN. THIS COULD VERY WELL HAVE CAUSED HEALTH PROBLEMS(MILDEW,ETC.) FOR MY FAMILY IF THE LEAK WAS NOT NOTICED. HOW MANY PEOPLE IN THE TYPE OF VAN (VENTURE, MONTANA AND SILHOUETTE)HAVE LEAKS AND ARE NOT AWARE OF IT. I FEEL THAT THIS IS A MANUFACTURED PROBLEM. IF THE BATTERY FAILED I UNDERSTAND, BUT NOT THE PUTTY IN THE

20030625	403783	PONTIAC	GRAND AM	199	N	N	EXTERIOR LIGHTING:TURN SIGNAL:SWITCH	KY
1G2NE52T1XM		20030625	11000					

9

1999 PONTIAC GRAND AM 2.4 L AUTO SEVERE BRAKE FAILURE---REPLACEMENT OF PADS 8 TIMES, ROTORS 3 TIMES AND CALIPERS 2 TIMES IN 80,000 MILES. BRAKES OCCASIONALLY LOCK UP AND MAKE LOUD GRINDING AND SQUEALING NOISES STEERING SHUDDERS AND VEHICLE PULLS TO LEFT.. PARTICIPATING PONTIAC DEALER FAILED TO FIX THIS PROBLEM SINCE PURCHASE AT 11,000 MILES. UNDER WARRANTY REPLACEMENT IT HAS HAD 6 DOOR PANELS DUE TO PEELING LEATHER ON TOP OF PANEL, 5 GEAR SHIFTERS DUE TO DEALERS IMPROPER INSTALLATION, 2 FACTORY CD/RADIO FAILURES, 1 RACK AND PINION UNIT, 2 FRONT STRUT ASSEMBLIES DUE TO KNOCKING NOISE FROM FRONT OF CAR (WENT BAD AFTER 10,000 MILES USE), PROBLEM WITH HESITATION AT IDLE-COLD START(UNSUCCESSFULLY DIAGNOSED BY DEALER) CARPET LOOSE IN TRUNK AROUND LATCH ASSEMBLY(TOO SHORT FOR TRUNK AND WAS HOT GLUED TO BACK WALL OF CAR BY DEALER INSTEAD OF REPLACEMENT). TURN SIGNALS STILL OCCASIONALLY FAIL TO WORK(DEALER SAID THEY WORKED JUST FINE) BATTERY CONNECTION IN FACTORY BATTERY BROKE LOOSE SPILLING CORROSIVE BATTERY ACID ALL OVER AROUND BATTERY TRAY AREA. ALL FOUR WHEEL COVERS HAVE BEEN REPLACED BECAUSE OF "PIE PAN" NOISE WHEN YOU HIT A BUMP (NEW ONES DID NOT FIX PROBLEM). AFTER WARRANTY WAS UP PONTIAC' CARE HOTLINE OR THE DEALER COULD "CARE " LESS THAT AFTER DOZENS OF TRIPS FOR REPAIRS THE DEALER STILL DIDN'T FIX THE CAR WHILE IT WAS STILL UNDER WARRANTY. SINCE THEN,BESIDES THE UNREPAIRED ITEMS ON MY CAR, THE ALTERNATOR WENT BAD AT 60,000 MILES (\$120), GLASS IN INTERIOR REAR VIEW MIRROR BROKE WHILE ADJUSTING, BOTH OUTSIDE REAR VIEW MIRRORS HAVE BROKE OFF IN TWO DIFFERENT AUTOMATIC CAR WASHES (HELD INTO DOOR BY A STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030625	404018	PONTIAC	GRAND AM	199	N	N			WHEELS:CAP/COVER/HUB	KY	
1G2NE52T1XM		20030625	11000								

9

1999 PONTIAC GRAND AM 2.4 L AUTO SEVERE BRAKE FAILURE---REPLACEMENT OF PADS 8 TIMES, ROTORS 3 TIMES AND CALIPERS 2 TIMES IN 80,000 MILES. BRAKES OCCASIONALLY LOCK UP AND MAKE LOUD GRINDING AND SQUEALING NOISES STEERING SHUDDERS AND VEHICLE PULLS TO LEFT.. PARTICIPATING PONTIAC DEALER FAILED TO FIX THIS PROBLEM SINCE PURCHASE AT 11,000 MILES. UNDER WARRANTY REPLACEMENT IT HAS HAD 6 DOOR PANELS DUE TO PEELING LEATHER ON TOP OF PANEL, 5 GEAR SHIFTERS DUE TO DEALERS IMPROPER INSTALLATION, 2 FACTORY CD/RADIO FAILURES, 1 RACK AND PINION UNIT, 2 FRONT STRUT ASSEMBLIES DUE TO KNOCKING NOISE FROM FRONT OF CAR (WENT BAD AFTER 10,000 MILES USE), PROBLEM WITH HESITATION AT IDLE-COLD START(UNSUCCESSFULLY DIAGNOSED BY DEALER) CARPET LOOSE IN TRUNK AROUND LATCH ASSEMBLY(TOO SHORT FOR TRUNK AND WAS HOT GLUED TO BACK WALL OF CAR BY DEALER INSTEAD OF REPLACEMENT). TURN SIGNALS STILL OCCASIONALLY FAIL TO WORK(DEALER SAID THEY WORKED JUST FINE) BATTERY CONNECTION IN FACTORY BATTERY BROKE LOOSE SPILLING CORROSIVE BATTERY ACID ALL OVER AROUND BATTERY TRAY AREA. ALL FOUR WHEEL COVERS HAVE BEEN REPLACED BECAUSE OF "PIE PAN" NOISE WHEN YOU HIT A BUMP (NEW ONES DID NOT FIX PROBLEM). AFTER WARRANTY WAS UP PONTIAC' CARE HOTLINE OR THE DEALER COULD "CARE " LESS THAT AFTER DOZENS OF TRIPS FOR REPAIRS THE DEALER STILL DIDN'T FIX THE CAR WHILE IT WAS STILL UNDER WARRANTY. SINCE THEN,BESIDES THE UNREPAIRED ITEMS ON MY CAR, THE ALTERNATOR WENT BAD AT 60,000 MILES (\$120), GLASS IN INTERIOR REAR VIEW MIRROR BROKE WHILE ADJUSTING, BOTH OUTSIDE REAR VIEW MIRRORS HAVE BROKE OFF IN TWO DIFFERENT AUTOMATIC CAR WASHES (HELD INTO DOOR BY A STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

20030625	404019	PONTIAC	GRAND AM	199	N	N			SERVICE BRAKES, HYDRAULIC	KY	
1G2NE52T1XM		20030625	11000								

9

1999 PONTIAC GRAND AM 2.4 L AUTO SEVERE BRAKE FAILURE---REPLACEMENT OF PADS 8 TIMES, ROTORS 3 TIMES AND CALIPERS 2 TIMES IN 80,000 MILES. BRAKES OCCASIONALLY LOCK UP AND MAKE LOUD GRINDING AND SQUEALING NOISES STEERING SHUDDERS AND VEHICLE PULLS TO LEFT.. PARTICIPATING PONTIAC DEALER FAILED TO FIX THIS PROBLEM SINCE PURCHASE AT 11,000 MILES. UNDER WARRANTY REPLACEMENT IT HAS HAD 6 DOOR PANELS DUE TO PEELING LEATHER ON TOP OF PANEL, 5 GEAR SHIFTERS DUE TO DEALERS IMPROPER INSTALLATION, 2 FACTORY CD/RADIO FAILURES, 1 RACK AND PINION UNIT, 2 FRONT STRUT ASSEMBLIES DUE TO KNOCKING NOISE FROM FRONT OF CAR (WENT BAD AFTER 10,000 MILES USE), PROBLEM WITH HESITATION AT IDLE-COLD START(UNSUCCESSFULLY DIAGNOSED BY DEALER) CARPET LOOSE IN TRUNK AROUND LATCH ASSEMBLY(TOO SHORT FOR TRUNK AND WAS HOT GLUED TO BACK WALL OF CAR BY DEALER INSTEAD OF REPLACEMENT). TURN SIGNALS STILL OCCASIONALLY FAIL TO WORK(DEALER SAID THEY WORKED JUST FINE) BATTERY CONNECTION IN FACTORY BATTERY BROKE LOOSE SPILLING CORROSIVE BATTERY ACID ALL OVER AROUND BATTERY TRAY AREA. ALL FOUR WHEEL COVERS HAVE BEEN REPLACED BECAUSE OF "PIE PAN" NOISE WHEN YOU HIT A BUMP (NEW ONES DID NOT FIX PROBLEM). AFTER WARRANTY WAS UP PONTIAC' CARE HOTLINE OR THE DEALER COULD "CARE " LESS THAT AFTER DOZENS OF TRIPS FOR REPAIRS THE DEALER STILL DIDN'T FIX THE CAR WHILE IT WAS STILL UNDER WARRANTY. SINCE THEN,BESIDES THE UNREPAIRED ITEMS ON MY CAR, THE ALTERNATOR WENT BAD AT 60,000 MILES (\$120), GLASS IN INTERIOR REAR VIEW MIRROR BROKE WHILE ADJUSTING, BOTH OUTSIDE REAR VIEW MIRRORS HAVE BROKE OFF IN TWO DIFFERENT AUTOMATIC CAR WASHES (HELD INTO DOOR BY A STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

20030625	404370	PONTIAC	GRAND AM	199	N	N			ENGINE AND ENGINE COOLING:ENGINE	KY	
1G2NE52T1XM		20030625	11000								

9

1999 PONTIAC GRAND AM 2.4 L AUTO SEVERE BRAKE FAILURE---REPLACEMENT OF PADS 8 TIMES, ROTORS 3 TIMES AND CALIPERS 2 TIMES IN 80,000 MILES. BRAKES OCCASIONALLY LOCK UP AND MAKE LOUD GRINDING AND SQUEALING NOISES STEERING SHUDDERS AND VEHICLE PULLS TO LEFT.. PARTICIPATING PONTIAC DEALER FAILED TO FIX THIS PROBLEM SINCE PURCHASE AT

11,000 MILES. UNDER WARRANTY

REPLACEMENT IT HAS HAD 6 DOOR PANELS DUE TO PEELING LEATHER ON TOP OF PANEL, 5 GEAR SHIFTERS DUE TO DEALERS IMPROPER INSTALLATION, 2 FACTORY CD/RADIO FAILURES, 1 RACK AND PINION UNIT, 2

FRONT STRUT ASSEMBLIES DUE TO KNOCKING NOISE FROM FRONT OF CAR (WENT BAD AFTER 10,000 MILES USE), PROBLEM WITH HESITATION AT IDLE-COLD START(UNSUCCESSFULLY DIAGNOSED BY DEALER)

CARPET LOOSE IN TRUNK AROUND LATCH ASSEMBLY(TOO SHORT FOR TRUNK AND WAS HOT GLUED TO BACK WALL OF CAR BY DEALER INSTEAD OF REPLACEMENT). TURN SIGNALS STILL OCCASIONALLY FAIL TO

WORK(DEALER SAID THEY WORKED JUST FINE) BATTERY CONNECTION IN FACTORY BATTERY BROKE LOOSE SPILLING CORROSIVE BATTERY ACID ALL OVER AROUND BATTERY TRAY AREA. ALL FOUR WHEEL COVERS

HAVE BEEN REPLACED BECAUSE OF "PIE PAN" NOISE WHEN YOU HIT A BUMP (NEW ONES DID NOT FIX PROBLEM). AFTER WARRANTY WAS UP PONTIAC' CARE HOTLINE OR THE DEALER COULD "CARE " LESS THAT

AFTER DOZENS OF TRIPS FOR REPAIRS THE DEALER STILL DIDN'T FIX THE CAR WHILE IT WAS STILL UNDER WARRANTY. SINCE THEN,BESIDES THE UNREPAIRED ITEMS ON MY CAR, THE ALTERNATOR WENT BAD AT

60,000 MILES (\$120), GLASS IN INTERIOR REAR VIEW MIRROR BROKE WHILE ADJUSTING, BOTH OUTSIDE REAR VIEW MIRRORS HAVE BROKE OFF IN TWO DIFFERENT AUTOMATIC CAR WASHES (HELD INTO DOOR BY A

STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

20030625 484498 CHEVROLET CAMARO 199 N N OTHER MD

THIS IS A TOXIC CAR. IT HAS A MOLD PROBLEM AND IS MAKING ME SICK. THE CAR SMELLS LIKE MOLD. WE PULLED OUT ALL THE SEATS AND CARPET CLEANED EVERYTHING TO TRY TO GET IT OUT. IT STILL SMELLS

LIKE MOLD. IT IS NOT THE HEATER OR AC AS THE SMELL IS COMING FROM THE BACK OF THE VEHICLE. THERE IS NO DAMPNESS BUT EVERYTHING I PUT IN THE BACK SEAT ENDS UP SMELLING LIKE MOLD. I CALL IT

THE MOLD MOBILE. AFTER ABOUT 2 MINUTES, YOU CAN'T SMELL THE MOLD, SO IT MAKES IT DIFFICULT TO TRACK. THE DEALERSHIP IN WALDORF SAID IT WOULD TAKE DAYS TO LOCATE IT, BUT THEY COULD SMELL

IT TOO. IT IS UNDER WARRANTY AND THERE MUST BE SOMETHING THAT CAN BE DONE ABOUT THIS. IT MAKES ME SICK TO MY STOMACH AND I GET HEADACHES. *NLM

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030625	404251	PONTIAC	GRAND AM	199	N	N			OTHER	KY	
1G2NE52T1XM		20030625	11000								

9

1999 PONTIAC GRAND AM 2.4 L AUTO SEVERE BRAKE FAILURE---REPLACEMENT OF PADS 8 TIMES, ROTORS 3 TIMES AND CALIPERS 2 TIMES IN 80,000 MILES. BRAKES OCCASIONALLY LOCK UP AND MAKE LOUD GRINDING AND SQUEALING NOISES STEERING SHUDDERS AND VEHICLE PULLS TO LEFT.. PARTICIPATING PONTIAC DEALER FAILED TO FIX THIS PROBLEM SINCE PURCHASE AT 11,000 MILES. UNDER WARRANTY REPLACEMENT IT HAS HAD 6 DOOR PANELS DUE TO PEELING LEATHER ON TOP OF PANEL, 5 GEAR SHIFTERS DUE TO DEALERS IMPROPER INSTALLATION, 2 FACTORY CD/RADIO FAILURES, 1 RACK AND PINION UNIT, 2 FRONT STRUT ASSEMBLIES DUE TO KNOCKING NOISE FROM FRONT OF CAR (WENT BAD AFTER 10,000 MILES USE), PROBLEM WITH HESITATION AT IDLE-COLD START(UNSUCCESSFULLY DIAGNOSED BY DEALER) CARPET LOOSE IN TRUNK AROUND LATCH ASSEMBLY(TOO SHORT FOR TRUNK AND WAS HOT GLUED TO BACK WALL OF CAR BY DEALER INSTEAD OF REPLACEMENT). TURN SIGNALS STILL OCCASIONALLY FAIL TO WORK(DEALER SAID THEY WORKED JUST FINE) BATTERY CONNECTION IN FACTORY BATTERY BROKE LOOSE SPILLING CORROSIVE BATTERY ACID ALL OVER AROUND BATTERY TRAY AREA. ALL FOUR WHEEL COVERS HAVE BEEN REPLACED BECAUSE OF "PIE PAN" NOISE WHEN YOU HIT A BUMP (NEW ONES DID NOT FIX PROBLEM). AFTER WARRANTY WAS UP PONTIAC' CARE HOTLINE OR THE DEALER COULD "CARE " LESS THAT AFTER DOZENS OF TRIPS FOR REPAIRS THE DEALER STILL DIDN'T FIX THE CAR WHILE IT WAS STILL UNDER WARRANTY. SINCE THEN,BESIDES THE UNREPAIRED ITEMS ON MY CAR, THE ALTERNATOR WENT BAD AT 60,000 MILES (\$120), GLASS IN INTERIOR REAR VIEW MIRROR BROKE WHILE ADJUSTING, BOTH OUTSIDE REAR VIEW MIRRORS HAVE BROKE OFF IN TWO DIFFERENT AUTOMATIC CAR WASHES (HELD INTO DOOR BY A STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

20030625	404494	PONTIAC	GRAND AM	199	N	N			EXTERIOR LIGHTING	KY	
1G2NE52T1XM		20030625	11000								

9

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20030625	404493	PONTIAC	GRAND AM	199	N	N			VISIBILITY:REARVIEW MIRRORS/DEVICES	KY	
1G2NE52T1XM		20030625	11000								

9

1999 PONTIAC GRAND AM 2.4 L AUTO SEVERE BRAKE FAILURE---REPLACEMENT OF PADS 8 TIMES, ROTORS 3 TIMES AND CALIPERS 2 TIMES IN 80,000 MILES. BRAKES OCCASIONALLY LOCK UP AND MAKE LOUD GRINDING AND SQUEALING NOISES STEERING SHUDDERS AND VEHICLE PULLS TO LEFT.. PARTICIPATING PONTIAC DEALER FAILED TO FIX THIS PROBLEM SINCE PURCHASE AT

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REPLACEMENT IT HAS HAD 6 DOOR PANELS DUE TO PEELING LEATHER ON TOP OF PANEL, 5 GEAR SHIFTERS DUE TO DEALERS IMPROPER INSTALLATION, 2 FACTORY CD/RADIO FAILURES, 1 RACK AND PINION UNIT, 2

FRONT STRUT ASSEMBLIES DUE TO KNOCKING NOISE FROM FRONT OF CAR (WENT BAD AFTER 10,000 MILES USE), PROBLEM WITH HESITATION AT IDLE-COLD START(UNSUCCESSFULLY DIAGNOSED BY DEALER)

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STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

20030625	404137	PONTIAC	GRAND AM	199	N	N	POWER TRAIN:AUTOMATIC TRANSMISSION	KY
1G2NE52T1XM		20030625	11000					

9

1999 PONTIAC GRAND AM 2.4 L AUTO SEVERE BRAKE FAILURE---REPLACEMENT OF PADS 8 TIMES, ROTORS 3 TIMES AND CALIPERS 2 TIMES IN 80,000 MILES. BRAKES OCCASIONALLY LOCK UP AND MAKE LOUD

GRINDING AND SQUEALING NOISES STEERING SHUDDERS AND VEHICLE PULLS TO LEFT.. PARTICIPATING PONTIAC DEALER FAILED TO FIX THIS PROBLEM SINCE PURCHASE AT 11,000 MILES. UNDER WARRANTY

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STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030625	404136	PONTIAC	GRAND AM	199	N	N			STRUCTURE:BODY	KY	
1G2NE52T1XM		20030625	11000								

9

1999 PONTIAC GRAND AM 2.4 L AUTO SEVERE BRAKE FAILURE---REPLACEMENT OF PADS 8 TIMES, ROTORS 3 TIMES AND CALIPERS 2 TIMES IN 80,000 MILES. BRAKES OCCASIONALLY LOCK UP AND MAKE LOUD GRINDING AND SQUEALING NOISES STEERING SHUDDERS AND VEHICLE PULLS TO LEFT.. PARTICIPATING PONTIAC DEALER FAILED TO FIX THIS PROBLEM SINCE PURCHASE AT 11,000 MILES. UNDER WARRANTY REPLACEMENT IT HAS HAD 6 DOOR PANELS DUE TO PEELING LEATHER ON TOP OF PANEL, 5 GEAR SHIFTERS DUE TO DEALERS IMPROPER INSTALLATION, 2 FACTORY CD/RADIO FAILURES, 1 RACK AND PINION UNIT, 2 FRONT STRUT ASSEMBLIES DUE TO KNOCKING NOISE FROM FRONT OF CAR (WENT BAD AFTER 10,000 MILES USE), PROBLEM WITH HESITATION AT IDLE-COLD START(UNSUCCESSFULLY DIAGNOSED BY DEALER) CARPET LOOSE IN TRUNK AROUND LATCH ASSEMBLY(TOO SHORT FOR TRUNK AND WAS HOT GLUED TO BACK WALL OF CAR BY DEALER INSTEAD OF REPLACEMENT). TURN SIGNALS STILL OCCASIONALLY FAIL TO WORK(DEALER SAID THEY WORKED JUST FINE) BATTERY CONNECTION IN FACTORY BATTERY BROKE LOOSE SPILLING CORROSIVE BATTERY ACID ALL OVER AROUND BATTERY TRAY AREA. ALL FOUR WHEEL COVERS HAVE BEEN REPLACED BECAUSE OF "PIE PAN" NOISE WHEN YOU HIT A BUMP (NEW ONES DID NOT FIX PROBLEM). AFTER WARRANTY WAS UP PONTIAC' CARE HOTLINE OR THE DEALER COULD "CARE " LESS THAT AFTER DOZENS OF TRIPS FOR REPAIRS THE DEALER STILL DIDN'T FIX THE CAR WHILE IT WAS STILL UNDER WARRANTY. SINCE THEN,BESIDES THE UNREPAIRED ITEMS ON MY CAR, THE ALTERNATOR WENT BAD AT 60,000 MILES (\$120), GLASS IN INTERIOR REAR VIEW MIRROR BROKE WHILE ADJUSTING, BOTH OUTSIDE REAR VIEW MIRRORS HAVE BROKE OFF IN TWO DIFFERENT AUTOMATIC CAR WASHES (HELD INTO DOOR BY A STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

20030625	403910	PONTIAC	GRAND AM	199	N	N			SUSPENSION:FRONT	KY	
1G2NE52T1XM		20030625	11000								

9

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20030625	403909	PONTIAC	GRAND AM	199	N	N			STEERING:RACK AND PINION	KY	
1G2NE52T1XM		20030625	11000								

9

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STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

20030625	404371	PONTIAC	GRAND AM	199	N	N	ELECTRICAL SYSTEM	KY
1G2NE52T1XM		20030625	11000					

9

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WORK(DEALER SAID THEY WORKED JUST FINE) BATTERY CONNECTION IN FACTORY BATTERY BROKE LOOSE SPILLING CORROSIVE BATTERY ACID ALL OVER AROUND BATTERY TRAY AREA. ALL FOUR WHEEL COVERS

HAVE BEEN REPLACED BECAUSE OF "PIE PAN" NOISE WHEN YOU HIT A BUMP (NEW ONES DID NOT FIX PROBLEM). AFTER WARRANTY WAS UP PONTIAC' CARE HOTLINE OR THE DEALER COULD "CARE " LESS THAT

AFTER DOZENS OF TRIPS FOR REPAIRS THE DEALER STILL DIDN'T FIX THE CAR WHILE IT WAS STILL UNDER WARRANTY. SINCE THEN,BESIDES THE UNREPAIRED ITEMS ON MY CAR, THE ALTERNATOR WENT BAD AT

60,000 MILES (\$120), GLASS IN INTERIOR REAR VIEW MIRROR BROKE WHILE ADJUSTING, BOTH OUTSIDE REAR VIEW MIRRORS HAVE BROKE OFF IN TWO DIFFERENT AUTOMATIC CAR WASHES (HELD INTO DOOR BY A

STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030625	404250	PONTIAC	GRAND AM	199	N	N			EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	KY	
1G2NE52T1XM		20030625	11000								

9

1999 PONTIAC GRAND AM 2.4 L AUTO SEVERE BRAKE FAILURE---REPLACEMENT OF PADS 8 TIMES, ROTORS 3 TIMES AND CALIPERS 2 TIMES IN 80,000 MILES. BRAKES OCCASIONALLY LOCK UP AND MAKE LOUD GRINDING AND SQUEALING NOISES STEERING SHUDDERS AND VEHICLE PULLS TO LEFT.. PARTICIPATING PONTIAC DEALER FAILED TO FIX THIS PROBLEM SINCE PURCHASE AT 11,000 MILES. UNDER WARRANTY REPLACEMENT IT HAS HAD 6 DOOR PANELS DUE TO PEELING LEATHER ON TOP OF PANEL, 5 GEAR SHIFTERS DUE TO DEALERS IMPROPER INSTALLATION, 2 FACTORY CD/RADIO FAILURES, 1 RACK AND PINION UNIT, 2 FRONT STRUT ASSEMBLIES DUE TO KNOCKING NOISE FROM FRONT OF CAR (WENT BAD AFTER 10,000 MILES USE), PROBLEM WITH HESITATION AT IDLE-COLD START(UNSUCCESSFULLY DIAGNOSED BY DEALER) CARPET LOOSE IN TRUNK AROUND LATCH ASSEMBLY(TOO SHORT FOR TRUNK AND WAS HOT GLUED TO BACK WALL OF CAR BY DEALER INSTEAD OF REPLACEMENT). TURN SIGNALS STILL OCCASIONALLY FAIL TO WORK(DEALER SAID THEY WORKED JUST FINE) BATTERY CONNECTION IN FACTORY BATTERY BROKE LOOSE SPILLING CORROSIVE BATTERY ACID ALL OVER AROUND BATTERY TRAY AREA. ALL FOUR WHEEL COVERS HAVE BEEN REPLACED BECAUSE OF "PIE PAN" NOISE WHEN YOU HIT A BUMP (NEW ONES DID NOT FIX PROBLEM). AFTER WARRANTY WAS UP PONTIAC' CARE HOTLINE OR THE DEALER COULD "CARE " LESS THAT AFTER DOZENS OF TRIPS FOR REPAIRS THE DEALER STILL DIDN'T FIX THE CAR WHILE IT WAS STILL UNDER WARRANTY. SINCE THEN,BESIDES THE UNREPAIRED ITEMS ON MY CAR, THE ALTERNATOR WENT BAD AT 60,000 MILES (\$120), GLASS IN INTERIOR REAR VIEW MIRROR BROKE WHILE ADJUSTING, BOTH OUTSIDE REAR VIEW MIRRORS HAVE BROKE OFF IN TWO DIFFERENT AUTOMATIC CAR WASHES (HELD INTO DOOR BY A STUD MOUNTED INTO 1/4 INCH OF PLASTIC IN THE MIRROR). AND THE IGNITION SWITCH FAILED AT 75,000 MILES(\$300). FOG LIGHTS AND BACKUP LIGHTS HAVE WATER CONDENSATION IN THEM SHORTING OUT BULBS.

20030718	417363	SATURN	SL1	200	N	N			STRUCTURE	PA	
1G8ZG52891Z		20030718									

1

WHEN IT RAINS, PUDDLES OF WATER FORM IN THE PASSENGER SIDE CARPET. WATER IS NOT PRESENT ANYWHERE ELSE IN THE CAR. (THIS HAS OCCURRED ON SEVERAL OCCASIONS.) ALSO, UPON SEVERAL "ATTEMPTS" AT FIXING THE SUNROOF, IT DOES NOT WORK. IT DOES NOT RETRACT. *JB

20030719	416161	SATURN	SATURN	199	N	N			VISIBILITY:SUN ROOF ASSEMBLY	OH	
1G8ZK5276TZ		20030719									

6

THE FACTORY INSTALLED SUN ROOF LEAKS. AT FIRST IT JUST WAS MINOR, NOW THE RAIN POURS IN. IT HAS DRENCHED MY CAR'S CARPET AND INTERIOR TO WHERE WE CAN NO LONGER GET THE MUSTY SMELL OUT. ALSO, WE CAN NO LONGER DRIVE IT WHEN THERE IS A CHANCE OF RAIN BECAUSE OF THE SEVERITY OF THE LEAK.*AK

20030731	422817	PONTIAC	SUNFIRE	200	N	N	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	MI	
1G2JB124XY7		20030731									

0

I HAVE HAD MY VEHICLE IN FOR BRAKE REPAIR SEVERAL TIMES IN THE PAST 3 1/2 YRS. AT LEAST 5-7 TIMES. MY CAR IS NOW EXPERIENCING SEVERAL ELECTRICAL PROBLEMS WITH A PLUG UNDER THE HARNESS AND WITH THE COMPUTER SYSTEM AND WIRING. MY CAR WILL NOT START FOR SEVERAL DAYS AND THEN IT WILL START, ONLY TO BREAKDOWN AGAIN WHEN IT HEATS UP. IT HAS ALSO CUT OFF WHILE I WAS DRIVING 70 MPH ON THE EXPRESSWAY.IT HAS BEEN TOWED 3 TIMES IN THREE WEEKS FOR REPAIR DUE TO THESE PROBLEMS. I'VE SPENT SEVERAL HUNDRED DOLLARS TRYING TO FIX THESE PROBLEMS AND NOTHING SEEMS TO WORK. THE PLUG UNDER THE HARNESS WAS MELTING THROUGH MY BACK FLOORBOARD, MELTING MY CARPET WITH THE POTENTIAL TO CATCH ON FIRE. I WAS INFORMED BY THE SERVICE MEN THAT I'M EXPERIENCING COMPUTER AND WIRING PROBLEMS. THEY ADVISED ME TO CONTACT MY INSURANCE COMPANY REGARDING TOTALING MY CAR OUT BECAUSE IT HAS GREAT POTENTIAL TO CATCH ON FIRE. I CONTACTED GM'S CUSTOMER ASSISTANCE CENTER REGARDING ALL OF THE PROBLEMS I'M HAVING AND THEY ARE NOT WILLING TO HELP DUE TO MY CAR BEING 3 1/2 YRS. OLD. THERE HAVE BEEN SEVERAL OTHER SMALL ISSUES WITH THIS VEHICLE, BUT THIS CAR IS VERY DANGEROUS AND I CANNOT AFFORD TO KEEP WASTING MONEY ON REPAIRS. I THINK A CAR SHOULD LAST MORE THAN 3 1/2 YRS! JULY 26TH 2003 WAS THE

20030731 422816 PONTIAC SUNFIRE 200 N N 0 0 FUEL SYSTEM, OTHER:DELIVERY:FUEL PUMP MI
 1G2JB124XY7 20030731

0

I HAVE HAD MY VEHICLE IN FOR BRAKE REPAIR SEVERAL TIMES IN THE PAST 3 1/2 YRS. AT LEAST 5-7 TIMES. MY CAR IS NOW EXPERIENCING SEVERAL ELECTRICAL PROBLEMS WITH A PLUG UNDER THE HARNESS AND WITH THE COMPUTER SYSTEM AND WIRING. MY CAR WILL NOT START FOR SEVERAL DAYS AND THEN IT WILL START, ONLY TO BREAKDOWN AGAIN WHEN IT HEATS UP. IT HAS ALSO CUT OFF WHILE I WAS DRIVING 70 MPH ON THE EXPRESSWAY.IT HAS BEEN TOWED 3 TIMES IN THREE WEEKS FOR REPAIR DUE TO THESE PROBLEMS. I'VE SPENT SEVERAL HUNDRED DOLLARS TRYING TO FIX THESE PROBLEMS AND NOTHING SEEMS TO WORK. THE PLUG UNDER THE HARNESS WAS MELTING THROUGH MY BACK FLOORBOARD, MELTING MY CARPET WITH THE POTENTIAL TO CATCH ON FIRE. I WAS INFORMED BY THE SERVICE MEN THAT I'M EXPERIENCING COMPUTER AND WIRING PROBLEMS. THEY ADVISED ME TO CONTACT MY INSURANCE COMPANY REGARDING TOTALING MY CAR OUT BECAUSE IT HAS GREAT POTENTIAL TO CATCH ON FIRE. I CONTACTED GM'S CUSTOMER ASSISTANCE CENTER REGARDING ALL OF THE PROBLEMS I'M HAVING AND THEY ARE NOT WILLING TO HELP DUE TO MY CAR BEING 3 1/2 YRS. OLD. THERE HAVE BEEN SEVERAL OTHER SMALL ISSUES WITH THIS VEHICLE, BUT THIS CAR IS VERY DANGEROUS AND I CANNOT AFFORD TO KEEP WASTING MONEY ON REPAIRS. I THINK A CAR SHOULD LAST MORE THAN 3 1/2 YRS! JULY 26TH 2003 WAS THE

20030731 422707 PONTIAC SUNFIRE 200 N N 0 0 ELECTRICAL SYSTEM:WIRING MI
 1G2JB124XY7 20030731

0

I HAVE HAD MY VEHICLE IN FOR BRAKE REPAIR SEVERAL TIMES IN THE PAST 3 1/2 YRS. AT LEAST 5-7 TIMES. MY CAR IS NOW EXPERIENCING SEVERAL ELECTRICAL PROBLEMS WITH A PLUG UNDER THE HARNESS AND WITH THE COMPUTER SYSTEM AND WIRING. MY CAR WILL NOT START FOR SEVERAL DAYS AND THEN IT WILL START, ONLY TO BREAKDOWN AGAIN WHEN IT HEATS UP. IT HAS ALSO CUT OFF WHILE I WAS DRIVING 70 MPH ON THE EXPRESSWAY.IT HAS BEEN TOWED 3 TIMES IN THREE WEEKS FOR REPAIR DUE TO THESE PROBLEMS. I'VE SPENT SEVERAL HUNDRED DOLLARS TRYING TO FIX THESE PROBLEMS AND NOTHING SEEMS TO WORK. THE PLUG UNDER THE HARNESS WAS MELTING THROUGH MY BACK FLOORBOARD, MELTING MY CARPET WITH THE POTENTIAL TO CATCH ON FIRE. I WAS INFORMED BY THE SERVICE MEN THAT I'M EXPERIENCING COMPUTER AND WIRING PROBLEMS. THEY ADVISED ME TO CONTACT MY INSURANCE COMPANY REGARDING TOTALING MY CAR OUT BECAUSE IT HAS GREAT POTENTIAL TO CATCH ON FIRE. I CONTACTED GM'S CUSTOMER ASSISTANCE CENTER REGARDING ALL OF THE PROBLEMS I'M HAVING AND THEY ARE NOT WILLING TO HELP DUE TO MY CAR BEING 3 1/2 YRS. OLD. THERE HAVE BEEN SEVERAL OTHER SMALL ISSUES WITH THIS VEHICLE, BUT THIS CAR IS VERY DANGEROUS AND I CANNOT AFFORD TO KEEP WASTING MONEY ON REPAIRS. I THINK A CAR SHOULD LAST MORE THAN 3 1/2 YRS! JULY 26TH 2003 WAS THE

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030731	422706	PONTIAC	SUNFIRE	200	N	N	0	0	ELECTRICAL SYSTEM	MI	
1G2JB124XY7		20030731									

0

I HAVE HAD MY VEHICLE IN FOR BRAKE REPAIR SEVERAL TIMES IN THE PAST 3 1/2 YRS. AT LEAST 5-7 TIMES. MY CAR IS NOW EXPERIENCING SEVERAL ELECTRICAL PROBLEMS WITH A PLUG UNDER THE HARNESS AND WITH THE COMPUTER SYSTEM AND WIRING. MY CAR WILL NOT START FOR SEVERAL DAYS AND THEN IT WILL START, ONLY TO BREAKDOWN AGAIN WHEN IT HEATS UP. IT HAS ALSO CUT OFF WHILE I WAS DRIVING 70 MPH ON THE EXPRESSWAY.IT HAS BEEN TOWED 3 TIMES IN THREE WEEKS FOR REPAIR DUE TO THESE PROBLEMS. I'VE SPENT SEVERAL HUNDRED DOLLARS TRYING TO FIX THESE PROBLEMS AND NOTHING SEEMS TO WORK. THE PLUG UNDER THE HARNESS WAS MELTING THROUGH MY BACK FLOORBOARD, MELTING MY CARPET WITH THE POTENTIAL TO CATCH ON FIRE. I WAS INFORMED BY THE SERVICE MEN THAT I'M EXPERIENCING COMPUTER AND WIRING PROBLEMS. THEY ADVISED ME TO CONTACT MY INSURANCE COMPANY REGARDING TOTALING MY CAR OUT BECAUSE IT HAS GREAT POTENTIAL TO CATCH ON FIRE. I CONTACTED GM'S CUSTOMER ASSISTANCE CENTER REGARDING ALL OF THE PROBLEMS I'M HAVING AND THEY ARE NOT WILLING TO HELP DUE TO MY CAR BEING 3 1/2 YRS. OLD. THERE HAVE BEEN SEVERAL OTHER SMALL ISSUES WITH THIS VEHICLE, BUT THIS CAR IS VERY DANGEROUS AND I CANNOT AFFORD TO KEEP WASTING MONEY ON REPAIRS. I THINK A CAR SHOULD LAST MORE THAN 3 1/2 YRS! JULY 26TH 2003 WAS THE

20030804	421609	CHEVROLET	S10	200	N	N	0	0	STRUCTURE:BODY:DOOR	NH	
1GCDT19W428		20030804	19000								

2

DRIVERS SIDE THIRD DOOR LEAKS WATER WHEN IT IS RAINING, CAUSING CARPET TO BECOME MUSTY SMELLING.HAS THERE BEEN A RECALL OR FIX ISSUED FOR THIS PROBLEM? VEHICLE ONLY HAS 19000 MILES ON

IT.*AK

20030904	423907	GMC	SAFARI	200	N	N	0	0	LATCHES/LOCKS/LINKAGES:DOORS:LATCH	FL	
1GKDM19W6YB		20030904	52000								

0

2000 GMC SAFARI, BACK TOP DOOR NEVER SEATED RIGHT AND FIXED TWICE. RESULTED IN SLOW LEAK UNTIL SEALS BROKE AND VAN ACCUMULATED WATER UNDER CARPETS AND MOLD OF VARIOUS SORTS GREW.

RESPIRATORY PROBLEMS AND ALLERGIES. HUSBAND BEGAN TO CHECK WHERE LEAKING AND FOUND CARPET UNDERNEATH ENTIRE VAN AS A CEASE-POOL FILLED WITH GREEN SLIMMY STUFF AND DRENCHED AND SMELLING. GMC CUSTOMER SERVICE, DEALERSHIP AND WARRENTY NOT ACKNOWLEDGE A FAULT IN THE "TRI-DOOR" SEATING AND BLAMMING ON WEATHER STRIPPING THAT IS NOT COVERED BY WARRENTY. WE HAVE SEVERAL OTHER PEOPLE WE KNOW IN THIS AREA WITH SAME FAULT. PLEASE BE AWARE TO ALERT CONSUMERS OF THIS FAULT AND HEALTLH RISK. GET BACK TO DEALERSHIP AS SOON AS YOU NOTICE A LITTLE BIT

OF MOISTURE OF LEAK IN VAN ANYWHERE! WE NOW HAVE TO REPAIR ALL OUT OF POCKET. GMC DID NOT STAND BEHIND THIS ONE!

20030923	432612	GMC	YUKON XL	200	N	N			EQUIPMENT	GA	
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2

I REALIZE THIS MAY NOT SEEM LIKE A SAFETY ISSUE; BUT BEAR WITH ME. WE HAVE A YUKON XL GMC 2002 MODEL. WE HAVE HAD THE CARPET REPLACED 3 TIMES!! THERE IS A DEFECT IN THE CARPET ON THIS

MODEL. IT SHEDS, NOT A LITTLE HAND FULLS. IF YOU ROLL THE WINDOW DOWN "FUZZ" FROM THE CARPET IS FLYING EVERYWHERE. AFTER DISCUSSION WITH ANNE MARIE EXECUTIVE FOR GMC, I LEARNED THAT 2002, 2003, AND SOON TO BE 2004 CARPET IS LIKE THIS. THIS WILL CAUSE AN ACCIDENT COUNT ON IT. YOU ARE SO CAUGHT OFF GUARD AT THE FLYING CARPET. PLEASE JUST LOOK INTO THIS MATTER. I RECEIVED AN ANSWER OF THAT IS JUST THE WAY IT IS AND WE DON'T HAVE TO CHANGE IT.

20030925	431142	GMC	YUKON	199	N	N			STRUCTURE	CT	
PLEASE FILL		20030925									

8

A BAD ODOR WAS COMING INTO THE VEHICLE THROUGH THE VENTS WHICH CAUSED THE OCCUPANTS TO FEEL ILL. THE DRIVER AND PASSENGER SIDE FLOOR MATS WERE WET AND COVERED BY CORROSION. THE

VEHICLE WAS TOWED TO THE DEALERSHIP FOR ANALYSIS AND THE MECHANIC FOUND GREEN MOLD LOCATED UNDERNEATH THE FLOOR MATS. WATER WAS LEAKING INSIDE OF THE WHEELS WELL AND DRAINED INSIDE OF THE VEHICLE. PLEASE PROVIDE DETAILS. *NLM

20031006 436197 PONTIAC AZTEK 200 N N EQUIPMENT:ELECTRICAL:AIR CONDITIONER NC
 3G7DA03E31S 20031006

1

WHEN I BOUGHT MY 2001 AZTEK IN SEPTEMBER 2001, I WAS TOLD BY THE SALESPERSON THAT IT WOULD BE A DEPENDABLE DURABLE CAR. IT HAS BEEN ANYTHING BUT. WILL NOT KEEP ALIGNMENT SO THE TIRES HAVE WORN PREMATURELY. THE SEAL AROUND THE PASSENGER DOOR LEAKED CAUSING CARPET DAMAGE WHICH WAS NOT REPLACED BY THE DEALERSHIP. AIR CONDITIONER CONDENSER HAD A CRACK AND ONE WEEK AFTER REPLACEMENT, THE CAR RAN HOT. LUCKILY, ALL OF THIS HAPPENED UNDER WARRANTY. ONE WEEK AFTER THE CONDENSER WAS REPLACED, THE CAR RAN HOT. ONE WEEK AFTER THE INTAKE WAS FIXED, IT RAN HOT AGAIN. THE DEALERSHIP SERVICE DEPARTMENT ADDED COOLANT AND SENT ME ON MY WAY. THE SAME DAY IT RAN HOT AGAIN (SATURDAY). I TOOK THE CAR BACK IN ON MONDAY MORNING AT 35,946 MILES. THEY DROVE THE CAR 33 MILES TO SEE IF THE CAR WOULD GET HOT. IT WAS RETURNED TO ME WITH 35,979 MILES AND THEY COULD NOT DUPLICATE THE PROBLEM. I HAVE ALSO HAD BRAKE FAILURE, THE TRANSMISSION IS SLIPPING, THERE IS A TICKING NOISE UNDERNEATH IN FRONT AND BACK, AND THE CAR FEELS UNSTABLE ON THE ROAD. OVERALL I FEEL VERY UNSAFE IN THE CAR AND WOULD LIKE

20031006 436086 PONTIAC AZTEK 200 N N STRUCTURE NC
 3G7DA03E31S 20031006

1

WHEN I BOUGHT MY 2001 AZTEK IN SEPTEMBER 2001, I WAS TOLD BY THE SALESPERSON THAT IT WOULD BE A DEPENDABLE DURABLE CAR. IT HAS BEEN ANYTHING BUT. WILL NOT KEEP ALIGNMENT SO THE TIRES HAVE WORN PREMATURELY. THE SEAL AROUND THE PASSENGER DOOR LEAKED CAUSING CARPET DAMAGE WHICH WAS NOT REPLACED BY THE DEALERSHIP. AIR CONDITIONER CONDENSER HAD A CRACK AND ONE WEEK AFTER REPLACEMENT, THE CAR RAN HOT. LUCKILY, ALL OF THIS HAPPENED UNDER WARRANTY. ONE WEEK AFTER THE CONDENSER WAS REPLACED, THE CAR RAN HOT. ONE WEEK AFTER THE INTAKE WAS FIXED, IT RAN HOT AGAIN. THE DEALERSHIP SERVICE DEPARTMENT ADDED COOLANT AND SENT ME ON MY WAY. THE SAME DAY IT RAN HOT AGAIN (SATURDAY). I TOOK THE CAR BACK IN ON MONDAY MORNING AT 35,946 MILES. THEY DROVE THE CAR 33 MILES TO SEE IF THE CAR WOULD GET HOT. IT WAS RETURNED TO ME WITH 35,979 MILES AND THEY COULD NOT DUPLICATE THE PROBLEM. I HAVE ALSO HAD BRAKE FAILURE, THE TRANSMISSION IS SLIPPING, THERE IS A TICKING NOISE UNDERNEATH IN FRONT AND BACK, AND THE CAR FEELS UNSTABLE ON THE ROAD. OVERALL I FEEL VERY UNSAFE IN THE CAR AND WOULD LIKE

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20031006	436198	PONTIAC	AZTEK	200	N	N			POWER TRAIN:AUTOMATIC TRANSMISSION	NC	
	3G7DA03E31S	20031006									

1

WHEN I BOUGHT MY 2001 AZTEK IN SEPTEMBER 2001, I WAS TOLD BY THE SALESPERSON THAT IT WOULD BE A DEPENDABLE DURABLE CAR. IT HAS BEEN ANYTHING BUT. WILL NOT KEEP ALIGNMENT SO THE TIRES HAVE WORN PREMATURELY. THE SEAL AROUND THE PASSENGER DOOR LEAKED CAUSING CARPET DAMAGE WHICH WAS NOT REPLACED BY THE DEALERSHIP. AIR CONDITIONER CONDENSER HAD A CRACK AND ONE WEEK AFTER REPLACEMENT, THE CAR RAN HOT. LUCKILY, ALL OF THIS HAPPENED UNDER WARRANTY. ONE WEEK AFTER THE CONDENSER WAS REPLACED, THE CAR RAN HOT. ONE WEEK AFTER THE INTAKE WAS FIXED, IT RAN HOT AGAIN. THE DEALERSHIP SERVICE DEPARTMENT ADDED COOLANT AND SENT ME ON MY WAY. THE SAME DAY IT RAN HOT AGAIN (SATURDAY). I TOOK THE CAR BACK IN ON MONDAY MORNING AT 35,946 MILES. THEY DROVE THE CAR 33 MILES TO SEE IF THE CAR WOULD GET HOT. IT WAS RETURNED TO ME WITH 35,979 MILES AND THEY COULD NOT DUPLICATE THE PROBLEM. I HAVE ALSO HAD BRAKE FAILURE, THE TRANSMISSION IS SLIPPING, THERE IS A TICKING NOISE UNDERNEATH IN FRONT AND BACK, AND THE CAR FEELS UNSTABLE ON THE ROAD. OVERALL I FEEL VERY UNSAFE IN THE CAR AND WOULD LIKE

20031006	436085	PONTIAC	AZTEK	200	N	N			SUSPENSION	NC	
	3G7DA03E31S	20031006									

1

WHEN I BOUGHT MY 2001 AZTEK IN SEPTEMBER 2001, I WAS TOLD BY THE SALESPERSON THAT IT WOULD BE A DEPENDABLE DURABLE CAR. IT HAS BEEN ANYTHING BUT. WILL NOT KEEP ALIGNMENT SO THE TIRES HAVE WORN PREMATURELY. THE SEAL AROUND THE PASSENGER DOOR LEAKED CAUSING CARPET DAMAGE WHICH WAS NOT REPLACED BY THE DEALERSHIP. AIR CONDITIONER CONDENSER HAD A CRACK AND ONE WEEK AFTER REPLACEMENT, THE CAR RAN HOT. LUCKILY, ALL OF THIS HAPPENED UNDER WARRANTY. ONE WEEK AFTER THE CONDENSER WAS REPLACED, THE CAR RAN HOT. ONE WEEK AFTER THE INTAKE WAS FIXED, IT RAN HOT AGAIN. THE DEALERSHIP SERVICE DEPARTMENT ADDED COOLANT AND SENT ME ON MY WAY. THE SAME DAY IT RAN HOT AGAIN (SATURDAY). I TOOK THE CAR BACK IN ON MONDAY MORNING AT 35,946 MILES. THEY DROVE THE CAR 33 MILES TO SEE IF THE CAR WOULD GET HOT. IT WAS RETURNED TO ME WITH 35,979 MILES AND THEY COULD NOT DUPLICATE THE PROBLEM. I HAVE ALSO HAD BRAKE FAILURE, THE TRANSMISSION IS SLIPPING, THERE IS A TICKING NOISE UNDERNEATH IN FRONT AND BACK, AND THE CAR FEELS UNSTABLE ON THE ROAD. OVERALL I FEEL VERY UNSAFE IN THE CAR AND WOULD LIKE

20031007	436120	CADILLAC	CADILLAC	196	N	Y			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:MANIFOLD/HEADER/MUFFLER/TAIL PIPE	TX	
				6							

MY FAMILY OF FOUR WAS DRIVING HOME IN OUR 1966 CADILLAC WHEN MY HUSBAND AND I SMELLED SMOKE. WE PULLED OVER AND CHECKED THE ENGINE FOR FIRE AND HOT SPOTS AND DID NOT LOCATE ANY. WE RETURNED TO DRIVING, THE VEHICLE CONTINUED TO SMELL OF SMOKE. AS IT GOT WORSE, I SEARCHED THE VEHICLE FOR ANY "HOT SPOTS" AND FOUND THAT MY DAUGHTER'S JACKET, WHICH WAS LYING ON THE FLOOR BOARD, WAS ON FIRE. THE CARPET AND INSULATION WAS COMPLETELY BURNED. AS I PICKED UP THE JACKET, A HUGE GUST OF SMOKE WAS RELEASED AND MY HAND SLIGHTLY BURNED FROM THE JACKET. MY HUSBAND IMMEDIATELY PULLED THE CAR OVER AND I OPENED THE DOOR TO THROW THE JACKET OUT OF THE CAR. WE HAVE CONTACTED OUR INSURANCE COMPANY TO ASSESS HOW THE FIRE STARTED. UNFORTUNATELY, WE ARE NOT AS COMFORTABLE AS DRIVING WHAT WE CONSIDERED OUR "DREAM" VEHICLE AND MY DAUGHTERS ARE AFFECTED BY THIS ORDEAL. I AM ETERNALLY GRATEFUL THAT MY DAUGHTERS WERE NOT PHYSICALLY BURNED AS A RESULT. I AM PERTURBED OF THE IDEA THAT HAD ONE OF MY GIRLS WOULD HAVE PLACED THEIR FOOT ON THE FLOORBOARD... MY ONLY OTHER THOUGHT HAS BEEN THE OTHER KIDS RIDING IN THE BACK OF A 1966 CADILLAC AND THE POTENTIAL HAZARDS THAT COULD OCCUR. *LA

20031012	438378	CHEVROLET	TAHOE	200	N	N	0	0	STRUCTURE:BODY	CA	
	1GNEC13V02J	20031012	7225								

2

WATER LEAK INTERIOR PASSENGER SIDE FLOORBOARD. WHEN IT RAINS OR VEHICLE IS PUT THROUGH A CAR WASH WATER ENTERS IN BEHIND DASH AND FLOWS DOWN ONTO PASSENGER SIDE OF FLOORBOARD. APPROXIMATELY 8 TRIPS TO DEALER AND 2 CARPET REPLACEMENTS HAVE YET TO RECTIFY THE PROBLEM. THE DEALER CANNOT SEEM TO FIND PROBLEM. *LA

20031104 445060 PONTIAC GRAND PRIX 200 N N 0 0 EQUIPMENT MI

3
DRIVER'S FLOOR MAT IS NOT SECURE. IT KEEPS SLIDING FORWARD & INTERFERES WITH BRAKE PEDAL.*AK

20031119 436128 PONTIAC SUNFIRE 199 N N 0 0 ELECTRICAL SYSTEM:WIRING AZ
1G2JB1247W7 20031119

8
I PURCHASED MY VEHICLE ON 06/1999 BRAND NEW WITH ONLY 122 MILES. WITHIN A FEW MONTHS IT DIDN'T START. I CALLED THE DEALER AND ADVISED THEM OF THE SITUATION. THEY COULDN'T FIND OUT WHAT WAS WRONG WITH IT? ABOUT TWO DAYS LATER THEY TOLD ME THAT THE GAS TANK HAD SUGAR IN IT??? SINCE IT WAS STILL UNDER WARRANTY THEY FIXED IT I HAD TO PAY \$500.00. WHICH I FEEL WAS A DISCREPANCY ON THEIR DIAGNOSIS?? ON 06/00 THE VEHICLE AGAIN WOULD NOT START AND THIS TIME THEY ADVISED ME THAT IT WAS MY BATTERY? A FEW DAYS LATER THE CAR KEPT TUGGING AND JERKING. I DROVE IT TO THE DEALER AGAIN.THEIR DIAGNOSIS THIS TIME WAS: ENGINE CUTS OUT UNDER LOAD; PLUG WIRES ARE DEFECTIVE;PER TECH BULLETIN#00032.THAT SAME DAY MY STERIO CD PLAYER GAVE OUT! IT KEPT READING ERROR CODE, AND MY CARPET CAME LOOSE FROM THE PASSENGERS SIDE? ON 08/00 THE CAR BEGAN TO STALL AGAIN, IT WAS PULLING BACK AND FORTH,IT LEFT ME STRANDED IN THE MIDDLE OF THE DESERT! THE VEHICLE WAS TAKEN TO THE NEAREST DEALER SHIP.THEY FIGUREF OUT THAT IT WAS A WIRING TO MOTOR BROKEN CODE P0507, IAC MOTOR. ON 09/00 MY RADIO AGAIN WENT OUT;HAD TO BE SENT OUT FOR REPAIR? ON 03/01 THE VEHICLE BEGAN TO SHAKE AND THE CHECK ENGINE LIGHT TURNED ON. I TOOK IT AGAIN TO THE DEALER SHIP AND THEY TOLD ME IT WAS THE INTAKE AIR TEMP SENSOR. I DECLINED THE DEALERS SERVICE SINCE I HAVE LOST CONFIDENCE IN THEIR WORK PERFORMANCE. I TOOK IT TO A LOCAL MECHANIC AND HE FIXED THE PROBLEMS THAT IT HAD; FUEL INJECTION, VALVE COVER, SERP V-BELT, WHL CYLINDES L/R, TEMP SENSOR @ A COST OF \$450.00. NOW I HAVE THE SAME PROBLEM, THE CHECK ENGINE LIGHT KEEPS TURNING ON AND THE VEHICLE IS STALLING AND SHAKING. I TOOK IT TO THE SAME LOCAL MECHANIC AND HE TOLD ME THAT IN THE SYSTEM IT CAME UP AS THE AIR TEMP SENSOR. WHEN HE TESTED THE SENSOR, IT CAME UP AS WORKING PROPERLY. HE DOESN'T KNOW WHAT THE PROBLEM IS??? BY THE

20031203 440841 OLDSMOBILE ALERO 200 N N 0 0 STRUCTURE LA
1G3NF52E32C 20031203 29000

2
LEATHER ON FRONT DASHBOARD AND BACK PASSENGER DOOR IS DETACHING FROM SURFACE AND BUBBLING. IT IS RATHER SEVERE ON THE FRONT DASH. CIGARETTE LIGHTER (ONE NEAR FRONT PASSENGER FOOT) WAS POORLY INSTALLED. IT POPS OUT ALL OF THE TIME. FRONT END MAKES LOUD SCRATCHING NOISE WHEN MOVING SLOWLY OR BREAKING AND TURNING. DRIVERS SIDE WINDOW STOPPED WORKING TODAY. IT WENT OUT WITHOUT WARNING. TRUNK SMELLS LIKE THERE HAS BEEN A PROBLEM WITH WATER LEAKS. I'VE FOUND INTERIOR TRUNK TO BE DAMP ON OCCASION. OCCASIONAL WATER LEAKS ON FRONT PASSENGER SIDE (AT FEET). APPEARS TO BE CONDENSATION OF SOME SORT. BACK CUP HOLDER POPS OUT OF PLACE. BECAUSE OF THE DEFECT, DRINK SPILLS RESULTED IN STAINED CARPETING.*AK

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20031203	440840	OLDSMOBILE	ALERO	200	N	N	0	0	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	LA	
1G3NF52E32C	20031203		29000								

2

LEATHER ON FRONT DASHBOARD AND BACK PASSENGER DOOR IS DETACHING FROM SURFACE AND BUBBLING. IT IS RATHER SEVERE ON THE FRONT DASH. CIGARETTE LIGHTER (ONE NEAR FRONT PASSENGER FOOT) WAS POORLY INSTALLED. IT POPS OUT ALL OF THE TIME. FRONT END MAKES LOUD SCRATCHING NOISE WHEN MOVING SLOWLY OR BREAKING AND TURNING. DRIVERS SIDE WINDOW STOPPED WORKING TODAY. IT WENT OUT WITHOUT WARNING. TRUNK SMELLS LIKE THERE HAS BEEN A PROBLEM WITH WATER LEAKS. I'VE FOUND INTERIOR TRUNK TO BE DAMP ON OCCASION. OCCASIONAL WATER LEAKS ON FRONT PASSENGER SIDE (AT FEET). APPEARS TO BE CONDENSATION OF SOME SORT. BACK CUP HOLDER POPS OUT OF PLACE. BECAUSE OF THE DEFECT, DRINK SPILLS RESULTED IN STAINED CARPETING.*AK

20031203	440842	OLDSMOBILE	ALERO	200	N	N	0	0	SUSPENSION:FRONT	LA	
1G3NF52E32C	20031203		29000								

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20031203	440734	OLDSMOBILE	ALERO	200	N	N	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	LA	
1G3NF52E32C	20031203		29000								

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20040111	450903	PONTIAC	GRAND AM	199	N	N			OTHER	PA	
1G2NW52E4XM	20040111		47000								

9

I OWN A 1999 GRAND AM GT,I HAVE IT 2 YRS.RIGHT AFTER PURCHASE WE TOLD THE DEALER THE SUN ROOF LEAKED.WE WERE TOLD LEAKS ARE NOT COVERED BY WARRANTY.THIS LEAKS DOWN OVER THE ELECTRICAL SYSTEM AND DIFFERENY RELAY'S HAVE FAILED THREE TIMES.IF THERE IS A FIRE ITS OUR PROBLEM,BECAUSE ITS A "LEAK".WE TOLD THEM ABOUT IT FIRST,THEY SAID THEY COULD NOT FIND A LEAK,THEN AFTER THE ORIGINAL BUMPER TO BUMPER WARRANTY RAN OUT,IT BECAME OUR PROBLEM BECAUSE NO DOCUMENTATION WAS DONE. OUR FRONT DRIVERS SEAT IS SEPARATING FROM THE FRAME.WE'VE NEVER HAD THIS HAPPEN WITH ANY VEHICLE,THE CAR WE TRADED WAS 12 YEARS OLD AND THE SEAT WAS IN BETTER SHAPE.MY WIFE IS A 140 POUND WOMAN,ITS NOT THAT SHE IS "SQUASHING" THE SEAT.WE'VE CONTACTED OUR DEALER,THEY ACCEPT NO RESPONSIBILITY.WHEN IT RAINS WE TRY TO CATCH IT & COVER THE SUNROOF.PROPERTY DAMAGE IS ONLY TO THE CAR ELECTRICAL & CARPET. THANK

20040123	455699	PONTIAC	MONTANA	200	N	N			STRUCTURE	VA	
1GMDX13E92D	20040123		500								

2

WATER LEAKS ALONG ROOF SEAMS AND UNDER CARRIAGE- SUBSTANTIAL AMOUNT OF WATER FROM ROOF TO CAUSE FAILURE OF INSULATION SYSTEM, HORN MODULE AND WINDOW SWITCH. RUST STAINS ON

OVERHEAD LINER AND MOLD AND MILDEW IN CARPET. PRIVATE REPAIRER STATED THAT SEAMS ARE NOT MACHINE FACTORY SEALED. SEAMS HAVE BEEN FILLED WITH EPOXY, PUTTY AND TAPE. HAS BEEN TRIED TO

20040310 463304 GMC SAVANA 199 N N 0 0 AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE MI
7

WHILE DRIVING AT 30 MPH AND WITHOUT WARNING DRIVER SIDE AIR BAG DEPLOYED. THEN, PASSENGER SIDE AIR BAG DEPLOYED. DEALER EXAMINED THE VEHICLE, AN DETERMINED THAT SENSOR CONTROL MODULE HAD A SHORT DUE TO MOISTURE IN THE CARPET.*AK

20040323 469096 OLDSMOBILE SILHOUETTE 199 N N EXTERIOR LIGHTING:HEADLIGHTS OH
1GHDX06E8VD 20040520 9000
7

WHEN TURNING THE VEHICLE OFF, THE HORN CONTINUOUSLY SOUNDED AND ALL THE DOORS AUTOMATICALLY LOCKED. THE DOORS COULD NOT BE MANUALLY OPENED. THE CONSUMER HAD TO TURN THE VEHICLE

ON AND WAIT FOR A PERIOD OF FIVE TO TEN MINUTES AND THEN TURN THE VEHICLE OFF TO GET OUT OF THE VEHICLE. ALSO, POWER STEERING FLUID HAD TO BE ADDED EVERY 10,000 MILES AND THE VEHICLE

OVERHEATED DUE TO FAULTY GASKETS. THE ENGINE HAD BEEN REPLACED TWICE. *AK WHEN THE DOORS LOCKED, THE WINDOWS WOULD NOT OPEN, THE DASH LIGHTS AND OVERHEAD LIGHTS WOULD GO OUT

WHILE THE VEHICLE WAS IN MOTION, THE POWER LOCKS WOULD CHATTER WHILE THE VEHICLE WAS IN MOTION, THE LIGHTS WENT OUT IN THE DASH, THE DRIVER DOORS WOULD UNLOCK WHILE THE VEHICLE WAS IN

MOTION, ALL THE DOORS WOULD LOCK WHEN THE VEHICLE WAS STOPPED AND COULD NOT BE OPENED MANUALLY OR OPEN THE WINDOWS, ALL OF THE DOORS WOULD UNLOCK WHEN THE VEHICLE WAS IN MOTION

AND WAS INTERMITTENT, THE LEFT DOOR WOULD NOT UNLOCK WHEN THE IGNITION WAS TURNED OFF, THE STEERING PUMP WENT DRY WHILE DRIVING AND THE PUMP WENT DRY 5 ADDITIONAL TIMES AFTER 1005K

MILES, THE DOORS LOCKED WHEN THE IGNITION WAS TURNED OFF AND WOULD BE UNABLE TO OPEN THE DOOR(S) OR WINDOW, THE POWER WINDOWS WERE INOPERATIVE, THE DRIVER MIRROR WOULD SHAKE, THERE

WAS MOISTURE IN THE HEAD LAMP, THE HEADLIGHTS WOULD GO DIM AT NIGHT WHEN THE HEATER WAS TURNED ON, THE LEFT REAR WINDOW RATTLED, THE WIRING CHAFFED ON THE STUD UNDER THE CARPET IN

THE VEHICLE, AND THE ELECTRICAL REMOTE DID NOT WORK UNTIL THE CONSUMER WAS CLOSE TO THE VEHICLE. THERE WERE TIMES WHEN THE DOORS WERE LOCKED AFTER THE IGNITION SWITCH WAS OFF, THE

HORN WOULD START BLOWING AND WOULD NOT SHUT OFF UNTIL THE IGNITION SWITCH WAS TURNED BACK ON. *SC THE POWER MIRROR WERE INOPERATIVE. *JB

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040323	468991	OLDSMOBILE	SILHOUETTE	199	N	N			EQUIPMENT	OH	

7

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20040323	469097	OLDSMOBILE	SILHOUETTE	199	N	N			STEERING:HYDRAULIC POWER ASSIST SYSTEM	OH	
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20040323	468989	OLDSMOBILE	SILHOUETTE	199	N	N			ENGINE AND ENGINE COOLING:ENGINE	OH	
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20040323	468990	OLDSMOBILE	SILHOUETTE	199	N	N	ELECTRICAL SYSTEM	OH
1GHDX06E8VD	20040520		9000					

7

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040323	469095	OLDSMOBILE	SILHOUETTE	199	N	N			VISIBILITY	OH	
1GHDX06E8VD	20040520		9000								

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20040421	465072	CHEVROLET	AVALANCHE	200	N	N	0	0	STRUCTURE	NC	
3GNEK13T02G	20040421										

2

WATER LEAKING INTO THE PASSENGER COMPARTMENT, CAUSING THE CARPET TO GET DRENCHED, VEHICLE IS RED IN COLOR. *AK

20040422	476194	CHEVROLET	VENTURE	199					OTHER	KY	
1GNDX03E4VD	20040115		0								

9

WATER ACCUMULATES IN THE RIGHT FRONT PASSENGER FLOOR MAT, THEN SATURATES THE ADDED FLOOR MAT (BY OSMOSSIS ???). FITSR OCCURRED AUGUST 1998, THEN AGAIN SEVERAL YEARS LATER, AND HAS

OCCURRED REPEATEDLY (FOUR TIMES) IN 2003 DURING A TRIP OF ABOUT 1800 MILES (ROUND TRIP). THE CHEVROLET SERVICE DEPARTMENT HAS ADVISED THAT THE A/C DRAIN LINE WAS STOPPED UP (AND WAS

REOPENED BY THE MECHANIC), BUT THE DRAINAGE FROM THE UNIT DRAIN LINE CAN BE SEEN DRIPPING TO THE GROUND FROM THE FRAME OF THE VEHICLE. (IT APPEARS TO BE DRAINING ONTO THE FRAME AND

DRIPPING IN TWO SEPARATE PUDDLES FROM EACH SIDE OF THE RIGHT FRAME, JUST IN FRONT OF THE FIRE WALL. WE BOUGHT THIS VEHICLE IN NOVEMBER 1997, THE FIRST SIGN OF A WET FLOOR MAT OCCURRED

IN AUGUST OF 1998. IT OCCURRED AGAIN IN JULY 2002, THEN IN JUNE 2003 (WHEN THE DRAIN LINE WAS AGAIN REOPENED), THEN DURING THE 11 DAY TRIP (FROM JUNE 30TH THROUGH JULY 10TH THE WET FLOOR

MAT SITUATION RETURNED. FROM 15JUL03 THROUGH 25JUL03 THE CHEVROLET SERVICE DEPARTMENT ATTEMPTED TO LOCATE THE SOURCE OF THE WATER LEAK, AND WAS UNABLE TO GET THE VEHICLE TO LEAK

20040422	479785	CHEVROLET	CAVALIER	199					OTHER	UN	
1G1JF11T5P7	20040115		0								

3

MAJOR FAILURE OF THE VEHICLE'S WATER-RESISTANT ENVELOPE: SERIOUS WATER LEAK ON THE PASSENGER SIDE FROM THE FIREWALL, RESULTING IN RUST AND SEVERE DAMAGE TO CARPET, MOLD AND MILDEW

IN CARPET AND UNDERLAY, AND UNPLEASANT ODOURS

20040422	479784	CHEVROLET	CAVALIER	199					VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	UN	
1G1JF11T5P7	20040115		0								

3

MAJOR FAILURE OF THE VEHICLE'S WATER-RESISTANT ENVELOPE: SERIOUS WATER LEAK ON THE PASSENGER SIDE FROM THE FIREWALL, RESULTING IN RUST AND SEVERE

DAMAGE TO CARPET, MOLD AND MILDEW IN CARPET AND UNDERLAY, AND UNPLEASANT ODOURS						
20040422	479783	CHEVROLET	CAVALIER	199		
1G1JF11T5P7		20040115	0		SEAT BELTS	UN
				3		
MAJOR FAILURE OF THE VEHICLE'S WATER-RESISTANT ENVELOPE: SERIOUS WATER LEAK ON THE PASSENGER SIDE FROM THE FIREWALL, RESULTING IN RUST AND SEVERE						
DAMAGE TO CARPET, MOLD AND MILDEW IN CARPET AND UNDERLAY, AND UNPLEASANT ODOURS						
20040422	479786	CHEVROLET	CAVALIER	199		
1G1JF11T5P7		20040115	0		FUEL SYSTEM, GASOLINE	UN
				3		
MAJOR FAILURE OF THE VEHICLE'S WATER-RESISTANT ENVELOPE: SERIOUS WATER LEAK ON THE PASSENGER SIDE FROM THE FIREWALL, RESULTING IN RUST AND SEVERE						
DAMAGE TO CARPET, MOLD AND MILDEW IN CARPET AND UNDERLAY, AND UNPLEASANT ODOURS						
20040422	479782	CHEVROLET	CAVALIER	199		
1G1JF11T5P7		20040115	0		ENGINE AND ENGINE COOLING	UN
				3		
MAJOR FAILURE OF THE VEHICLE'S WATER-RESISTANT ENVELOPE: SERIOUS WATER LEAK ON THE PASSENGER SIDE FROM THE FIREWALL, RESULTING IN RUST AND SEVERE						
DAMAGE TO CARPET, MOLD AND MILDEW IN CARPET AND UNDERLAY, AND UNPLEASANT ODOURS						
20040422	479780	CHEVROLET	CAVALIER	199		
1G1JF11T5P7		20040115	0		SERVICE BRAKES, HYDRAULIC	UN
				3		
MAJOR FAILURE OF THE VEHICLE'S WATER-RESISTANT ENVELOPE: SERIOUS WATER LEAK ON THE PASSENGER SIDE FROM THE FIREWALL, RESULTING IN RUST AND SEVERE						
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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040422	465858	GMC	YUKON	199					OTHER	ME	
	1GKEK13RXWJ	20040115	99456								

8

MY CONCERNS ARE A HEALTH ISSUE. I'VE OWNED A 1996 YUKON AND I NOW OWN A 1998 YUKON. AND BOTH HAVE WATER LEAK PROBLEMS IN THE REAR END OF THE VEHICLE, THE PROBLEM WITH THE LEAK IS THAT THEY GO UNNOTICED BY THE CONSUMER BECAUSE OF THE LOCATION. WHEN YOU DRIVE YOUR SUV IN WET WEATHER, WATER COMES IN THE VEHICLE SOMEWHERE. THE WHOLE BACK OF THE TRUCK GETS WET, HOW WET DEPENDS ON HOW BAD THE WEATHER IS. HARD TO DETECT BECAUSE, YOU DON'T SIT IN THE BACK OF YOUR TRUCK FOR ONE, AND THE CARPET MAT THAT COVERS THE BACK AREA FOR TWO, AND THE FACT THAT IT DRIES UP. MY CONCERNS ARE THE MOLD, AND MILDEW, AND SPORES THAT ARE GROWING, AND GOING UNTREATED. WHAT HAPPENS TO THE SMALL CHILDREN TRAVELING IN THESE VEHICLES, AND THE PEOPLE WITH SEVERE ALLERGIES TO MOLD AND MILDEW. I'VE MADE TWO CASE FILES WITH THEM ON THIS ISSUE AND THEY BOUGHT MY 1996 YUKON BACK FROM ME BECAUSE THEY COULD NOT FIND THE LEAK NOR FIX IT. I AM NOW TRYING TO GET THEM TO TAKE CARE OF THESE PROBLEMS WITH MY 1998. MY SISTER IN-LAW ALSO BOUGHT A 1996 YUKON WITH THE SAME PROBLEM, AND SHE THEN BOUGHT A 1999 TAHOE, AGAIN THE SAME PROBLEM IN THE SAME PLACE. SHE WOULD HAVE NEVER KNOWN TO LOOK UNDER THE MAT IF I DIDN'T BRING IT TO HER ATTENTION.

20040422	481292	PONTIAC	GRAND PRIX	199			1		AIR BAGS	UN	
	1G2NE52M2TC	20040115	220								

6

SATURDAY MARCH 8, 2003, I WAS ON MY WAY HOME FROM SHOPPING WITH MY 4-YEAR-OLD SON WHEN THE DRIVER SIDE AIRBAG OF MY 1996 PONTIAC GRAND AM EXPLODED IN MY FACE. THE DEPLOYMENT OF THE BAG FORCED MY ARM BACK INTO MY FACE SNAPPING MY HEAD BACK AND COMPLETELY DISORIENTING ME. ONCE I REGAINED MY BEARINGS I REALIZED I WAS NORTHBOUND IN THE SOUTHBOUND LANES OF WINSTON CHURCHILL BLVD. IN MISSISSAUGA. THE NEXT MORNING I WENT TO THE HOSPITAL TO HAVE MY ARM AND NECK LOOKED AT. FORTUNATELY MY ARM WASN'T BROKEN. IT WAS HOWEVER SEVERELY BRUISED AND STILL NON FUNCTIONAL. MY NECK WAS STILL VERY STIFF AND SORE. I AM CURRENTLY UNDERGOING TREATMENT FOR WHIPLASH AND LIGAMENT DAMAGE TO MY ARM. SINCE THE DATE OF THE ACCIDENT I HAVE FOUND OUT A FEW THINGS REGARDING MY 1996 PONTIAC GRAND AM. 1- THERE IS A SENSOR/MODULE UNDER THE CARPET UNDER THE FRONT PASSENGER SEAT THAT WHEN IN CONTACT WITH MOISTURE CAN CORRODE AND CAUSE THE AIRBAGS TO DEPLOY. 2- MY FIREWALL HAD BEEN LEAKING WATER UNDER MY CARPET TO THE AREA WHERE THIS SENSOR/MODULE IS LOCATED. MY FIREWALL IS SO RUSTED IT CAN'T BE REPAIRED. 3- GM CONSIDERS THIS A MAINTENANCE ISSUE. I CONTACTED TRANSPORT CANADA TO REPORT THE INCIDENT AND WAS INFORMED THAT THEY ARE CURRENTLY INVESTIGATING 1995-1999 PONTIAC GRAND AM'S FOR WATER LEAKING INTO THE CAR THROUGH THE FIREWALL AND POOLING ON THE FLOOR. THIS HAS CAUSED MANY AIRBAGS TO DEPLOY WITHOUT WARNING. I HAVE ALSO READ MANY SIMILAR REPORTS ON THE NHTSA WEBSITE. A LOCAL GM DEALERSHIP HAD MY CAR FOR 17 DAYS WHILE GM INVESTIGATED BUT IN THE END I WAS TOLD THAT THE MODULE/SENSOR WAS TOO CORRODED TO READ THE INFORMATION STORED IN IT. I HAVE REQUESTED THE MODULE/SENSOR BACK. KEN LOCKE FROM GM CONTACTED ME HE SAID GM WAS WILLING TO DO SOMETHING FOR ME. GM WILL REPAIR MY AIRBAG SYSTEM IF I AGREE TO TWO THINGS. 1- I PAY FOR AND REPAIR THE WATER LEAK IN MY CAR (THE IRREPAIRABLE ONE) 2- I SIGN A RELEASE STATING THAT THIS MATTER IS CLOSED AND I HAVE NO FURTHER CLAIMS PERTAINING TO THIS MATTER.

20040422	472417	CHEVROLET	SUBURBAN	199					ENGINE AND ENGINE COOLING	CA	
	3GNGK26J6WG	20040115	40195								

8

WE STILL NEED OUR VEHICLE FIXED!!! WE GOT THE RUNAROUND AND WERE DISCOURAGED FROM PURSUING THE PROBLEM AS THE GM & GMPP CUSTOMER SERVICE? EMPLOYEES KEPT TRYING TO BEAT US DOWN SO WE WOULD GIVE UP. GM & GMPP EMPLOYEES HAVE DONE THEIR BEST TO DISCOURAGE US FROM PURCHASING ANOTHER GM PRODUCT. THANK YOU, [REDACTED] P.O. BOX [REDACTED] CA [REDACTED] VIN [REDACTED] #3GNGK26J6WG [REDACTED] 87 TOTAL PROBLEMS NEVER FIXED. SUMMARY OF REPAIRS (CONTINUED) 1) OIL LEAKS 14 TIMES, NEVER FIXED 2) ENGINE ROUGH IDLE 10 TIMES NEVER FIXED 3) WIND NOISE RIGHT FRONT WINDOW 6 TIMES NEVER FIXED 4) COOLING SYSTEM LEAKS 4 TIMES 5) DOME LIGHT 4 TIMES 6) STEERING 4 TIMES NEVER FIXED 7) TAILGATE CARPET 4 TIMES NEVER FIXED

8)DOOR (LEFT REAR) GLASS RATTLE3 TIMES NEVER FIXED 9)GRAB HANDLES COVER CAPS3 TIMES NEVER FIXED 10)REAR AXLE 3 TIMES 11)SUSPENSION CLUNK (LEFT FRONT)3 TIMES
 12)AIR CONDITIONING 2 TIMES
 13)BATTERY2 TIMES AFTER WARRANTY EXPIRED, WAS REPLACED BY A BETTER COSTCO BATTERY 14) DOOR (RIGHT FRONT) GLASS 2 TIMES 15)FUEL FILTER 2 TIMES FIXED FOR NO
 REASON 16) MIRROR 2 TIMES
 17)SIGNAL (RIGHT REAR) 2 TIMES NEVER FIXED 18) SEAT BELT 2 TIMES 19) SEATS 2 TIMES 20) TAILGATE ALIGNMENT2 TIMES 21)TRANSMISSION2 TIMES 22)WINDOW STRUT (REAR)2
 TIMES 23)WIPERS2 TIMES
 24)ALTERNATOR OUTPUT CABLE1 TIME 25)2 HIGH SWITCHES1 TIME 26)AXLE LEAKS1 TIME 27BRAKE SYSTEM1 TIME 28)DOOR (RIGHT REAR) GLASS CHANNEL*1 TIME 29)FUEL
 PUMP*1 TIME 30) SUN VISOR1 TIME
 HISTORY MISFIRE (ROUGH IDLE) WARRANTY DISPUTE 1)THE VEHICLE WAS TAKE TO GUY SCHMIDT SIX (6) TIMES FOR MISFIRE (ROUGH IDLE). 2)THE VEHICLE NEVER HAD DIAGNOSTIC
 COMPUTER CODES PRESENT. 3)BY
 WORKING, REPLACING PARTS AND BILLING GMPP FOR SERVICES PERFORMED, GUY SCHMIDT CONFIRMED AND ACKNOWLEDGED THAT MISFIRE (ROUGH IDLE) WAS PRESENT. 4)
 AFTER SIX (6) TIMES AT GUY SCHMIDT, I

20040422 479781	CHEVROLET	CAVALIER	199			VISIBILITY	UN
1G1JF11T5P7	20040115	0					

3

MAJOR FAILURE OF THE VEHICLE'S WATER-RESISTANT ENVELOPE: SERIOUS WATER LEAK ON THE PASSENGER SIDE FROM THE FIREWALL, RESULTING IN RUST AND SEVERE
 DAMAGE TO CARPET, MOLD AND MILDEW
 IN CARPET AND UNDERLAY, AND UNPLEASANT ODOURS

20040426 481508	OLDSMOBILE	AURORA	199	N	N	STEERING:COLUMN	TX
1G3GR62C9X4	20040426						

9

I AM HEARING A POPPPING NOISE FROM THE FRONT END OF CAR 1999 OLDSMOBILE AURORA. THERE IS ALSO TIMES WHEN I APPLY THE BRAKES WHEN TURNING THAT IT VIBRATES
 IN THE PEDAL AND STEERING

COLUMN, ALSO I HAVE BEEN NOTICING WATER UNDER PASSENGER FRONT SEAT IN WHICH THIS IS RUINING MY CARPET AND LEATHER SEATS NOT TO MENTION THE ELECTRIC
 WIRING SYSTEM UNDER THE SEAT. I CAN

GIVE YOU THE VIN.# 1G3GR62C9X4 [REDACTED] SO YOU CAN PULL INFO ON CAR AND LET ME KNOW WHAT INFO AND OUTSTANDING RECALLS THERE ARE. THANK YOU FOR YOUR TIME.
 *AK

20040505 485908	CHEVROLET	IMPALA	200	N	N	ELECTRICAL SYSTEM	CA
2G1WH55K5Y9	20040420	18071					

0

PROBLEMS WITH THE BRAKING SYSTEM AT 18K MILES. *PH THE BRAKES BEGAN TO VIBRATE AND HUM, THE DASH BOARD LIGHTS CAME ON WHICH STATED THERE WAS AN ABS
 AND TRACTION PROBLEM. THE

VEHICLE WAS TAKEN TO THE DEALER AND THEY FOUND A THERE WAS A SENOR PROBLEM. THE REAR WHEEL SENOR WAS SHOWING A PROBLEM WHICH RESULTED FROM THE LEFT
 FRONT STRUT, WHERE CONNECTOR

C101 AND CONNECTOR C045 WIRES PASSED INTO THE TRUNK UNDER THE CARPET. THE CONSUMER EXPERIENCED PROBLEMS WITH THE BRAKES ON SEVERAL OTHER
 OCCASIONS. THE CONSUMER ALSO

EXPERIENCED ELECTRICAL PROBLEMS WITH THE VEHICLE. *JB

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040505	485909	CHEVROLET	IMPALA	200	N	N			SERVICE BRAKES, HYDRAULIC:ANTILOCK	CA	
	2G1WH55K5Y9	20040420	18071								

0
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20040515	474438	CHEVROLET	AVALANCHE	200	N	N			STRUCTURE	OH	
				2							

WATER LEAKING INTO BED AND PASSENGER COMPARTMENT. WATER LEAKED FOR 6 MONTHS, WENT TO DEALER. DEALER DISCOVERED LEAK DUE TO CARPERT BEING SATURATED WITH WATER UNDER BACK SEAT AND SIDE RAILS AT THE B-PILLAR. DEALER REPLACED CARPET AND PAD AND SUPPOSEDLY FIXED LEAK DUE TO BAD SEAL. 1 WEEK AFTER RECEIVING TRUCK FROM THE DEALER WE DISCOVERED THE NEW CARPET SATURATED WITH WATER UNDER BACK SEAT AND SIDE RAILS AND NOW THE FRONT DRIVER SIDE CARPET. PREPARING TO RETURN TRUCK TO DEALER SINCE THIS WAS DISCOVERED ON SATURDAY. TRUCK HAS 35000

20040527	480448	PONTIAC	BONNEVILLE	200	N	N	0	0	TIRES:TEMPORARY/EMERGENCY SPARE TIRE	OK	
				2							

MY FIRESTONE SPARE TIRE (T125-70R16 96M TUBELESS RADIAL) EXPLODED WHILE STILL IN ITS TRUNK COMPARTMENT. MY VEHICLE (2002 PONTIAC BONNEVILLE) WAS PARKED AT THE TIME. THE TIRE BLEW OUTWARD WITH SUFFICIENT PRESSURE TO BREAK THE COVER OF THE SPARE TIRE WELL, SCAR THE WELL ITSELF, AND TO SHRED AND TEAR THE CARPET AND PADDING COVERING IT IN THE TRUNK. THE EXPLOSION ALSO KNOCKED A FEW ELECTRONIC COMPONENTS FROM THEIR NORMAL POSITIONS, BUT HAS APPEARED NOT TO HAVE PERMANENTLY DAMAGED THEM. THE TIRE HAD BEEN INFLATED TO APPROXIMATELY 50-55 PSI FIVE DAYS EARLIER. IT IS RATED AT 60PSI. THE TIRE HAD NEVER BEEN USED. *MR

20040611	488317	PONTIAC	AZTEK	200	N	N	0	0	ENGINE AND ENGINE COOLING	GA	
	3G7DA03E13S	20040611	19874								

3
 SERVICE ENGINE SOON LIGHT KEPT COMING ON. EVERY TIME I HAD AN OIL CHANGE I DID MENTION IT. WAS TOLD IT WAS A PROBLEM WITH THE GAS CAP. WATER LEAKED FROM EVAPORATOR. FOUND BODY OF WATER IN BODY PASS THROUGH CONNECTOR; CARPET WET UNDERNEATH. EVAPORATED DRAIN HOSE WAS MISSING, HOSE REPLACED. SEATS WERE REMOVED, CARPET DRIED AND FLOOR PAN AND SPRAYED CARPET WITH ODOR ELIMINATOR. DRIED WATER AND CLEANED CORROSION FROM CONNECTOR. *AK

20040615	488292	GMC	JIMMY	199	N	N			VISIBILITY:REAR WINDOW WIPER/WASHER	OK	
	1GKCS13W1N2	20040615		2							

THIS 1992 GMC JIMMY WAS GIVEN TO ME BY MY PARENTS MR AND MRS R E DEARRINGTON. FROM THE FIRST DAY THAT I RECIEVED IT AND WASHED IT FOR THE FIRST TIME THE BACK WINDOW WINDSHIELD WIPER/WASHER ENCLOSURE IS A PAIN IN THE BUTT. VERY ANNOYING, INDEED. WHEN IT RAINS OR THE VEHICLE IS WASHED THE ENCLOSER OF THE WIPERS HOLDS WATER AND THE MOMENT THADT YOU OPEN THE BACK WINDOW IT DUMPS THE WATER RIGHT INTO THE VEHICLE ONTO THE CARPET, AND IT STAYS WET UNTIL IT STINKS UP THE INTERIOR OF THE VEHICLE WITH MILDEW ROT OR IT DRIES OUT, STILL LEAVING THAT MILDEW ORDER IN THE VEHICLE. I WAS JUST WONDERING IF THEY HAD A RECALL ON THIS VEHICLE AND HAD SOME WAY OF CORRECTING THE PROBLEM. SINCERELY, BOBBY L DEARRINGTON. *AK

20040625	492845	BUICK	RENDEZVOUS	200	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	RI	
	3G5DA03E92S	20040805	62500	2							

THE CONSUMER STATED THE HORN WOULD BLOW AND THE RADIO WOULD COME ON FOR NO REASON. THE CONSUMER TOOK THE VEHICLE TO THE DEALERSHIP FOR INSPECTION; HOWEVER THE MECHANIC COULD

NOT DUPLICATE THE PROBLEM. *AK THE CONSUMER HAD TAKEN THE VEHICLE TO ANOTHER DEALER AND THEY FIXED THE MODULE THE SAME DAY. THERE HAS BEEN NO OTHER PROBLEM. CURRENTLY THE VEHICLE IS IN SECURITY MODE. THE CONSUMER WAS UNABLE TO OPEN THE WINDOWS AND THE REAR DOORS. *SC THE CONSUMER NOTICED THE FLOOR MATS WERE DISCOLORED , IT WAS DETERMINED THAT THE AIR CONDITION SYSTEM HAD MALFUNCTIONED. THERE WAS A SCREECHING NOISE IN THE STEERING COLUMN, BUT NO PROBLEM WAS FOUND. THE LEFT FRONT HUB AND BEARING WAS REPLACED THE BRAKES WERE

20040625 492724	BUICK	RENDEZVOUS	200	N	N	ELECTRICAL SYSTEM	RI
3G5DA03E92S	20040805	62500					

2

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20040625 492848	BUICK	RENDEZVOUS	200	N	N	SERVICE BRAKES, HYDRAULIC:ANTILOCK	RI
3G5DA03E92S	20040805	62500					

2

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20040625 492846	BUICK	RENDEZVOUS	200	N	N	STEERING:COLUMN	RI
3G5DA03E92S	20040805	62500					

2

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040625	493162	BUICK	RENDEZVOUS	200	N	N			ELECTRICAL SYSTEM	RI	
3G5DA03E92S		20040805	62000								

2

WHEN DRIVING 55 MPH REAR RIGHT TIRE BLEWOUT. THIS CAUSED THE CONSUMER TO PULL OF THE ROAD AND CHANGE THE TIRE. CONSUMER STATED THAT THE TIRE LOOKED LIKE IT JUST MELTED ,AND THERE WERE NO OBJECTS AND THE ROAD. THIS WAS A FIRESTONE TIRE. *AK THE CONSUMER NOTICED THAT THE PASSENGER SIDE FRONT FLOOR MAT WAS WET. THE TECHNICIAN DETERMINED THAT THE A/C EVAPORATOR DRAIN WAS CLOGGED DUE TO LEAVES COMING FROM THE WINDSHIELD COWLING. THE DEALER CLEANED THE DRAIN AND REMOVED THE LEAVES. THE LEFT FRONT HUB AND BEARING HAD EXCESSIVE PLAY AND WERE NOISY. THE CHECK ENGINE LIGHT ILLUMINATED. THE TROUBLE CODES INDICATED THAT THE GAS CAP MAY HAVE BEEN LOOSE. THE VEHICLE BODY CONTROL MODULE (BCM) FAILED AND HAD TO BE REPLACED. IT CAUSED THE SECURITY LIGHTS TO REMAIN ON, THE A/C NOT TO WORK AND AT NIGHT THE HORN WOULD SOUND WHEN THE VEHICLE WAS OFF. AFTER THE CONSUMER LOCKED THE DOOR THE VEHICLE RADIO WOULD COME ON. THIS CAUSED THE BATTERY TO DRAIN AND AS A RESULT THE VEHICLE HAD TO BE JUMP STARTED. *NM

20040625	493065	BUICK	RENDEZVOUS	200	N	N			ENGINE AND ENGINE COOLING:ENGINE	RI	
3G5DA03E92S		20040805	62000								

2

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20040625	493064	BUICK	RENDEZVOUS	200	N	N			SUSPENSION:FRONT	RI	
3G5DA03E92S		20040805	62000								

2

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20040625	493063	BUICK	RENDEZVOUS	200	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	RI	
3G5DA03E92S		20040805	62000								

2

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20040625 493062	BUICK	RENDEZVOUS	200	N	N	TIRES	RI
3G5DA03E92S	20040805	62000					

2

WHEN DRIVING 55 MPH REAR RIGHT TIRE BLEWOUT. THIS CAUSED THE CONSUMER TO PULL OFF THE ROAD AND CHANGE THE TIRE. CONSUMER STATED THAT THE TIRE LOOKED LIKE IT JUST MELTED, AND THERE WERE NO OBJECTS AND THE ROAD. THIS WAS A FIRESTONE TIRE. *AK THE CONSUMER NOTICED THAT THE PASSENGER SIDE FRONT FLOOR MAT WAS WET. THE TECHNICIAN DETERMINED THAT THE A/C

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20040625 492847	BUICK	RENDEZVOUS	200	N	N	SUSPENSION	RI
3G5DA03E92S	20040805	62500					

2

THE CONSUMER STATED THE HORN WOULD BLOW AND THE RADIO WOULD COME ON FOR NO REASON. THE CONSUMER TOOK THE VEHICLE TO THE DEALERSHIP FOR INSPECTION; HOWEVER THE MECHANIC COULD

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040723	487607	PONTIAC	SUNFIRE	200	N	N			SERVICE BRAKES, HYDRAULIC:FOUNDATION	IN	
	1G2JB12F927	20040723									

2

COMPONENTS:DISC:ROTOR

I PURCHASED A BRAND NEW PONTIAC SUNFIRE BACK IN 2002. I STARTED HAVING SEVERAL PROBLEMS SHORTLY AFTER. MY MAIN CONCERN WAS A FOUL ODOR IN THE VEHICLE.THE ODOR WAS SO STRONG IT MADE ME SICK. I HAD TO RIDE WITH THE WINDOWS DOWN.WHICH THIS WASN'T NOTICED UNTIL THE SUMMER MONTHS WHEN THE TEMPATURES HEAT UP. IT WAS TAKEN TO THE DEALER TO BE CHECKED OUT. ON THE SECOND ATTEMPT THEY DICOVERED A LEAK UNDERNEATH THE CAR. I WAS TOLD THERE WAS A CRACK AT THE SEEM AND THEY WOULD REPAIR THE CRACK AND THEN REPLACE CARPET. HOWEVER ONCE AGAIN THE ODOR IS BACK AND THE CAR IS BACK IN THE SHOP. THIS TIME THEY CLAIM THEY FOUND STANDING WATER UNDERNEATH BUT CANNOT FIND A LEAK. I HAVE BEEN TOLD THEY WILL FIX IT AND REPLACE CARPET ONCE AGAIN. I HAVE BEEN VERY PATIENT UP UNTIL NOW. INSTEAD OF HAVING A NEW CAR SMELL, I DRIVE AROUND WITH A MILDEW SMELL. CORRECT ME IF I'M WRONG BUT MILDEW CAN BE HARMFUL. NEEDLESS TO SAY, IT IS A ODOR THAT WILL NOT GO AWAY.WHEN I EXIT THE CAR I NOTICE THAT THE SMELL STILL LINGURES WITH ME. ALTHOUGH THE CARPET HAS BEEN REPLACED THE SMELL IS STILL VERY NOTICABLE. I HAVE HAD SEVERAL OTHER PROBLEMS WITH THIS VECHICLE SUCH AS ANTI-LOCK BRAKES (TWICE), BRAKE LIGTHS, PROBLEMS WITH RADIO AND SPEAKERS,CUTTING OUT WHILE DRIVING ON THE INTERSTATE (SPUTTERING),TEMPATURE GAGE READING HIGH. I WAS EVEN TOLD THAT THE ROTORS ARE BAD WHICH EASILY COULD BE WEAR AND TEAR BUT I FEEL THEY COULD HAVE BEEN BAD FROM THE GET GO.TO ME THIS IS ALL MINOR, MY MAIN CONCERN IS THE LEAK AND MILDEW.MY CAR WHICH HAS BEEN TO THE SHOP MORE THAN THE GAS STATION SHOULD BE CLASSIFIED AS A LEMON. ESPECIALLY WITH ONLY 26,000 MILES ON IT. I STRONGLY BELIEVE THAT I SHOULD BE GIVEN A REFUND OR A NEW CAR. WHEN YOU PURCHASE A NEW CAR YOU SHOULD BE SATISFIED. IN THIS CASE, MY STORY LEAVES A SOUR TASTE IN MY MOUTH AND NASUSA

20040723	487512	PONTIAC	SUNFIRE	200	N	N			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	IN	
	1G2JB12F927	20040723									

2

CONTROL

I PURCHASED A BRAND NEW PONTIAC SUNFIRE BACK IN 2002. I STARTED HAVING SEVERAL PROBLEMS SHORTLY AFTER. MY MAIN CONCERN WAS A FOUL ODOR IN THE VEHICLE.THE ODOR WAS SO STRONG IT MADE ME SICK. I HAD TO RIDE WITH THE WINDOWS DOWN.WHICH THIS WASN'T NOTICED UNTIL THE SUMMER MONTHS WHEN THE TEMPATURES HEAT UP. IT WAS TAKEN TO THE DEALER TO BE CHECKED OUT. ON THE SECOND ATTEMPT THEY DICOVERED A LEAK UNDERNEATH THE CAR. I WAS TOLD THERE WAS A CRACK AT THE SEEM AND THEY WOULD REPAIR THE CRACK AND THEN REPLACE CARPET. HOWEVER ONCE AGAIN THE ODOR IS BACK AND THE CAR IS BACK IN THE SHOP. THIS TIME THEY CLAIM THEY FOUND STANDING WATER UNDERNEATH BUT CANNOT FIND A LEAK. I HAVE BEEN TOLD THEY WILL FIX IT AND REPLACE CARPET ONCE AGAIN. I HAVE BEEN VERY PATIENT UP UNTIL NOW. INSTEAD OF HAVING A NEW CAR SMELL, I DRIVE AROUND WITH A MILDEW SMELL. CORRECT ME IF I'M WRONG BUT MILDEW CAN BE HARMFUL. NEEDLESS TO SAY, IT IS A ODOR THAT WILL NOT GO AWAY.WHEN I EXIT THE CAR I NOTICE THAT THE SMELL STILL LINGURES WITH ME. ALTHOUGH THE CARPET HAS BEEN REPLACED THE SMELL IS STILL VERY NOTICABLE. I HAVE HAD SEVERAL OTHER PROBLEMS WITH THIS VECHICLE SUCH AS ANTI-LOCK BRAKES (TWICE), BRAKE LIGTHS, PROBLEMS WITH RADIO AND SPEAKERS,CUTTING OUT WHILE DRIVING ON THE INTERSTATE (SPUTTERING),TEMPATURE GAGE READING HIGH. I WAS EVEN TOLD THAT THE ROTORS ARE BAD WHICH EASILY COULD BE WEAR AND TEAR BUT I FEEL THEY COULD HAVE BEEN BAD FROM THE GET GO.TO ME THIS IS ALL MINOR, MY MAIN CONCERN IS THE LEAK AND MILDEW.MY CAR WHICH HAS BEEN TO THE SHOP MORE THAN THE GAS STATION SHOULD BE CLASSIFIED AS A LEMON. ESPECIALLY WITH ONLY 26,000 MILES ON IT. I STRONGLY BELIEVE THAT I SHOULD BE GIVEN A REFUND OR A NEW CAR. WHEN YOU PURCHASE A NEW CAR YOU SHOULD BE SATISFIED. IN THIS CASE, MY STORY LEAVES A SOUR TASTE IN MY MOUTH AND NASUSA

20040816	501732	CADILLAC	ELDORADO	198	N	N			OTHER	CA	

2

I BOUGHT CLEAR FLOOR MATS FOR MY CAR, BRAND = KRAGAN 8826 FLOOR MAT CLEAR - MODEL NO = PA 6212492. THE FLOOR MAT IS VERY SLIPERY ON THE CAR CARPET. IT DOES NOT GRIP TO THE FLOOR. YOU CAN EASILY SLIP AND FALL WHILE GETING IN THE CAR SINCE FLOOR MAT SKIDS EASILY. I BELIEVE THIS SHOULD BE RECALLED. THE DESIGN HAS VERY POOR GRIP SINCE IT IS

MORE ROUNDED RATHER THAN POINTED

FOR IT TO GRIP ON THE CARPET. THERE MAY BE SEVERAL KINDS OF FLOOR MATS THAT DO NOT HAVE GRIP BECAUSE IT IS TOO ROUNDED. I BOUGHT IT ON JUNE 15TH AND THE MATS JUST KEEP ON SLIDING WHILE

20041014 503970	SATURN	SL1	199	N	N	0	OTHER	PA
1G8ZH5286XZ	20041103	60000						

9

THE CONSUMER STATED THE FLOOR MAT SLID UNDER THE PEDALS. AS A RESULT, WHEN THE BRAKE WAS APPLIED THE VEHICLE CONTINUED TO MOVE. PLEASE PROVIDE ADDITIONAL INFORMATION. *JB THE

CONSUMER HAD TO USE THE PARKING BRAKE TO STOP THE VEHICLE. THE CONSUMER HAD A RUFF TIME STOPPING THE VEHICLE FINALLY GETTING IT TO STOP THE CONSUMER WALKED HOME. *TC

20041028 510672	CHEVROLET	COLORADO	200	N	N	1	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	PA
			4					

NOTICED AN 'OFF' ODOR FROM VEHICLE AFTER IT SAT OVERNIGHT THROUGHOUT THE FALL. AS VEHICLE IS TYPICALLY OPERATED WITH WINDOWS DOWN DURING THE TEMPARATE MONTHS I THOUGHT NOTHING OF IT.

ONCE THE WEATHER CHANGED AND VEHICLE WAS BEING OPERATED WITH THE WINDOWS UP I STARTED TO FEEL ILL WITH RESPIRATORY DISTRESS / TIGHNESS IN THE CHEST AND THROAT EACH TIME I OPERATED

THE VEHICLE. WHEN RETREIVING AN ITEM FROM THE FLOOR I NOTICED A VERY DISTINCT STRONG ODOR OF MILDEW. I FELT THE CARPETS AND THEY WERE DAMP TO THE TOUCH. FEELING UNDER THE CARPET I

FOUND THE PADDING SATURATED FROM THE FIREWALL TO THE REAR OF THE CAB. DEALER FOUND THAT THE SEAM BETWEEN THE COWL AND CAB WAS NEVER SEALED AT THE FACTORY CAUSING WATER TO DRAIN

INTO THE CAB'S FLOORPAN. DEALER HAD SPECIALIST COME AND LOCATE/REPAIR THE LEAKS IN THE FRONT AND REAR OF THE CAB. DEALER'S INVOICE STATES THAT THE INTERIOR WAS REMOVED AND CARPETS

DE-ODORIZED. UPON PICKING UP THE VEHICLE THE DISTINCT ODOR OF MILDEW CONTAMINATION REMAINED. DEALER STATED THAT IT IS NOT MANUFACTURER'S POLICY TO REPLACE THE DAMAGED

CARPETING/INTERIOR MATERIALS EXCEPT FOR THE PADDING. SHAMPOOING OF THE REMAINING MATERIALS DOES NOT REMOVE MILDEW CONTAMINATION FROM THE REST OF THE INTERIOR. HAVE PETITIONED

MANUFACTURER AND DEALER TO PLEASE ADDRESS CONCERNS DUE TO THE SEVERE HEALTH CONSEQUENCES. RESPONSE HAS STILL BEEN THAT THEY CAN ONLY SHAMPOO IT WHEN I SMELL SOMETHING.

MANUFACTURER IS UNWILLING TO READILY/COMPLETELY REPAIR CONSEQUENTIAL DAMAGES CAUSED BY A COVERED AND ACKNOWLEDGE MANUFACTURING DEFECT. FOR SENSITIVE INDIVIDUALS THE RESULTING

MOLD/MILDEW CONTAMINATION CAN HAVE SERIOUS HEATH CONSEQUENCES. INJURIES: RESPIRATORY DISTRESS / TIGHNESS IN THE CHEST AND THROAT (AL

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20041113	517892	CHEVROLET	EQUINOX	200	N	N			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM	DE	

5

WE PURCHASED A 2005 CHEVROLET EQUINOX ON MARCH 30, 2004. IN JULY WE STARTED TO NOTICE A STRANGE ODOR IN THE CAR. MY HUSBAND WOULD GET HEADACHES AND EXPERIENCE DIZZINESS WHEN RIDING IN THE CAR. SINCE THEN WE HAVE HAD THE CAR BACK 5 TIMES FOR THE ODOR PROBLEM AND HAVE BOTH HAD MULTIPLE UPPER RESPIRATORY INFECTIONS REQUIRING MEDICAL TREATMENT. 2 OF THE 5 TIMES THEY FOUND STANDING WATER IN THE TIRE WELL AND WERE UNABLE TO DETERMINE THE ORIGIN THEY REPLACED REAR GATE SEALS (THE CARGO MAT CARPET IN THE BACK WAS NOT EVEN WET). ANOTHER TIME THEY REPLACED THE CARPET IN THE BACK PASSENGER SEAT BECAUSE THEY SAID IT GOT WET WHEN THERE WAS WATER IN THE TIRE WELL AND WAS CAUSING THE ODOR. THE NEXT TIME THEY FLUSHED THE RADIATOR COOLANT BECAUSE THEY SAID THEY HAS A TECHNICAL SERVICE BULLETIN TO DO SO. THE LAST TIME THEY CHANGED THE RADIATOR HOSES. THE DEALERSHIP (PORTER CHEVROLET IN NEWARK, DE) STATES THAT THEY CANNOT REPLACE OR REPURCHASE THE VEHICLE AS WE HAVE REQUESTED. THE DISTRICT SERVICE MANAGER FOR GM SAID HE RODE IN THE CAR AND DID NOT SMELL ANYTHING SO THERE IS NO BASIS FOR HIM TO REPLACE OR REPURCHASE THE CAR. THE DEALERSHIP STATES THAT THEY HAVE NOT HAD ANY OTHER CUSTOMERS COMPLAIN ABOUT AN ODOR AND THEY SAID THEY CONTACTED GM AND THAT THEY HAVE NOT HAD ANY COMPLAINTS EITHER. THERE ARE NUMEROUS POSTINGS ON EDMUNDS.COM FROM EQUINOX OWNERS WHO HAVE COMPLAINED TO DEALERSHIPS AND GM FROM DIFFERENT PARTS OF THE COUNTRY. IS THIS PROBLEM KNOWN TO GM? WHAT IS THE PROBLEM AND IS IT HAZARDOUS TO DRIVE THE CAR WITH THIS ODOR PROBLEM? *JB

20050103	525377	PONTIAC	VIBE	200	N	N			VISIBILITY:SUN ROOF ASSEMBLY	MI	
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4

MY PONTIAC VIBE 2004 WITH SUN ROOF PACKAGE FIRST OF ALL THE FLOORING IN THE CAR HAD MILDEWED AND MOLDED. THE CARPET WAS REPLACED AFTER MANY TIMES GOING BACK AND FORTH TO THE DEALERSHIP WHERE I PURCHASED AT. THE FLOORING IN THE CAR IS WET ONCE AGAIN NOT FROM MOON ROOF THIS TIME BUT POSSIBLE AIR CONDITIONING TUBING THAT MAY OR MAY NOT BE DAMAGED. THE CAR STILL HAS A VERY STRONG ODOR OF MOLD IN IT THAT WILL NOT DECREASE. I AM AFRAID THAT THERE MAY BE HARMFUL MOLD SPORES THAT MAY HAVE ALREADY GROWN FROM THE LAST TIME IT WAS SATURATED WITH WATER DUE TO MANUFACTURER DEFECT ON DRAIN TUBING FOR MOON ROOF. I PURCHASED MY NEW VEHICLE ABOUT 4 MONTHS AGO AND I HAVE HAD TO HAVE THE BRAKES LOOKED AT TWICE SINCE THEY WERE WARPED, THE LEAKAGE THROUGHOUT MY VEHICLE, AND THE FRAME NEEDED TO BE REALIGNED. I THINK THIS CAR IS A LEMON. THE DEALERSHIP SIEMANNS OF BRIDGEMAN MICHIGAN DID REPLACE SOME PARTS ON IT BUT ONLY AFTER BEGGING TO DO SOMETHING ABOUT THE CARS STANDING WATER IN VEHICLE STARTED TO MOLD.*AK

20050112	527472	CHEVROLET	AVALANCHE	200	N	N	0	0	STRUCTURE	OH	
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2

WATER LEAK DISCOVERED AGAIN FOR THE FIFTH TIME. DEALER HAS REPLACED CARPET AND PAD ON PREVIOUS REPAIRS AND NEW SEALS WERE INSTALLED. WAS DRY FOR ABOUT 6 MONTHS. CARPET UNDER BACK SEAT IS SOAKING WET AGAIN. I AM EXTREMELY TIRED OF THIS MALFUNCTION IN DESIGN, CAUSING SUCH ISSUES. THE BED STAYS MOSTLY DRY, AND HONESTLY I NEVER EXPECTED THE BED TO BE DRY 100% OF THE TIME. HOWEVER THE INTERIOR OF THE TRUCK SHOULD NOT BE WET UNDER ANY CIRCUMSTANCES. DEALER HAS EXPLAINED HOW THE KEEP THE DRAIN CHANNELS CLEAR AND IT DOES NOT HELP AT ALL.*AK

20050214	524494	CHEVROLET	IMPALA	200	N	N			EQUIPMENT:ELECTRICAL	CA	
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1

COMPLAINT RECEIVED VIA E-MAIL. RECENTLY A COIN FROM THE ASHTRAY ENDED UP IN THE LIGHTER SOCKET. THE LIGHTER AND THE POWER SEATS STOPPED WORKING. MY MECHANIC REPLACED THE POWER SEAT CIRCUIT BREAKER. HOWEVER, THE FUSE TO THE LIGHTER HAD NOT SHORTED OUT. INSTEAD, HE SAID, IT MELTED A WIRE UNDERNEATH THE CARPET. THE COST TO REPAIR IT WAS ABOUT \$200.00. THE 2004 MODEL HAS A SEPARATE SECTION IN THE ASHTRAY BLOCKED FROM THE SOCKET SO THAT IT COULD NOT HAPPEN ON THE NEWER MODEL. I ASSUME THE ENGINEERING CHANGE WAS MADE BECAUSE MY PROBLEM HAPPENED BEFORE, AND THAT CHANGE WAS MADE TO REDUCE THOSE INSTANCES. I WOULD HAVE HAD NO PROBLEM IF THE FUSE HAD BLOWN WHICH IT DID NOT. I ASKED MY

MECHANIC TO REMOVE THE FUSE

BECAUSE HE SAID THAT THE MELTED WIRE MIGHT CAUSE A FIRE. I PAID FOR A NEW CIRCUIT BREAKER, AND I FEEL THAT GM SHOULD PAY FOR THE LIGHTER BECAUSE OF THE ENGINEERING OMISSION ON THE

20050218 525240 CHEVROLET MONTE CARLO 200 N Y 1 0 ELECTRICAL SYSTEM IL
3

THE LIGHT THAT COMES ON WHEN YOU OPEN THE PASSENGER DOOR (UNDER THE DASH) STAYED ON WITH THE DOOR SHUT. THE LIGHT BULB, BURNED THE PLASTC AROUND THE WIRES AND STARTED THE CARPET

ON FIRE UNDER THE DASHBOARD. MY HUSBAND REMOVED THE LIGHT BULB AND BURNED HIS FINGERS TO PUT THE GLOWING CARPET OUT. THEN, MY TURN SIGNALS WORKED SOMETIMES AND THEN AT OTHER

TIMES DID NOT. THEY EVENTUALLY STOPPED WORKING ALL TOGETHER. I TOOK THE CAR FOR REPAIRS AND WAS TOLD THAT A RELAY SWITCH HAD GONE OUT. NEXT, SOME OF THE LIGHTS ON THE TEMPERATURE

CONTROL PANEL WENT OUT. NOT ALL OF THEM. THEY REPLACED MY RADIO BECAUSE THE BUTTONS WERE PEELING. THE NEXT DAY, HALF OF THE LIGHTS ON THE RADIO WENT OUT AND THEN CAME BACK ON. THE

DEALER ACTUALLY TOLD ME THAT SOMETIMES A NEW RADIO'S LIGHTS WILL NOT ALL KICK ON RIGHT AWAY. THIS MAY TAKE SOME TIME AND IF THEY GO OUT AGAIN, I SHOULD BRING THE CAR BACK. ARE THEY

KIDDING ME? I CAN'T BELIEVE THEY ARE TELLING ME THIS. THERE IS OBVIOUSLY A PROBLEM HERE.*AK

20050223 525865 CHEVROLET S10 200 N N 0 0 ENGINE AND ENGINE COOLING IL
0

BRAKE LINE FAILED AT AN INTERSECTION, TOTAL LOSS OF BRAKE PRESSURE. CHEVROLET NOTIFIED, DEALER COULD NOT FIND PROBLEM, PART TOOK A WEEK TO ARRIVE, AND WE JUST FIXED IT AT HOME OUT OF

EXASPIRATION FOR THE DEALER, CHEVY WAS GREAT THOUGH, LINE FOUND WORN RIGHT THROUGH. MANY FAILURES WITH THIS VEHICLE. WENT THROUGH 3 BATTERIES AND 2 ALTERNATORS. UPPER BALL JOINT

FAILED ON THE HIGHWAY, PARTS DEPARTMENT TRIED TO SAY BECAUSE IT WASNT GREASED, BUT I KEEP IT GREASED, THE BALL BROKE RIGHT OUT THE SIDE, ALL BALL JOINTS REPLACED. IDLER ARM FOUND BROKEN

WHEN VEHICLE TAKEN FOR RE-ALIGNMENT BEFORE THAT. VARIOUS ELECTRICAL FAILURES (SUSPECTED SHORT SOMEWHERE AS BATTERY SPARKS WHEN RECONNECTED). FUEL PUMP FAILURE AT 65,000 MILES,

PRECEEDING FUEL GUAGE MALFUNCTION ABOUT 6 MO'S BEFORE, REPLACED FUEL PUMP. HEATING FAILURE SUSPECTED DUE TO DEX-COOL COOLANT (COOLANT SOLIDIFIES AND JAMS HEATER CORE, ECT...), VEHICLE

REVERSE FLUSHED, AND NEW THERMOSTAT INSTALLED, NOT MUCH IMPROVEMENT, BLOWS HARDER BUT STILL COLD. TRANSMISSION SLIPS ON OCCASION. CURRENTLY LEAKS STEERING FLUID, THIS HAS NOT BEEN

CORRECTED AS I BOUGHT A NEW TRUCK, AND HAVE NOT HAD TIME TO FIX THE S10. WATER COMING IN FROM SOMEWHERE, CARPET CONSISTENTLY SOAKED. VERY UNHAPPY WITH VEHICLE WITH SO MANY REPAIRS,

TRUCK ONLY HAS 70,000 MILES, COMPONENTS FAILED FAR BEFORE THEIR TIME, MORE MINOR THINGS WRONG BUT REPAIRED. WE ARE LUCKY TO HAVE A GARAGE AND A WHOLE LOT OF TOOLS FOR THIS VEHICLE.

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050223	525864	CHEVROLET	S10	200	N	N	0	0	SERVICE BRAKES, HYDRAULIC:POWER ASSIST:HYDRAULIC:HOSES, LINES/PIPING, AND FITTINGS	IL	

BRAKE LINE FAILED AT AN INTERSECTION, TOTAL LOSS OF BRAKE PRESSURE. CHEVROLET NOTIFIED, DEALER COULD NOT FIND PROBLEM, PART TOOK A WEEK TO ARRIVE, AND WE JUST FIXED IT AT HOME OUT OF EXASPIRATION FOR THE DEALER, CHEVY WAS GREAT THOUGH, LINE FOUND WORN RIGHT THROUGH. MANY FAILURES WITH THIS VEHICLE. WENT THROUGH 3 BATTERIES AND 2 ALTERNATORS. UPPER BALL JOINT FAILED ON THE HIGHWAY, PARTS DEPARTMENT TRIED TO SAY BECAUSE IT WASNT GREASED, BUT I KEEP IT GREASED, THE BALL BROKE RIGHT OUT THE SIDE, ALL BALL JOINTS REPLACED. IDLER ARM FOUND BROKEN WHEN VEHICLE TAKEN FOR RE-ALIGNMENT BEFORE THAT. VARIOUS ELECTRICAL FAILURES (SUSPECTED SHORT SOMEWHERE AS BATTERY SPARKS WHEN RECONNECTED). FUEL PUMP FAILURE AT 65,000 MILES, PRECEEDING FUEL GUAGE MALFUNCTION ABOUT 6 MO'S BEFORE, REPLACED FUEL PUMP. HEATING FAILURE SUSPECTED DUE TO DEX-COOL COOLANT (COOLANT SOLIDIFIES AND JAMS HEATER CORE, ECT...), VEHICLE REVERSE FLUSHED, AND NEW THERMOSTAT INSTALLED, NOT MUCH IMPROVEMENT, BLOWS HARDER BUT STILL COLD. TRANSMISSION SLIPS ON OCCASION. CURRENTLY LEAKS STEERING FLUID, THIS HAS NOT BEEN CORRECTED AS I BOUGHT A NEW TRUCK, AND HAVE NOT HAD TIME TO FIX THE S10. WATER COMING IN FROM SOMEWHERE, CARPET CONSISTENTLY SOAKED. VERY UNHAPPY WITH VEHICLE WITH SO MANY REPAIRS, TRUCK ONLY HAS 70,000 MILES, COMPONENTS FAILED FAR BEFORE THEIR TIME, MORE MINOR THINGS WRONG BUT REPAIRED. WE ARE LUCKY TO HAVE A GARAGE AND A WHOLE LOT OF TOOLS FOR THIS VEHICLE.

20050225	527364	CHEVROLET	S10	200	N	N	0	0	VEHICLE SPEED CONTROL	KY	
1GCCS19WX28	20050225		27088								

WHEN I TEST DROVE THIS VEHICLE, I "PUNCHED" THE THROTTLE TO CHECK RESPONSE, ENGINE-MISFIRE, SMOKE, ETC. THE THROTTLE STUCK IN THE OPEN POSITION AND THE VEHICLE CONTINUED TO ACCELERATE. REPEATED PUNCHING OF THE ACCELERATOR RELEASED THE THROTTLE AND I WAS ABLE TO REDUCE ENGINE SPEED. THE DEALER INDICATED THAT THIS PROBLEM WAS CAUSED BY CARPETING SNAGGING THE THROTTLE CABLE. (WRONG). THE DEALER EXAMINED THE VEHICLE, DECLARED THE PROBLEM CURED, AND I PURCHASED THE VEHICLE. SINCE THAT TIME, THE THROTTLE HAS STUCK MORE THAN A DOZEN TIMES. THIS IS PARTICULARLY DANGEROUS WHEN ATTEMPTING TO PASS ANOTHER VEHICLE, OR ACCELERATING FROM A TRAFFIC LIGHT. THE THROTTLE STUCK ONCE WHEN I WAS PULLING INTO A DOWNTOWN PARKING LOT. IN ALL THESE CASES, HAD I NOT KNOWN WHAT TO EXPECT, THERE COULD HAVE BEEN AN ACCIDENT. NO PARTS HAVE EVER BEEN REPLACED ON THIS VEHICLE TO THE BEST OF MY KNOWLEDGE. THE FIRST INCIDENT OCCURRED ON AUGUST 21, 2004 AND ANOTHER INCIDENT OCCURRED TODAY (FEBRUARY 25, 2005). *NM

20050308	529717	CHEVROLET	S10	200	N	N			ELECTRICAL SYSTEM:WIRING	ME	
1GC0T13W72K	20050308		61900								

WHILE DRIVING, THE OWNER SMELLED BURNING WIRES. THE ALARM WENT OFF, THE WINDSHIELD WIPERS STARTED MOVING, AND THE HORN STARTED BLOWING INADVERTENTLY. ALSO, THE AIR BAG ON THE PASSENGER SIDE DEPLOYED. OWNER TOOK THE VEHICLE TO AN INDEPENDENT MECHANIC ,WHO INSPECTED THE VEHICLE. THE OWNER CONTACTED THE MANUFACTURER WHO INSTRUCTED THE CONSUMER TO TAKE THE VEHICLE TO A G.M. DEALERSHIP. PROVIDE FURTHER DETAILS. *AK A MECHANIC INSPECTED THE VEHICLE AND FOUND HAD BEEN RUN UNDER THE CARPET ON THE DRIVERS SIDE AND THEY WERE WORN AND CORRODED, THE WIRES WERE THE CAUSE OF ALL THE ELECTRICAL COMONETS MALFUNCTIONING. *JB

20050413	532975	BUICK	LESABRE	200	N	N	0	0	SERVICE BRAKES, HYDRAULIC:ANTILOCK	PA	
1G4HR54K85U	20050413		7300								

3/17/2005 TRAVELED TO MYRTLE BEACH, SC MOSTLY ON I-95. ON THE WAY I EXPERIENCED PERIODS OF RAIN. THE FIRST TIME I NOTICED A PROBLEM WAS DURING RAIN WHEN ANOTHER VEHICLE CAUSED ME APPLY MY BRAKES IN AN EMERGENCY SITUATION. WHEN I APPLIED FOOT PRESSURE IN THE NORMAL MANNER THE BRAKES DID NOT RESPOND PROPERLY, INSTEAD OF SLOWING DOWN IMMEDIATELY, I DISCOVERED I NEEDED TO APPLY AT LEAST 2-3 TIMES MORE PRESSURE (IF NOT MORE) TO GET THE BRAKES TO SLOW THE VEHICLE. I ENCOUNTERED THIS PROBLEM FOR THE REMAINDER OF THE TRIP WHENEVER I WAS IN WET

CONDITIONS. I DID NOT EXPERIENCE ON DRY ROADS AT ANY SPEED, AND I WAS DRIVING AT SPEEDS OF UP TO 75 MPH. 3/23/2005 RETURNED TO HARRISBURG, PA. EXPERIENCED RAIN FROM THE SOUTH

CAROLINA/NORTH CAROLINA BORDER ALL THE WAY HOME (APPROXIMATELY 520 MILES). THE RAIN VARIED IN INTENSITY FROM A LIGHT DRIZZLE TO A DOWN-POUR. THE BRAKES CONTINUED TO NOT SLOW THE CAR IN THE NORMAL WAY (MY TOP SPEEDS VARIED FROM 55 TO 75 MPH). I CONTINUED TO HAVE TO APPLY EXCESSIVE FOOT PRESSURE TO SLOW THE VEHICLE OR EVEN GET IT TO RESPOND. WHEN I APPLIED THE BRAKE THE RESPONSE WAS VERY SIMILAR TO DRIVING A CAR FROM THE 40'S OR 50'S EQUIPPED WITH BRAKE SHOES THAT HAS BEEN DRIVEN THROUGH A LARGE PUDDLE OF WATER AND THE BRAKE SHOES NEEDED TO BE DRIED BY APPLYING THE BRAKE PEDAL TO DRY THEM BEFORE THEY WOULD TAKE HOLD AGAIN. AT ONE POINT I THOUGHT THE FLOOR MAT MIGHT BE THE CULPRIT AND INTERFERING WITH THE OPERATION OF THE BRAKE PEDAL, BUT THE MAT WAS NOWHERE NEAR THE BRAKE PEDAL. I TOOK THE CAR TO THE DEALER, BUT THE DAY I WAS ABLE TO DO THIS THERE WASN'T ANY RAIN AND THE PROBLEM COULD NOT BE

20050428	537709	CHEVROLET	TAHOE	200	N	N			STRUCTURE	CA
				4						

CONSUMER RECEIVES A SHOCK OF STATIC ELECTRICITY WHEN EXITING 2004 CHEVROLET TAHOE.*MR NEITHER THE DEALER NOR MANUFACTURER WERE ABLE TO PROVIDE THE CONSUMER WITH A SATISFACTORY SOLUTION. THE DEALER SUGGESTED THE CONSUMER PURCHASE RUBBER FLOOR MATS AND STATIC GUARD SPARY. *NM

20050507	540973	PONTIAC	GRAND PRIX	200	N	N	0	0	ENGINE AND ENGINE COOLING:COOLING SYSTEM	AL
1G2WP52K6YF	20050507		30000							
				0						

NUMEROUS ISSUES 1. HEATER CORE WENT OUT AROUND 60,000 MILES. 2. DEXCOOL "GELLED" AND CAUSED THE ABOVE. 3. STEREO HAS MALFUNCTIONED SINCE 36,000 MILES. 4. TIE ROD END WORE OUT AROUND 30,000 MILES-TOOK TO DEALERSHIP A COUPLE OF TIMES AND "THEY COULDN'T DETERMINE CAUSE" OF "NOISE AND RATTLING". I TOOK IT TO A TIRE COMPANY/SERVICE CENTER AND THEY FIXED THE PROBLEM. 5.

NUMEROUS INTERIOR FLOODINGS-WATER COMES IN AT THE FIREWALL AND FLOODS THE INTERIOR CARPET-HAS MOLD, AND DETERIORATION FROM IT. 6. HEADLAMPS ARE YELLOW AND NONTRANSPARENT-THE LIGHTS ARE NOT WORKING PROPERLY BECAUSE IT CAN'T SHINE THROUGH. 7. HEADLAMP ASSEMBLIES ARE HOLDING WATER. 8. FOG LAMPS WENT OUT RIGHT AFTER PURCHASING THE CAR AND ONE OF THEM BURNED THE PLASTIC ASSEMBLY THAT HOLDS IT CAUSING IT TO NOT WORK AT ALL, DISFIGURED NOW. 9. REAR SPOILER IS NOT ATTACHED CORRECTLY AND SEEMS TO BE THE CAUSE OF WATER ENTERING THE

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050507	541059	PONTIAC 20050507	GRAND PRIX 30000	200	N	N	0	0	SUSPENSION	AL	

0

NUMEROUS ISSUES 1. HEATER CORE WENT OUT AROUND 60,000 MILES. 2. DEXCOOL "GELLED" AND CAUSED THE ABOVE. 3. STEREO HAS MALFUNCTIONED SINCE 36,000 MILES. 4. TIE ROD END WORE OUT AROUND 30,000 MILES-TOOK TO DEALERSHIP A COUPLE OF TIMES AND "THEY COULDN'T DETERMINE CAUSE" OF "NOISE AND RATTLING". I TOOK IT TO A TIRE COMPANY/SERVICE CENTER AND THEY FIXED THE PROBLEM. 5.

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20050507	541058	PONTIAC 20050507	GRAND PRIX 30000	200	N	N	0	0	STRUCTURE:BODY:TRUNK LID	AL	
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20050507	541057	PONTIAC 20050507	GRAND PRIX 30000	200	N	N	0	0	EXTERIOR LIGHTING:HEADLIGHTS	AL	
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BURNED THE PLASTIC ASSEMBLY THAT HOLDS IT CAUSING IT TO NOT WORK AT ALL, DISFIGURED NOW. 9. REAR SPOILER IS NOT ATTACHED CORRECTLY AND SEEMS TO BE THE CAUSE OF WATER ENTERING THE

20050507	541140	PONTIAC 20050507	GRAND PRIX 30000	200	N	N	0	0	STRUCTURE:BODY	AL	
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NUMEROUS ISSUES 1. HEATER CORE WENT OUT AROUND 60,000 MILES. 2. DEXCOOL "GELLED" AND CAUSED THE ABOVE. 3. STEREO HAS MALFUNCTIONED SINCE 36,000 MILES. 4. TIE ROD END WORE OUT AROUND

30,000 MILES-TOOK TO DEALERSHIP A COUPLE OF TIMES AND "THEY COULDN'T DETERMINE CAUSE" OF "NOISE AND RATTLING". I TOOK IT TO A TIRE COMPANY/SERVICE CENTER AND THEY FIXED THE PROBLEM. 5.

NUMEROUS INTERIOR FLOODINGS-WATER COMES IN AT THE FIREWALL AND FLOODS THE INTERIOR CARPET-HAS MOLD, AND DETERIORATION FROM IT. 6. HEADLAMPS ARE YELLOW AND NONTRANSPARENT-THE

LIGHTS ARE NOT WORKING PROPERLY BECAUSE IT CAN'T SHINE THROUGH. 7. HEADLAMP ASSEMBLIES ARE HOLDING WATER. 8. FOG LAMPS WENT OUT RIGHT AFTER PURCHASING THE CAR AND ONE OF THEM

BURNED THE PLASTIC ASSEMBLY THAT HOLDS IT CAUSING IT TO NOT WORK AT ALL, DISFIGURED NOW. 9. REAR SPOILER IS NOT ATTACHED CORRECTLY AND SEEMS TO BE THE CAUSE OF WATER ENTERING THE

20050507 541056 PONTIAC GRAND PRIX 200 N N 0 0 EXTERIOR LIGHTING:FOG LIGHTS AL
 1G2WP52K6YF 20050507 30000

0

NUMEROUS ISSUES 1. HEATER CORE WENT OUT AROUND 60,000 MILES. 2. DEXCOOL "GELLED" AND CAUSED THE ABOVE. 3. STEREO HAS MALFUNCTIONED SINCE 36,000 MILES. 4. TIE ROD END WORE OUT AROUND 30,000 MILES-TOOK TO DEALERSHIP A COUPLE OF TIMES AND "THEY COULDN'T DETERMINE CAUSE" OF "NOISE AND RATTLING". I TOOK IT TO A TIRE COMPANY/SERVICE CENTER AND THEY FIXED THE PROBLEM. 5.

NUMEROUS INTERIOR FLOODINGS-WATER COMES IN AT THE FIREWALL AND FLOODS THE INTERIOR CARPET-HAS MOLD, AND DETERIORATION FROM IT. 6. HEADLAMPS ARE YELLOW AND NONTRANSPARENT-THE LIGHTS ARE NOT WORKING PROPERLY BECAUSE IT CAN'T SHINE THROUGH. 7. HEADLAMP ASSEMBLIES ARE HOLDING WATER. 8. FOG LAMPS WENT OUT RIGHT AFTER PURCHASING THE CAR AND ONE OF THEM BURNED THE PLASTIC ASSEMBLY THAT HOLDS IT CAUSING IT TO NOT WORK AT ALL, DISFIGURED NOW. 9. REAR SPOILER IS NOT ATTACHED CORRECTLY AND SEEMS TO BE THE CAUSE OF WATER ENTERING THE

20050509 540642 CADILLAC CTS 200 Y N EQUIPMENT ADAPTIVE MI
 1G6DM577940 20050509

4

FLOOR MATS THAT COME WITH THE CADILLAC CTS DO NOT STAY IN PLACE, THEY GET PUSHED FORWARD UNDER THE BREAK AND GAS PEDDLE PREVENTING ACCELERATION AND STOPPING.

20050512 541904 PONTIAC AZTEK 200 N N AIR BAGS:FRONTAL NY
 3G7DA03E81S 20050602 45964

1

DT: INSTRUMENT PANEL AIR BAG LIGHT WILL NOT GO OFF. DEALER SAYS THE AIR BAG ON PASSENGER SIDE IS DEFECTIVE. DEALER SAYS MOISTURE GETS UNDER FLOOR MATS AND GETS INTO WIRES OF AIR BAGS.

MANUFACTURER SAID THEY WOULD PAY HALF TO GET IT FIXED. HAS NOT HAD PROBLEM FIXED YET. CONSUMER THINKS IT IS A MANUFACTURER DEFECT AND HAS CONCERNS FOR HIS PASSENGERS SAFETY OR SAFETY TO OTHERS. *NM *SB

20050603 547183 PONTIAC GRAND PRIX 200 N N 0 0 OTHER PA
 4

LEAKAGE, I FOUND AFTER A RAIN STORM THAT THERE WAS WATER COMING UP INTO MY PASSENGER SIDE FLOOR BOARDS WHICH IN TURN MADE MY CARPET COMPLETELY SOAKED. THIS JUST HAPPENED TO MY 2004

GRAND PRIX AND ALSO HAPPENED TO MY AUNTS 2004 GRAND PRIX AS WELL. WILL BE CALLING DEALER ON MONDAY MORNING TO HAVE RESOLVED WILL KEEP POSTED.

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050712	547737	SATURN	L200	200	N	Y			ELECTRICAL SYSTEM	MA	

PRECEEDING THE TWO ELECTRICAL FIRES IN MY VEHICLE, I HAD INTERMITTENT ISSUES WITH SHORTS IN THE ELECTRICAL SYSTEM (THE LOCKS UNLOCKING/LOCKING AT RANDOM; LIGHTS GOING ON AND OFF AND THE ALARM SYSTEM TRIGGERING EVEN WHEN NOT SET). THERE WAS ALSO LEAKAGE FROM SOMEWHERE IN THE CAR (EITHER THROUGH THE WINDSHIELD OR ELSEWHERE IN THE FRONT) THAT WAS QUITE NOTICEABLE DURING A HEAVY STORM. EARLIER THIS YEAR, I WAS EXITING A PARKING GARAGE WHEN I FIRST SAW AND THEN SMELLED SMOKE COMING FROM OUT OF THE DASH. THE ELECTRICAL WIRES SHORTED OUT AND CAUSED A FIRE THAT MELTED A PORTION OF THE WIRING IN THE FRONT OF THE CAR. THE DEALERSHIP COULD NOT REPAIR THE CAR FOR SEVERAL DAYS AND DURING A STORM TWO DAYS LATER, THE ENTIRE SYSTEM SHORTED OUT AGAIN (LIGHTS AND OTHER COMPONENTS WOULD NOT TURN OFF) AND THE BATTERY COMPLETELY DISCHARGED. THE DEALERSHIP DETERMINED THAT THE LEAK WAS DUE TO A FAULTY WINDSHIELD PLACEMENT AND REPLACED THE WINDSHIELD (AND WATER-TESTED IT) ALONG WITH THE AFFECTED WIRING SYSTEMS, THE BATTERY AND THE CARPETING. NOW, JUST TWO DAYS AGO, I HAVE HAD A RECURRENCE OF THE SAME ISSUE. AGAIN, AFTER A HEAVY STORM, I WOKE TO DISCOVER THAT THE WIRING IN THE SAME AREA OF THE CAR HAD SHORTED OUT. THIS TIME, THE RESULTING FIRE MELTED THE PLASTIC HOUSING SURROUNDING THE FUSEBOX, AND THE HOUSING IS NOW A PILE OF MELTED GOO ON THE CARPET IN THE DRIVER'S SIDE OF THE CAR. THE DEALERSHIP HAS YET TO DETERMINE THE CAUSE OF THE

20050712	547831	SATURN	L200	200	N	Y			VISIBILITY:WINDSHIELD	MA	
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PRECEEDING THE TWO ELECTRICAL FIRES IN MY VEHICLE, I HAD INTERMITTENT ISSUES WITH SHORTS IN THE ELECTRICAL SYSTEM (THE LOCKS UNLOCKING/LOCKING AT RANDOM; LIGHTS GOING ON AND OFF AND THE ALARM SYSTEM TRIGGERING EVEN WHEN NOT SET). THERE WAS ALSO LEAKAGE FROM SOMEWHERE IN THE CAR (EITHER THROUGH THE WINDSHIELD OR ELSEWHERE IN THE FRONT) THAT WAS QUITE NOTICEABLE DURING A HEAVY STORM. EARLIER THIS YEAR, I WAS EXITING A PARKING GARAGE WHEN I FIRST SAW AND THEN SMELLED SMOKE COMING FROM OUT OF THE DASH. THE ELECTRICAL WIRES SHORTED OUT AND CAUSED A FIRE THAT MELTED A PORTION OF THE WIRING IN THE FRONT OF THE CAR. THE DEALERSHIP COULD NOT REPAIR THE CAR FOR SEVERAL DAYS AND DURING A STORM TWO DAYS LATER, THE ENTIRE SYSTEM SHORTED OUT AGAIN (LIGHTS AND OTHER COMPONENTS WOULD NOT TURN OFF) AND THE BATTERY COMPLETELY DISCHARGED. THE DEALERSHIP DETERMINED THAT THE LEAK WAS DUE TO A FAULTY WINDSHIELD PLACEMENT AND REPLACED THE WINDSHIELD (AND WATER-TESTED IT) ALONG WITH THE AFFECTED WIRING SYSTEMS, THE BATTERY AND THE CARPETING. NOW, JUST TWO DAYS AGO, I HAVE HAD A RECURRENCE OF THE SAME ISSUE. AGAIN, AFTER A HEAVY STORM, I WOKE TO DISCOVER THAT THE WIRING IN THE SAME AREA OF THE CAR HAD SHORTED OUT. THIS TIME, THE RESULTING FIRE MELTED THE PLASTIC HOUSING SURROUNDING THE FUSEBOX, AND THE HOUSING IS NOW A PILE OF MELTED GOO ON THE CARPET IN THE DRIVER'S SIDE OF THE CAR. THE DEALERSHIP HAS YET TO DETERMINE THE CAUSE OF THE

20050715	548124	PONTIAC	BONNEVILLE	200	N	N			STRUCTURE	NY	
	1G2HY54K5Y4	20050715	11300								

DT WATER LEAKING FROM THE FRONT NOT SURE WHERE IT IS COMING FROM, FLOOR MATS ON PASSENGER IS WET RUNNING BACK TO THE BATTERY CHAMBER. HAVE NOT CONTACTED DEALER. JUST NOTICED THIS JULY 4TH, 2005. IT DOES THIS WHEN THERE ARE HEAVY RAINS. *AK

20050726	552398	PONTIAC	GRAND PRIX	200	N	N	0	0	OTHER	NH	
	2G2WR524041	20050726	75000								

DURING HEAVY RAIN WATER LEAKS INTO THE PASSENGER SIDE FLOOR AND UNDER THE CARPET. IT SEEMS TO BE COMING IN THROUGH THE FRESH AIR INTAKE.

20050811	553220	CHEVROLET	CAVALIER	200	N	N			STRUCTURE:BODY:TRUNK LID	AL	
	1G1JC12F647	20050811									

DT: CONTACT STATES THERE IS A WATER LEAK IN HIS TRUNK CAUSED BY THE CAR NOT BEING PROPERLY WELDED DURING MANUFACTURING. THE WATER LEAK CAUSES MOLD AND MILDEW TO FORM ON THE

CARPETING AND THE INTERIOR OF THE VEHICLE. THIS MOLD AND MILDEW IS CAUSING ILLNESS TO THE OCCUPANTS OF THE VEHICLE. THE SERVICE DEALER APPLIED SEAM SEALER TO THE VEHICLE, BUT DID NOT REMEDY THE PROBLEM. THE INTERIOR AND CARPET HAS BEEN REPLACED ONCE.. THE CONSUMER IS AFRAID TO USE THE SPARE TIRE BECAUSE THE WATER HAS CAUSED IT TO RUST. THE SERVICE DEALER STATED THEY WOULD HAVE TO REPLACE THE INTERIOR AND CARPET AGAIN. THIS SERVICE DEALER CONTACTED GENERAL MOTORS, AND STATED THEY WOULD NO LONGER WORK ON THIS VEHICLE BECAUSE THE CONSUMER PICKED UP THE VEHICLE TOO EARLY FROM THE DEALERSHIP. *AK

20050904 559235 1GNDM19W6YB	CHEVROLET 20050904	ASTRO 0	200	N	N	0	0	STRUCTURE	NC
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AFTER A RAIN OR DURING WASHING WATER IS LEAKING INTO THE VAN, UNDERLAYMENT IS WET, CARPET IS WET, AND VAN IS MUSTY SMELLING. NO ONE REFERED ME TO THIS WEBSITE. *JB

20050906 565084 1G3NK52F84C	OLDSMOBILE 20050906	ALERO 20000	200	N	N			SUSPENSION	TX
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DT: BEGINNING IN NOVEMBER 2004 THE CONSUMER BEGAN TO HAVE PROBLEMS WITH THE ELECTRICAL SYSTEM IN THE 2004 OLDSMOBILE ALERO. WHEN THE VEHICLE WAS PURCHASED THE AIR BAG LIGHT CAME ON.

THE CONSUMER WAS CONCERNED THAT THE AIR BAG LIGHT WILL CAUSE THE AIR BAGS NOT TO DEPLOY IN CASE OF AN ACCIDENT. ALSO, SHE WAS CONCERNED THAT THE AIR BAGS WOULD DEPLOY WHEN THERE WAS NO ACCIDENT. THE VEHICLE HAS BEEN TO THE REPAIR SHOP 6 TIMES DUE TO BRAKE PROBLEMS.. WHEN THE VEHICLE HAD 20,000 MILES IT HAD TO HAVE THE ROTORS TURNED AND BRAKE SHOES REPLACED.

THE BRAKES WERE STILL MAKING A HUMMING NOISE. THE DEALERSHIP COULD NOT FIGURE OUT WHY THE VEHICLE WAS HAVING PROBLEMS WITH THE AIR BAG LIGHT OR WITH THE BRAKES.*AK THE CRUISE CONTROL, DOOR PANELS, WINDOWS WERE INOPERATIVE. THE TRANSMISSION OR FRONT AXLE SEAL WAS LEAKING, THE BLINKERS WERE BLINKING TOO FAST, THE WINDSHIELD WAS LEAKING, THE CARPET LINING WAS COMING OUT OF THE TRUNK, THE ENGINE MADE A KNOCKING NOISE, THE BACK TRIM AROUND THE SEATS DIDN'T FIT PROPERLY, THE IGNITION SWITCH WAS REPLACED, THE FUSE BOX WAS REPLACED. *JB

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050906	565083	OLDSMOBILE	ALERO	200	N	N			POWER TRAIN:AUTOMATIC TRANSMISSION	TX	
1G3NK52F84C		20050906	20000								

4

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THE BRAKES WERE STILL MAKING A HUMMING NOISE. THE DEALERSHIP COULD NOT FIGURE OUT WHY THE VEHICLE WAS HAVING PROBLEMS WITH THE AIR BAG LIGHT OR WITH THE BRAKES.*AK THE CRUISE

CONTROL, DOOR PANELS, WINDOWS WERE INOPERATIVE. THE TRANSMISSION OR FRONT AXLE SEAL WAS LEAKING, THE BLINKERS WERE BLINKING TOO FAST, THE WINDSHIELD WAS LEAKING, THE CARPET LINING WAS

COMING OUT OF THE TRUNK, THE ENGINE MADE A KNOCKING NOISE, THE BACK TRIM AROUND THE SEATS DIDN'T FIT PROPERLY, THE IGNITION SWITCH WAS REPLACED, THE FUSE BOX WAS REPLACED. *JB

20050906	558554	BUICK	RENDEZVOUS	200	N	N			STRUCTURE	OH	
3G5DA03E32S		20050906	45289								

2

I OWN A 2002 BUICK RENDEZVOUS AND THE "CHECK ENGINE SOON" LIGHT CAME ON. THE CAR WAS TAKEN TO A GARAGE ON 8/19/05 AND THEY FIXED WHAT THEY THOUGHT WAS THE PROBLEM (R&R FUEL TANK

CONNECTION TO CLEAN AND RE-SECURE, HAD WATER IN CONNECTOR). TOTAL COST OF REPAIR WAS \$145.07. ON 8/26/05 THE LIGHT CAME ON AGAIN, WE TOOK THE BACK TO THE SAME GARAGE AND THEY FOUND

WATER AGAIN IN THE CONNECTOR AND DETERMINED THAT THE WATER WAS COMING FROM THE INSIDE OF THE VEHICLE. THEY DISCOVERED THE WATER WAS COMING FROM THE AIR CONDITIONING DRAIN TUBE. AS

LONG AS THE CAR WAS SITTING STILL THE A/C WOULD DRAIN PROPERLY, BUT AT SPEED THE FORCE OF AIR WOULD FORCE THE WATER BACK INTO THE INTERIOR UNDERNEATH THE SEATS WHERE MANY OF THE

ELECTRICAL CONNECTORS ARE, THEREFORE SHORTING THEM OUT. THE SEATS HAD TO TAKEN OUT, THE CARPET HAD TO BE REMOVED AND DRIED OUT AND A NEW A/C DRAIN TUBE WAS INSTALLED. THE

EVAPORATOR CASE WAS ALSO RESEALED. TOTAL FOR THIS REPAIR WAS \$276.38 UPON ORDERING AND RECEIVING THE NEW DRAIN, THE MECHANIC WAS TOLD THAT THE PART HAD BEEN "UPDATED". THE UPDATED

PART HAD A SLIGHT BEND IN IT NOW, AND THE OLD WAS JUST A STRAIGHT PIECE. MY COMPLAINT IS, IF A PIECE NEEDED TO BE UPDATED OBVIOUSLY SOMETHING WAS WRONG WITH THE ORIGINAL DESIGN AND I THE

20050906	565163	OLDSMOBILE	ALERO	200	N	N			ELECTRICAL SYSTEM:IGNITION:SWITCH	TX	
1G3NK52F84C		20050906	20000								

4

DT: BEGINNING IN NOVEMBER 2004 THE CONSUMER BEGAN TO HAVE PROBLEMS WITH THE ELECTRICAL SYSTEM IN THE 2004 OLDSMOBILE ALERO. WHEN THE VEHICLE WAS PURCHASED THE AIR BAG LIGHT CAME ON.

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THE BRAKES WERE STILL MAKING A HUMMING NOISE. THE DEALERSHIP COULD NOT FIGURE OUT WHY THE VEHICLE WAS HAVING PROBLEMS WITH THE AIR BAG LIGHT OR WITH THE BRAKES.*AK THE CRUISE

CONTROL, DOOR PANELS, WINDOWS WERE INOPERATIVE. THE TRANSMISSION OR FRONT AXLE SEAL WAS LEAKING, THE BLINKERS WERE BLINKING TOO FAST, THE WINDSHIELD WAS LEAKING, THE CARPET LINING WAS

COMING OUT OF THE TRUNK, THE ENGINE MADE A KNOCKING NOISE, THE BACK TRIM AROUND THE SEATS DIDN'T FIT PROPERLY, THE IGNITION SWITCH WAS REPLACED, THE FUSE BOX WAS REPLACED. *JB

20050906	559423	OLDSMOBILE	ALERO	200	N	N			SERVICE BRAKES, HYDRAULIC:FOUNDATION	TX	
1G3NK52F84C		20050906	20000								

4

COMPONENTS:DISC:ROTOR

DT: BEGINNING IN NOVEMBER 2004 THE CONSUMER BEGAN TO HAVE PROBLEMS WITH THE ELECTRICAL SYSTEM IN THE 2004 OLDSMOBILE ALERO. WHEN THE VEHICLE WAS

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20050906 559422	OLDSMOBILE	ALERO	200	N	N	EXTERIOR LIGHTING:TURN SIGNAL	TX
1G3NK52F84C	20050906	20000					

4

DT: BEGINNING IN NOVEMBER 2004 THE CONSUMER BEGAN TO HAVE PROBLEMS WITH THE ELECTRICAL SYSTEM IN THE 2004 OLDSMOBILE ALERO. WHEN THE VEHICLE WAS PURCHASED THE AIR BAG LIGHT CAME ON.

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20050906 559421	OLDSMOBILE	ALERO	200	N	N	ENGINE AND ENGINE COOLING	TX
1G3NK52F84C	20050906	20000					

4

DT: BEGINNING IN NOVEMBER 2004 THE CONSUMER BEGAN TO HAVE PROBLEMS WITH THE ELECTRICAL SYSTEM IN THE 2004 OLDSMOBILE ALERO. WHEN THE VEHICLE WAS PURCHASED THE AIR BAG LIGHT CAME ON.

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050906	565000	OLDSMOBILE	ALERO	200	N	N			SERVICE BRAKES, HYDRAULIC:FOUNDATION	TX	
1G3NK52F84C		20050906	20000								
				4					COMPONENTS:DRUM:SHOES/LININGS		

DT: BEGINNING IN NOVEMBER 2004 THE CONSUMER BEGAN TO HAVE PROBLEMS WITH THE ELECTRICAL SYSTEM IN THE 2004 OLDSMOBILE ALERO. WHEN THE VEHICLE WAS PURCHASED THE AIR BAG LIGHT CAME ON.

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20050906	559511	OLDSMOBILE	ALERO	200	N	N			STRUCTURE	TX	
1G3NK52F84C		20050906	20000								
				4							

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20050906	565082	OLDSMOBILE	ALERO	200	N	N			VEHICLE SPEED CONTROL:CRUISE CONTROL	TX	
1G3NK52F84C		20050906	20000								
				4							

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20050906	565085	OLDSMOBILE	ALERO	200	N	N			VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	TX	
1G3NK52F84C		20050906	20000								
				4							

DT: BEGINNING IN NOVEMBER 2004 THE CONSUMER BEGAN TO HAVE PROBLEMS WITH THE ELECTRICAL SYSTEM IN THE 2004 OLDSMOBILE ALERO. WHEN THE VEHICLE WAS PURCHASED THE AIR BAG LIGHT CAME ON.

THE CONSUMER WAS CONCERNED THAT THE AIR BAG LIGHT WILL CAUSE THE AIR BAGS NOT TO DEPLOY IN CASE OF AN ACCIDENT. ALSO, SHE WAS CONCERNED THAT THE

AIR BAGS WOULD DEPLOY WHEN THERE WAS NO ACCIDENT. THE VEHICLE HAS BEEN TO THE REPAIR SHOP 6 TIMES DUE TO BRAKE PROBLEMS.. WHEN THE VEHICLE HAD 20,000 MILES IT HAD TO HAVE THE ROTORS TURNED AND BRAKE SHOES REPLACED. THE BRAKES WERE STILL MAKING A HUMMING NOISE. THE DEALERSHIP COULD NOT FIGURE OUT WHY THE VEHICLE WAS HAVING PROBLEMS WITH THE AIR BAG LIGHT OR WITH THE BRAKES.*AK THE CRUISE CONTROL, DOOR PANELS, WINDOWS WERE INOPERATIVE. THE TRANSMISSION OR FRONT AXLE SEAL WAS LEAKING, THE BLINKERS WERE BLINKING TOO FAST, THE WINDSHIELD WAS LEAKING, THE CARPET LINING WAS COMING OUT OF THE TRUNK, THE ENGINE MADE A KNOCKING NOISE, THE BACK TRIM AROUND THE SEATS DIDN'T FIT PROPERLY, THE IGNITION SWITCH WAS REPLACED, THE FUSE BOX WAS REPLACED. *JB

20050914	560187	CHEVROLET	SILVERADO	200	N	N	0	0	SERVICE BRAKES, HYDRAULIC:PEDALS AND LINKAGES	MI
1GCJK33173F		20050914	15							

3

DT: THE BRAKE PEDAL HIT THE CARPET WHEN APPLIED. THE CONSUMER STATED THAT WHEN HE TOOK VEHICLE TO THE DEALERSHIP THAT THEY TOLD HIM THAT IT WAS TYPICAL. AND THE CONSUMER BELIEVED THAT IT ONLY OCCURRED ON THE DIESEL VERSION. THE SAME CONDITION EXISTED IN A NEW 2005 MODELS. THE PROBLEM HAS BEEN OCCURRING SINCE PURCHASE OF THE VEHICLE ON DECEMBER 5, 2002. THERE HAVE BEEN NO ACCIDENTS AS OF YET.*AK

20051020	562557	CHEVROLET	SILVERADO	200	N	N			SERVICE BRAKES, HYDRAULIC:ANTILOCK	OH
1GCEC14V23Z		20051020	600							

3

DT: THE CONSUMER COMPLAINED ABOUT SEVERAL PROBLEMS. WHILE DRIVING HE HAD TROUBLE SHIFTING FROM FIRST GEAR. THE DEALER REPROGRAMMED THE ENGINE CONTROL MODULE AND THE TRANSMISSION MODULE CONTROL. THE VEHICLE WAS STILL SHIFTING HARD, AND THE RPMS REVVED. THE REPLACEMENT OF THE AFOREMENTIONED DID NOT REMEDY THE TRANSMISSION PROBLEM. THE SECOND PROBLEM WAS WITH THE BRAKE LIGHT COMING ON THE CLUSTER ASSEMBLY. THE SERVICE DEALER REPLACED IT, AND IT SEEMED TO WORK WELL AT THIS TIME. THE THIRD PROBLEM WAS WITH A NOISE IN THE REAR OF THE VEHICLE. THE DEALER REPLACED THE GEAR KIT, TWO GASKETS, CASE, THE REAR DIFFERENTIAL CARRIER ASSEMBLY, CARRIER GEARS, AND SHIMS. THE NOISE WAS STILL HEARD. THE DEALER RECOMMENDED THAT THE CONTACT INSTALL CARPET TO CUT DOWN ON THE NOISE. THE FINAL PROBLEM WAS WITH A LOSS OF REAR TRACTION. THE DEALER HAS BEEN UNSUCCESSFUL IN IDENTIFYING THE ROOT OF THE TRACTION PROBLEM.*AK THE CRUISE CONTROL STOPPED WORKING. UPDATD 11/29/05. *JB

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20051020	570334	CHEVROLET	SILVERADO	200	N	N			POWER TRAIN:AUTOMATIC TRANSMISSION	OH	
1GCEC14V23Z	20051020		600								

3

DT: THE CONSUMER COMPLAINED ABOUT SEVERAL PROBLEMS. WHILE DRIVING HE HAD TROUBLE SHIFTING FROM FIRST GEAR. THE DEALER REPROGRAMMED THE ENGINE CONTROL MODULE AND THE TRANSMISSION MODULE CONTROL. THE VEHICLE WAS STILL SHIFTING HARD, AND THE RPMS REVVED. THE REPLACEMENT OF THE AFOREMENTIONED DID NOT REMEDY THE TRANSMISSION PROBLEM. THE SECOND PROBLEM WAS WITH THE BRAKE LIGHT COMING ON THE CLUSTER ASSEMBLY. THE SERVICE DEALER REPLACED IT, AND IT SEEMED TO WORK WELL AT THIS TIME. THE THIRD PROBLEM WAS WITH A NOISE IN THE REAR OF THE VEHICLE. THE DEALER REPLACED THE GEAR KIT, TWO GASKETS, CASE, THE REAR DIFFERENTIAL CARRIER ASSEMBLY, CARRIER GEARS, AND SHIMS. THE NOISE WAS STILL HEARD. THE DEALER RECOMMENDED THAT THE CONTACT INSTALL CARPET TO CUT DOWN ON THE NOISE. THE FINAL PROBLEM WAS WITH A LOSS OF REAR TRACTION. THE DEALER HAS BEEN UNSUCCESSFUL IN IDENTIFYING THE ROOT OF THE TRACTION PROBLEM.*AK THE CRUISE CONTROL STOPPED WORKING. UPDATD 11/29/05. *JB

20051020	565146	CHEVROLET	SILVERADO	200	N	N			VEHICLE SPEED CONTROL	OH	
1GCEC14V23Z	20051020		600								

3

DT: THE CONSUMER COMPLAINED ABOUT SEVERAL PROBLEMS. WHILE DRIVING HE HAD TROUBLE SHIFTING FROM FIRST GEAR. THE DEALER REPROGRAMMED THE ENGINE CONTROL MODULE AND THE TRANSMISSION MODULE CONTROL. THE VEHICLE WAS STILL SHIFTING HARD, AND THE RPMS REVVED. THE REPLACEMENT OF THE AFOREMENTIONED DID NOT REMEDY THE TRANSMISSION PROBLEM. THE SECOND PROBLEM WAS WITH THE BRAKE LIGHT COMING ON THE CLUSTER ASSEMBLY. THE SERVICE DEALER REPLACED IT, AND IT SEEMED TO WORK WELL AT THIS TIME. THE THIRD PROBLEM WAS WITH A NOISE IN THE REAR OF THE VEHICLE. THE DEALER REPLACED THE GEAR KIT, TWO GASKETS, CASE, THE REAR DIFFERENTIAL CARRIER ASSEMBLY, CARRIER GEARS, AND SHIMS. THE NOISE WAS STILL HEARD. THE DEALER RECOMMENDED THAT THE CONTACT INSTALL CARPET TO CUT DOWN ON THE NOISE. THE FINAL PROBLEM WAS WITH A LOSS OF REAR TRACTION. THE DEALER HAS BEEN UNSUCCESSFUL IN IDENTIFYING THE ROOT OF THE TRACTION PROBLEM.*AK THE CRUISE CONTROL STOPPED WORKING. UPDATD 11/29/05. *JB

20051020	564886	CHEVROLET	CAVALIER	200	N	N			POWER TRAIN:MANUAL TRANSMISSION	GA	
1G1JC12FX57	20051013										

5

WHEN PRESSING THE CLUTCH CONSUMER TACHOMETER GOES TO 3500 RPM AND COMES BACK DOWN.. WHEN IN NEUTRAL AT A TRAFFIC LIGHT THE TACHOMETER RUNS TO 5500 RPM. *TS WHEN THIS OCCURRED THE CONSUMER HAD TO TURN OFF THE VEHICLE AND TURN IT BACK ON. THE VEHICLE WAS TAKEN TO THE DEALER BUT THEY CLAIMED THE CARPET HAD BECOME ENTANGLED IN THE ACCELERATOR PEDAL. THE DEALER RAN DIAGNOSTIC TEST BUT FOUND NOT PROBLEMS. THE CONSUMER IS STILL EXPERIENCING PROBLEMS. *NM

20051020	562556	CHEVROLET	SILVERADO	200	N	N			ENGINE AND ENGINE COOLING:ENGINE	OH	
1GCEC14V23Z	20051020		600								

3

DT: THE CONSUMER COMPLAINED ABOUT SEVERAL PROBLEMS. WHILE DRIVING HE HAD TROUBLE SHIFTING FROM FIRST GEAR. THE DEALER REPROGRAMMED THE ENGINE CONTROL MODULE AND THE TRANSMISSION MODULE CONTROL. THE VEHICLE WAS STILL SHIFTING HARD, AND THE RPMS REVVED. THE REPLACEMENT OF THE AFOREMENTIONED DID NOT REMEDY THE TRANSMISSION PROBLEM. THE SECOND PROBLEM WAS WITH THE BRAKE LIGHT COMING ON THE CLUSTER ASSEMBLY. THE SERVICE DEALER REPLACED IT, AND IT SEEMED TO WORK WELL AT THIS TIME. THE THIRD PROBLEM WAS WITH A NOISE IN THE REAR OF THE VEHICLE. THE DEALER REPLACED THE GEAR KIT, TWO GASKETS, CASE, THE REAR DIFFERENTIAL CARRIER ASSEMBLY, CARRIER GEARS, AND SHIMS. THE NOISE WAS STILL HEARD. THE DEALER RECOMMENDED THAT THE CONTACT INSTALL CARPET TO CUT DOWN ON THE NOISE. THE FINAL PROBLEM WAS WITH A LOSS OF REAR TRACTION. THE DEALER HAS BEEN UNSUCCESSFUL IN IDENTIFYING THE ROOT OF THE TRACTION PROBLEM.*AK THE CRUISE CONTROL STOPPED WORKING. UPDATD 11/29/05. *JB

20051117	569579	CHEVROLET	CAVALIER	200	N	N			STRUCTURE	PA	
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5

THE FIRST CAR I BOUGHT HAD A STRONG MILDEW SMELL AND WAS EXCHANGED FOR ANOTHER CAR. SECOND CAR SEEMED FINE FOR THE FIRST SEVERAL MONTHS. THEN THERE WAS A PUDDLE OF WATER UNDER THE DRIVER'S SEAT AND THE CAR HAD A MILDEW SMELL. THE LEAKS WERE SEALED AND THE CAR WAS DE-IONIZED BUT THE SMELL RETURNED AFTER A FEW DAYS. THE CARPETING WAS THEN REPLACED BUT THE SMELL

20051129	574107	CHEVROLET	VENTURE	199	N	N		OTHER		NY
1GNDU06E0XD		20051129	64000							

9

DT: THE CONTACT STATED AIRBAG LIGHT ILLUMINATED INTERMITTENTLY, AND THE POWER DOOR LOCK ON THE DRIVER'S SIDE STOPPED WORKING. HE TOOK THE VEHICLE TO AN INDEPENDENT REPAIR SHOP WHO

PERFORMED A DIAGNOSTIC TEST. NO CODES WERE FOUND BY THE DIAGNOSTIC TEST. UPON FURTHER INSPECTION, CONDENSED WATER FROM THE AIR CONDITIONING HAD LEAKED AROUND THE WIRING AND UNDER

THE CARPET ON THE FRONT FLOOR. THE MECHANIC DETERMINED THE WATER HAD SHORTED OUT THE POWER DOOR LOCK AND AFFECTED THE AIRBAG WIRING AS WELL. THE MECHANIC REPLACED THE WIRE FOR

THE DOOR LOCK ASSEMBLY, HOWEVER NO REPAIRS WERE MADE TO THE AIRBAG WIRING AT THAT TIME. *AK UPDATED 12/27/05. *JB

20051230	573582	CHEVROLET	VENTURE	200	N	N	1	0	EQUIPMENT	FL
				5						

I HAVE A 2005 CHEVY VENTURE. THERE'S A BAR THAT ATTACHES MY AUTOMATIC SLIDING DOOR TO THE VAN AND MAKES THE DOOR OPEN AND CLOSE. WHEN THE DOOR IS CLOSING, IT CAUSES A TRIANGULAR GAP

BETWEEN THE DOOR, VAN AND BAR. THE AUTOMATIC DOOR HAS A SENSOR THAT IF SOMEONE IS IN BETWEEN THE DOOR AND VAN, IT WILL STOP AND OPEN THE DOOR UP. THERE IS A PIECE OF PLASTIC ON THE

FLOOR WHERE THE CARPET STOPS AND BEFORE THE METAL SIDE OF THE VAN BEGINS. MY COUSIN'S DAUGHTER WAS SITTING IN THE SEAT BEHIND THE DRIVERS SEAT. I BUCKLED IN MY KIDS & WAS STANDING NEXT

TO THE OPEN DRIVER'S SIDE SLIDING VAN DOOR TALKING TO MY COUSIN. HER DAUGHTER WAS SITTING IN THE SEAT BEHIND THE DRIVERS SEAT. THE BUTTON THAT CLOSES THE AUTOMATIC SLIDING DOOR WAS

BUMPED. THE DOOR STARTED CLOSING, HER FOOT SLIPPED OFF THAT PLASTIC PIECE ON THE FLOOR AND INTO THE TRIANGULAR GAP. THE SENSORS NEVER PICKED UP THAT SOMETHING WAS IN THE DOOR SINCE IT

WAS NOT ACTUALLY IN FRONT OF THE DOOR AND NEVER STOPPED CLOSING. THANKFULLY I WAS STANDING CLOSE ENOUGH THAT WHEN SHE SCREAMED, I REACHED IN AND GRABBED HER FOOT. SHE HAD ON BOOTS

& JEANS AND STILL HAD A MARK AND BRUISE ON HER SHIN. WE STUCK A SHOE INTO THIS GAP AND CLOSED THE DOOR ON IT TO SEE IF THE SENSOR WOULD SEE IT. IT TORE THE SHOE AND NEVER STOPPED CLOSING.

I TOLD CHEVY ABOUT THE PROBLEM AND THAT I WANTED MY VAN FIXED SO NO ONE ELSE GETS INJURED. THEY SAID THERE IS NO FIX & TO SHUT OFF THE AUTOMATIC FEATURE TO AVOID THIS. ONE PROBLEM-WHEN

YOU SHUT OFF THIS FEATURE, YOU HAVE TO TUG HARDER TO SHUT THE DOOR. IF A KID'S FOOT GOES INTO THE GAP WHILE I'M SHUTTING THE DOOR MANUALLY, I WON'T BE ABLE TO STOP THE FORWARD MOTION IN

TIME TO NOT CAUSE INJURY. CHEVY SAID THERE IS NOTHING I CAN DO UNLESS ENOUGH PEOPLE COMPLAIN & THEN THEY WILL LOOK INTO A FIX. I AM VERY WORRIED ABOUT THIS WITH MY CHILDREN. I WANT MY

VAN FIXED OR A VAN COMPARABLE ONE THAT DOES NOT HAVE THIS PROBLEM. I ALSO FEEL THAT MY COUSIN SHOULD ALSO BE COMPENSATED IN SOME WAY. *NM

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20051230	574147	CHEVROLET	VENTURE	200	N	N	1	0	STRUCTURE:BODY:DOOR	FL	

I HAVE A 2005 CHEVY VENTURE. THERE'S A BAR THAT ATTACHES MY AUTOMATIC SLIDING DOOR TO THE VAN AND MAKES THE DOOR OPEN AND CLOSE. WHEN THE DOOR IS CLOSING, IT CAUSES A TRIANGULAR GAP BETWEEN THE DOOR, VAN AND BAR. THE AUTOMATIC DOOR HAS A SENSOR THAT IF SOMEONE IS IN BETWEEN THE DOOR AND VAN, IT WILL STOP AND OPEN THE DOOR UP. THERE IS A PIECE OF PLASTIC ON THE FLOOR WHERE THE CARPET STOPS AND BEFORE THE METAL SIDE OF THE VAN BEGINS. MY COUSIN'S DAUGHTER WAS SITTING IN THE SEAT BEHIND THE DRIVERS SEAT. I BUCKLED IN MY KIDS & WAS STANDING NEXT TO THE OPEN DRIVER'S SIDE SLIDING VAN DOOR TALKING TO MY COUSIN. HER DAUGHTER WAS SITTING IN THE SEAT BEHIND THE DRIVERS SEAT. THE BUTTON THAT CLOSSES THE AUTOMATIC SLIDING DOOR WAS BUMPED. THE DOOR STARTED CLOSING, HER FOOT SLIPPED OFF THAT PLASTIC PIECE ON THE FLOOR AND INTO THE TRIANGULAR GAP. THE SENSORS NEVER PICKED UP THAT SOMETHING WAS IN THE DOOR SINCE IT WAS NOT ACTUALLY IN FRONT OF THE DOOR AND NEVER STOPPED CLOSING. THANKFULLY I WAS STANDING CLOSE ENOUGH THAT WHEN SHE SCREAMED, I REACHED IN AND GRABBED HER FOOT. SHE HAD ON BOOTS & JEANS AND STILL HAD A MARK AND BRUISE ON HER SHIN. WE STUCK A SHOE INTO THIS GAP AND CLOSED THE DOOR ON IT TO SEE IF THE SENSOR WOULD SEE IT. IT TORE THE SHOE AND NEVER STOPPED CLOSING. I TOLD CHEVY ABOUT THE PROBLEM AND THAT I WANTED MY VAN FIXED SO NO ONE ELSE GETS INJURED.THEY SAID THERE IS NO FIX & TO SHUT OFF THE AUTOMATIC FEATURE TO AVOID THIS. ONE PROBLEM-WHEN YOU SHUT OFF THIS FEATURE, YOU HAVE TO TUG HARDER TO SHUT THE DOOR. IF A KID'S FOOT GOES INTO THE GAP WHILE I'M SHUTTING THE DOOR MANUALLY, I WON'T BE ABLE TO STOP THE FORWARD MOTION IN TIME TO NOT CAUSE INJURY. CHEVY SAID THERE IS NOTHING I CAN DO UNLESS ENOUGH PEOPLE COMPLAIN & THEN THEY WILL LOOK INTO A FIX. I AM VERY WORRIED ABOUT THIS WITH MY CHILDREN. I WANT MY VAN FIXED OR A VAN COMPARABLE ONE THAT DOES NOT HAVE THIS PROBLEM. I ALSO FEEL THAT MY COUSIN SHOULD ALSO BE COMPENSATED IN SOME WAY. *NM

20060112	618261	GMC	ENVOY DENALI	200	N	N			OTHER	MI	
1GKET63M562	20060112		700								

DT: THE CONTACT STATED THE ACCELERATOR PEDAL IN THE VEHICLE BECAME STUCK UNDER THE FLOOR MAT. THE CONTACT STATED THE FLOOR MATS WERE TOO BIG. THE VEHICLE WAS TAKEN TO THE DEALERSHIP AND THERE WAS NOTHING THAT COULD BE DONE ABOUT THE PROBLEM.*AK THE CONSUMER STATED THE PEDALS ARE DESIGNED DIFFERENTLY NOW. UPDATED 02/06/07. *JB

20060117	575336	CHEVROLET	MALIBU CLASSIC	200	Y	N			ENGINE AND ENGINE COOLING	NC	
1G1ND52F65M	20060117		35042								

DT*: THE CONSUMER STATED THE ENGINE STALLED WITHOUT PRIOR WARNING. WHEN THIS OCCURRED THERE WAS A LOSS OF ALL POWER AND NO WARNING LIGHTS ILLUMINATED. THE CONSUMER WAS DRIVING AROUND A SHARP CURVE WHEN THE ENGINE STALLED AND LOST CONTROL OF THE VEHICLE. ALTHOUGH THERE WAS A CRASH, THERE WERE NO INJURIES OR DAMAGE TO THE VEHICLE. THE POLICE WERE NOT CONTACTED. THE VEHICLE WAS SEEN BY A DEALER, BUT THE SERVICE DEPARTMENT WAS UNABLE TO DUPLICATE THE PROBLEM. IN ADDITION TO THE STALLING PROBLEM, THE TRUNK LID LEAKED ALLOWING RAIN TO ENTER THE TRUNK COMPARTMENT. THE TRUNK CARPETING WAS REPLACED, BUT THE TRUNK LID CONTINUES TO LEAK. PRIOR TO THE PROBLEMS, THE VEHICLE WAS EXPOSED TO A HURRICANE BUT DID NOT

20060117	575337	CHEVROLET	MALIBU CLASSIC	200	Y	N			STRUCTURE	NC	
1G1ND52F65M	20060117		35042								

DT*: THE CONSUMER STATED THE ENGINE STALLED WITHOUT PRIOR WARNING. WHEN THIS OCCURRED THERE WAS A LOSS OF ALL POWER AND NO WARNING LIGHTS ILLUMINATED. THE CONSUMER WAS DRIVING AROUND A SHARP CURVE WHEN THE ENGINE STALLED AND LOST CONTROL OF THE VEHICLE. ALTHOUGH THERE WAS A CRASH, THERE WERE NO INJURIES OR DAMAGE TO THE VEHICLE. THE POLICE WERE NOT CONTACTED. THE VEHICLE WAS SEEN BY A DEALER, BUT THE SERVICE DEPARTMENT WAS UNABLE TO DUPLICATE THE PROBLEM. IN ADDITION TO THE STALLING PROBLEM, THE TRUNK LID LEAKED ALLOWING RAIN TO ENTER THE TRUNK COMPARTMENT. THE TRUNK CARPETING WAS REPLACED, BUT THE TRUNK LID CONTINUES TO LEAK. PRIOR TO THE PROBLEMS, THE VEHICLE WAS EXPOSED TO A HURRICANE BUT DID NOT

20060310 599473 CHEVROLET TRAILBLAZER 200 Y N 1 OTHER IN
 1GNET13H462 20060310 1842

6

DT*: THE CONTACT STATED WHILE DRIVING 35 MPH THE FLOOR MAT TRAPPED THE ACCELERATOR PEDAL CAUSING THE VEHICLE TO SPEED OUT OF CONTROL. THE VEHICLE CRASHED INTO A FENCE POST AND A POWER LINE GUIDE WIRE. SEAT BELTS WERE IN USE HOWEVER MINOR INJURIES WERE SUSTAINED. THE VEHICLE WAS TOWED TO AN INDEPENDENT REPAIR SHOP FOR REPAIRS. THE MANUFACTURER HAS BEEN

ALERTED. *AK UPDATED 03/28/06. *JB UPDATED 8/14/2006 - *NM

20060322 581879 CHEVROLET TRAILBLAZER 200 N N STRUCTURE:BODY:ROOF AND PILLARS CA
 1GNES16S936 20060322

3

A COUPLE DAYS AFTER I BOUGHT THE USED VEHICLE I NOTICED THE DRIVER FLOOR MAT VERY SATURATED AND SOAKING WET WITH WATER AND NOW I NOTICED ALL 4 DOORS HAVE WATER LEAKING INTO THE DOOR CAUSING ALL THE DOOR SPEAKERS TO BURN OUT. *JB

20060323 583048 BUICK CENTURY 200 N N 0 0 STRUCTURE NY
 2G4WS52J731 20060323 72000

3

MY 2003 BUICK CENTURY'S WINDSHIELD LOWER SEAL FAILED AROUND THE CABIN-FILTER AREA AND ALLOWED WATER TO RUN DOWN THE FIREWALL AND INTO MY CAR UNDER MY CARPETING AND POOL ON THE FLOOR.

THIS CORRODED THE WIRES LEADING TO MY POWER DRIVER'S SEAT. THESE WIRES ALSO LEAD TO A DEVICE THAT CONTROLS THE AIRBAGS (A SENSOR?). GM TOOK MY SEATS, CONSOLE AND CARPETING OUT TO

FIX THE WIRING. HAD THE AIRBAG NEEDED TO DEPLOY, I DOUBT IT WOULD HAVE GIVEN THE CONDITION OF THE WIRING, AND/OR IT CERTAINLY WOULD MOST LIKELY CORRODE THAT SENSOR SOONER OR LATER,

RENDERING IT AND THEREFORE THE AIRBAG, USELESS. THE GM MECHANIC SAID THAT,"THIS HAS BEEN A DESIGN FLAW BY GM FOR MANY YEARS WITH THE BUICK CENTURY" -- I THINK HE MENTIONED 2002 TO 2004

MODELS. HE SAID HE'S SEEN THIS MANY TIMES. THE MANAGER AT THE BUICK DEALER SAID THAT HE TOLD THE GM REPRESENTATIVE FROM THEIR CUSTOMER ASSISTANCE OFFICE THAT THE DEFECT WAS NOT DUE

TO ME AS THE OWNER, WAS NOT DUE TO THE AGING OF THE CAR, AND THAT HE HAS HAD TO DEAL WITH THIS PARTICULAR PROBLEM MANY TIMES. GM REFUSES TO ACKNOWLEDGE THE DANGER TO THE AIRBAG

SYSTEM. GM ALSO REFUSES TO ADMIT THAT THIS IS THEIR DESIGN FLAW, DESPITE THEIR OWN SERVICE MANAGERS AND MECHANICS SAYING THAT IT IS. GM REFUSES TO PAY FOR ANY PART OF THE REPAIRS. GM

SAYS YOU HAVE TO BE THE ORIGINAL OWNER, GET IT SERVICED AT THIS PARTICULAR GM DEALER REGULARLY, AND BECAUSE IT HAS 73,000 MILES ON IT THEY "CAN NOT HELP". WHAT DIFFERENCE DO THESE

VARIABLES MAKE? MY CARPET IS NASTY (COST TO REPLACE "JUST THE CARPET" -- \$500.00), MY POWER SEAT WILL PROBABLY WORK NOW, I'M OUT \$500.00+ FOR LABOR, AND I CAN'T COUNT ON MY AIRBAG TO

DEPLOY IN A CRASH. IN MY OPINION, THE 2003 BUICK CENTURY IS DANGEROUS GM'S FAILING TO FIX OR ACKNOWLEDGE A PROBLEM THAT COULD LEAD TO AIRBAG DEPLOYMENT FAILURE, WHICH COULD RESULT

IN PERSONAL INJURY OR DEATH. AND IT'S COSTING ITS CONSUMERS \$100.00'S OF DOLLARS TO FIX ON OUR OWN, AND WHO KNOWS HOW MANY LIVES. *JB

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060331	584454	PONTIAC	GRAND AM	199	N	N	0	0	STRUCTURE	NC	
	1G2NE52T2VM	20060331	85000								

7

IN 2001, DRIVER SIDE WINDOW MOTOR DOES NOT OPERATE ANYMORE. REPLACED IT. (\$150). IN 2003, DRIVER WINDOW MOTOR AND PASSENGER AND REAR PASSENGER MOTOR DIES ONCE AGAIN. REPLACED ALL MOTORS, NOW THEY ARE DEAD AGAIN. ESPECIALLY WHEN MY AC DOES NOT WORK EITHER. IN 2004, HEATER CORE AND WATER PUMP BROKEN. REPAIRED. NOW I HAVE A WATER LEAK IN THE DRIVER'S FLOOR AREA WHICH RUINED MY CARPET AND THAT HAS TO BE REPLACED! ANOTHER \$200. IT SEEMS IT ALL EVOLVES AROUND ELECTRICAL PROBLEMS. *NM

20060331	583215	PONTIAC	GRAND AM	199	N	N	0	0	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	NC	
	1G2NE52T2VM	20060331	85000								

7

IN 2001, DRIVER SIDE WINDOW MOTOR DOES NOT OPERATE ANYMORE. REPLACED IT. (\$150). IN 2003, DRIVER WINDOW MOTOR AND PASSENGER AND REAR PASSENGER MOTOR DIES ONCE AGAIN. REPLACED ALL MOTORS, NOW THEY ARE DEAD AGAIN. ESPECIALLY WHEN MY AC DOES NOT WORK EITHER. IN 2004, HEATER CORE AND WATER PUMP BROKEN. REPAIRED. NOW I HAVE A WATER LEAK IN THE DRIVER'S FLOOR AREA WHICH RUINED MY CARPET AND THAT HAS TO BE REPLACED! ANOTHER \$200. IT SEEMS IT ALL EVOLVES AROUND ELECTRICAL PROBLEMS. *NM

20060331	584452	PONTIAC	GRAND AM	199	N	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	NC	
	1G2NE52T2VM	20060331	85000								

7

IN 2001, DRIVER SIDE WINDOW MOTOR DOES NOT OPERATE ANYMORE. REPLACED IT. (\$150). IN 2003, DRIVER WINDOW MOTOR AND PASSENGER AND REAR PASSENGER MOTOR DIES ONCE AGAIN. REPLACED ALL MOTORS, NOW THEY ARE DEAD AGAIN. ESPECIALLY WHEN MY AC DOES NOT WORK EITHER. IN 2004, HEATER CORE AND WATER PUMP BROKEN. REPAIRED. NOW I HAVE A WATER LEAK IN THE DRIVER'S FLOOR AREA WHICH RUINED MY CARPET AND THAT HAS TO BE REPLACED! ANOTHER \$200. IT SEEMS IT ALL EVOLVES AROUND ELECTRICAL PROBLEMS. *NM

20060331	584547	CHEVROLET	TRAILBLAZER	200	N	N			OTHER	RI	
	1GNDDT13SX52	20060331									

5

MY HEAD LINER HAS FALLEN DOWN 4 TIMES AND NEVER BEEN REPLACE, JUST REGLUED OR RE VELCROED, AND THE NOISES THAT COME FROM MY WINDOWS ARE QUITE LOUD AND IF WINDY THE FRONT PASSENGER WINDOW GIVES A WHISTLE, THIS WAS NOT THE CASE WHEN I PURCHASED THE VEHICLE BUT HAS GOTTEN PROGRESSIVELY WORSE AND I AM TOLD IT IS NORMAL WIND NOISE(INCLUDING THE WHISTLE THAT THEY WERE ABLE TO DUPLICATE) AND NOTHING CAN BE DONE, MY CARPET UNDER THE MAT IN THE DRIVERS SEAT RIPPED (AFTER 6 MOS OLD) AND THE NUMBERS ON MY RADIO 1-6,EXCEPT 4, AND THE BAND BUTTON HAS STARTED TO RUB OFF AFTER ABOUT 6 MOS OLD WHICH I WAS AGAIN TOLD WAS NORMAL AND IT'S BECAUSE I CHANGE STATIONS OFTEN. INCIDENT DATE TO FOLLOW WAS LAST DATE REPAIRED. *NM

20060331	584548	CHEVROLET	TRAILBLAZER	200	N	N			STRUCTURE	RI	
	1GNDDT13SX52	20060331									

5

MY HEAD LINER HAS FALLEN DOWN 4 TIMES AND NEVER BEEN REPLACE, JUST REGLUED OR RE VELCROED, AND THE NOISES THAT COME FROM MY WINDOWS ARE QUITE LOUD AND IF WINDY THE FRONT PASSENGER WINDOW GIVES A WHISTLE, THIS WAS NOT THE CASE WHEN I PURCHASED THE VEHICLE BUT HAS GOTTEN PROGRESSIVELY WORSE AND I AM TOLD IT IS NORMAL WIND NOISE(INCLUDING THE WHISTLE THAT THEY WERE ABLE TO DUPLICATE) AND NOTHING CAN BE DONE, MY CARPET UNDER THE MAT IN THE DRIVERS SEAT RIPPED (AFTER 6 MOS OLD) AND THE NUMBERS ON MY RADIO 1-6,EXCEPT 4, AND THE BAND BUTTON HAS STARTED TO RUB OFF AFTER ABOUT 6 MOS OLD WHICH I WAS AGAIN TOLD WAS NORMAL AND IT'S BECAUSE I CHANGE STATIONS OFTEN. INCIDENT DATE TO FOLLOW WAS LAST DATE REPAIRED. *NM

20060406	584398	PONTIAC	GRAND PRIX	200	N	N	0	0	STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS	00	
				4							

AFTER GOING THROUGH AUTOMATIC CAR WASH, NOTICED THAT THE CARPETING ON PASSENGER'S SIDE, BOTH FRONT AND BACK (JUST DEEP CARPETED AREAS, NOT UNDER SEATS) WERE COMPLETELY SATURATED WITH WATER. WATER WAS CLEANED OUT, AND CARPET DRIED. WHEN WE ADVISED DEALERSHIP SERVICE DEPT, THEY ADVISED THAT WE SHOULDN'T TAKE THE CAR THROUGH

CAR WASH WITH UNDERBODY WASH.

OUR CONCERN REGARDLESS OF THIS, IS THAT THIS QUICK TRIP THROUGH THE CAR WASH, CREATED THAT MUCH MOISTURE, MEANING THERE IS A SERIOUS BREACH OF THE BODY INTEGRITY UNDER THE CAR.*JB

20060412	583776	CHEVROLET	BLAZER	199	N	Y	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	IN
1GNDT13W6X2		20060412	85000							

9

1999 CHEVROLET S10 BLAZER STARTED VEHICLE, DROVE DOWN DRIVEWAY OUT ON TO STREET. SMELLED SMOKE, RETURNED HOME. FOUND BACK OF DRIVERS SEAT ON FIRE, PUT OUT WITH GARDEN HOSE. WIRING

UNDER DRIVERS SEAT STARTED ON FIRE? WE DO NOT HAVE HEATED OR POWER SEATS ON VEHICLE AND WE DON'T SMOKE. DAMAGE WAS BURNED SEAT, CARPET, REAR FLOOR MAT, MELTED WIRING. THE VEHICLE

DOES HAVE THE HAZARD/BLINKER THAT TURNS ON INTERMITTENTLY FOR NO APPARENT REASON. DON'T KNOW IF THIS IS RELATED. *JB

20060517	588668	CHEVROLET	VENTURE	199	N	N	0	0	EXTERIOR LIGHTING:HEADLIGHTS	FL
1GNDX03E8XD		20060517	3000							

9

I HAVE HAD SO MANY PROBLEMS 1. THE INNER BRAKE PADS WORE DOWN TO THE STEEL RUINING THE INSIDE OF BOTH ROTORS ABOUT 3,000 MILES. UNDER WARRANTY. BUT THE BRAKE PADS. 2. BATTERY ACID IS

CORRODING ABOUT 4,000 MILES THE DEALERSHIP PAY ALL STILL UNDER WARRANTY 3. BATTERY AGAIN BUT IT TURN OUT TO BE THE ALTERNATOR ABOUT 6,500 THE DEALERSHIP PAY UNDER WARRANTY. 4. THE

TREAD COMPLETELY SEPARATED FROM THE SIDEWALL. P215/70R15, FIRE STONE ON ALL FOUR TIRES. DEALERSHIP DID NOT COVER TIRE HAVE NO WARRANTY ON NEW VEHICLE 7,000 MILES 5. WATER LEAK, AND

CARPET IS WET EVERY TIME IT RAINS I FEEL IT IS COMING FROM THE WINDSHIELD. WARRANTY DOES NOT COVER. 8,000 STILL DOES IT AT 50,256. 6. LIGHTER KEEP SHORTING OUT AND AC KEEP MESS UP UNDER THE

WARRANTY 7. WHILE DRIVING THE CHECK OIL LIGHT AND THE BATTERY LINE CAME ON. THE VEHICLE SHUT OFF, LOOSING ALL POWER THE INTAKE MANIFOLD UNDER WARRANTY 38,000 MILES. 8. INTAKE MANIFOLD

FIX CAME HOME MY LIGHTS WAS MESS UP WHEN PUT ON MY BRAKES THE FOUR WAY FLASHER CAME ON WHEN I PUT MY LEFT TURN SIGNALS THE RIGHT ONE WOULD CAME ON PUT THE RIGHT TURN SIGNALS THE

LEFT ONE WOULD COME ON TOOK IT BACK THEY HAD TO REPAIRED ENTIRE WIRING SYSTEM BECAUSE OF OVER HEARTED BURN IT UP UNDER WARRANT 9. BATTERY ACID IS CORRODING THE BATTERY PAN AND

SURROUNDING COMPONENTS, POSITIVE CABLE CONNECTED TO BATTERY HAS FALLEN OFF,38,500 NOT COVER 6 YEAR WAS UP. 10. POWER STEERING FLUID SPRAYING FLUID ONTO THE ENGINE AND SERPENTINE

BELT THE DEALERSHIP DID NOT PUT CAP BACK ON POWER STEERING. 11. POWER LOCKS WILL NOT OPERATE FROM DOOR SWITCHES ONLY FROM THE REMOTE POWER WINDOW. BACK AC DOES NOT WORK. 12.

CONNECTOR LEFT AND RIGHT MELT TAIL LIGHTS, STOP LIGHTS, TURN SIGNALS ABOUT 42,000. 13. THERE IS A THUMP NOISE WHEN STOPPING AND TAKING OFF. 14. STRONG SMELL OF FUEL WHEN PARKED. 15.

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060517	588488	CHEVROLET	VENTURE	199	N	N	0	0	LATCHES/LOCKS/LINKAGES:DOORS:LATCH	FL	
	1GNDX03E8XD	20060517	3000								

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20060517	588029	CHEVROLET	VENTURE	199	N	N	0	0	STEERING:HYDRAULIC POWER ASSIST SYSTEM	FL	
	1GNDX03E8XD	20060517	3000								

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20060517	587843	CHEVROLET	VENTURE	199	N	N	0	0	TIRES:TREAD/BELT	FL	
	1GNDX03E8XD	20060517	3000								

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20060517 588406	CHEVROLET	VENTURE	199	N	N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION	FL
1GNDX03E8XD	20060517	3000							
			9					COMPONENTS:DISC:PADS	

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060517	588583	CHEVROLET	VENTURE	199	N	N	0	0	ELECTRICAL SYSTEM	FL	
1GNDX03E8XD	20060517		3000								

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20060517	587934	CHEVROLET	VENTURE	199	N	N	0	0	STRUCTURE	FL	
1GNDX03E8XD	20060517		3000								

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20060517	588030	CHEVROLET	VENTURE	199	N	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	FL	
1GNDX03E8XD	20060517		3000								

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20060517 588584	CHEVROLET	VENTURE	199	N	N	0	0	ENGINE AND ENGINE COOLING	FL
1GNDX03E8XD	20060517	3000							

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060524	588985	PONTIAC	GRAND PRIX	200	N	N			OTHER	IN	
2G2WP522641	20060524										

4

I READ THE COMPLAINT ABOUT THE VEHICLE UNDER BODY BEING SOAKED FROM A DRIVER TAKEN IT THROUGH THE AUTOMATIC CAR WASH. I JUST NOTICED THAT MY CLOTHES LEFT ON THE SEAT IN PASSENGER

SIDE FRONT AND BACK. THAT ALSO THE CARPET AND MATS WERE SATURATED AS WELL WAS MY CLOTHES. SO I OBVIOUSLY HAVE THE SAME PROBLEM AS THE OTHER COMPLAINANT. I HAVEN'T TAKEN IT IN YET BUT

I AM GOING TO SEE IF SOMETHING CAN BE DONE. NOT SURE OF EXACT INCIDENT DATE. I KNOW MY CLOTHES HAVE BEEN SOAKED FOR A FEW MONTHS NOW I HAVE NOTICED BUT NEVER THOUGHT ANYTHING OF IT.

THEN I LIFTED UP THE MAT THE OTHER DAY. AND NOTICED THE CARPET. *JB

20060531	589533	BUICK	SKYLARK	199	N	N	0	0	STRUCTURE	CA	
1G4NV55M3SC	20060531		101400								

5

THE GM N-BODY CARS FROM 1992-1995 HAVE A PROBLEM WITH WATER LEAKING INTO THE PASSENGER COMPARTMENT. I HAD THIS FIXED FOR \$350 AT A GM DEALER A FEW YEARS BACK BUT THE PROBLEM IS

RECURRING. WATER COMES IN THROUGH THE FIREWALL AND SOAKS THE CARPET. IT HAPPENS WHEN THE CAR IS WASHED OR WHEN IT RAINS. MY CAR IS A 1995 SKYLARK, BUT THIS HAS ALSO HAPPENED TO OTHER

GM CARS FROM THESE YEARS TOO. THERE IS NO EXCUSE FOR THIS DESIGN FLAW. CAR MANUFACTURERS HAVE HAD OVER 100 YEARS TO FIGURE OUT HOW TO KEEP WATER OUT OF A VEHICLE. I BELIEVE THERE IS

A SERVICE BULLETIN FOR THIS PROBLEM BUT THERE SHOULD BE A RECALL TOO IN ORDER TO SOLVE THIS PROBLEM WITHOUT ME HAVING TO GO BACK TO A GM DEALER TO LOSE MORE MONEY ON A TEMPORARY

FIX. IF THIS PROBLEM IS LEFT UNCHECKED, IT WILL CAUSE RUST-THROUGH IN THE FIREWALL AND FLOORBOARDS. I WOULD NOT EVEN HAVE CONSIDERED BUYING THIS CAR HAD I KNOWN ABOUT THIS PROBLEM. *NM

20060531	589625	D	14048271	999	N	N	0	0	EQUIPMENT:OTHER:LABELS	CA	
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20060602	588537	OLDSMOBILE	ALERO	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MA	
1G3NL52E11C	20060602		52000								

1

DT*: THE CONTACT STATED WHEN THE INSIDE OF THE VEHICLE WAS HOT, THE ACCELERATOR PEDAL WOULD STICK CAUSING RAPID ACCELERATION. THERE IS A NHTSA RECALL, # 04V528000, REGARDING THE

ACCELERATOR PEDAL. THE YEAR WAS NOT INCLUDED IN THE RECALL. NO ONE COULD DUPLICATE THE CONSUMERS CONCERN. ONE OF THE MECHANIC'S SUGGESTED THAT MAYBE THE FLOOR MAT WAS IN THE WAY.

20060623	591189	CHEVROLET	TRAILBLAZER	200	N	N	0	0	FUEL SYSTEM, GASOLINE:DELIVERY:HOSES, LINES/PIPING, AND FITTINGS	IN	
				4							

I WAS JUST READING THE COMPLAINTS & THOUGHT I WOULD SUBMIT A FEW OF MY OWN. GAS FILLING IS ALWAYS A TASK AS TANK ALWAYS SEEMS TO "OVERFLOW" & GAS SPRAYS OUT EVERYWHERE. I WAS TOLD IT

IS BECAUSE OF THE TYPE OF FILLER LINE THAT GM USES. HEADLIGHTS CONSTANTLY GOING FROM NORMAL TO DIM, TO DIMMER, THEN BACK TO NORMAL, REGARDLESS OF DRIVING CONDITIONS. SAW THE ONE FROM

THE PERSON BEING SHOCKED, THIS TOO HAS ALWAYS HAPPENED TO ME SINCE THE FIRST DAY I BOUGHT THE TRAILBLAZER. IF I TOUCH THE METAL OF THE DOOR UPON EXITING THE VEHICLE THERES A LARGE JOLT

FROM STATIC ELECTRICITY I ASSUME. THE ARC FROM THIS JOLT IS VERY VISIBLE & I ESTIMATE IT TO 2 INCHES IN LENGTH AT TIMES (LONGER YOUR IN THE VEHILCE...BIGGER THE

ARC). ALL THE RUBBER TRIM ON THE BACKHATH HAS COME OFF. PLASTIC LINING USED ON FENDERWELLS CONSTANTLY COMING LOOSE & MUST BE REATTACHED. CARPET AROUND PEDALS HAS ALL COME LOOSE. I BOUGHT THIS VEHICLE NOV. 1 2004 & IT IS HARDLY BEEN DRIVEN WITH ONLY 6,000 MILES YET SEEMS TO BE FALLING APART ALREADY. *JB

20060623 591188 CHEVROLET TRAILBLAZER 200 N N 0 0 STRUCTURE IN
4

I WAS JUST READING THE COMPLAINTS & THOUGHT I WOULD SUBMIT A FEW OF MY OWN. GAS FILLING IS ALWAYS A TASK AS TANK ALWAYS SEEMS TO "OVERFLOW" & GAS SPRAYS OUT EVERYWHERE. I WAS TOLD IT IS BECAUSE OF THE TYPE OF FILLER LINE THAT GM USES. HEADLIGHTS CONSTANTLY GOING FROM NORMAL TO DIM, TO DIMMER, THEN BACK TO NORMAL, REGARDLESS OF DRIVING CONDITIONS. SAW THE ONE FROM THE PERSON BEING SHOCKED, THIS TOO HAS ALWAYS HAPPENED TO ME SINCE THE FIRST DAY I BOUGHT THE TRAILBLAZER. IF I TOUCH THE METAL OF THE DOOR UPON EXITING THE VEHICLE THERES A LARGE JOLT FROM STATIC ELECTRICITY I ASSUME. THE ARC FROM THIS JOLT IS VERY VISIBLE & I ESTIMATE IT TO 2 INCHES IN LENGTH AT TIMES (LONGER YOUR IN THE VEHLCE...BIGGER THE ARC). ALL THE RUBBER TRIM ON THE BACKHATH HAS COME OFF. PLASTIC LINING USED ON FENDERWELLS CONSTANTLY COMING LOOSE & MUST BE REATTACHED. CARPET AROUND PEDALS HAS ALL COME LOOSE. I BOUGHT THIS VEHICLE NOV. 1 2004 & IT IS HARDLY BEEN DRIVEN WITH ONLY 6,000 MILES YET SEEMS TO BE FALLING APART ALREADY. *JB

20060623 591190 CHEVROLET TRAILBLAZER 200 N N 0 0 EXTERIOR LIGHTING:HEADLIGHTS IN
4

I WAS JUST READING THE COMPLAINTS & THOUGHT I WOULD SUBMIT A FEW OF MY OWN. GAS FILLING IS ALWAYS A TASK AS TANK ALWAYS SEEMS TO "OVERFLOW" & GAS SPRAYS OUT EVERYWHERE. I WAS TOLD IT IS BECAUSE OF THE TYPE OF FILLER LINE THAT GM USES. HEADLIGHTS CONSTANTLY GOING FROM NORMAL TO DIM, TO DIMMER, THEN BACK TO NORMAL, REGARDLESS OF DRIVING CONDITIONS. SAW THE ONE FROM THE PERSON BEING SHOCKED, THIS TOO HAS ALWAYS HAPPENED TO ME SINCE THE FIRST DAY I BOUGHT THE TRAILBLAZER. IF I TOUCH THE METAL OF THE DOOR UPON EXITING THE VEHICLE THERES A LARGE JOLT FROM STATIC ELECTRICITY I ASSUME. THE ARC FROM THIS JOLT IS VERY VISIBLE & I ESTIMATE IT TO 2 INCHES IN LENGTH AT TIMES (LONGER YOUR IN THE VEHLCE...BIGGER THE ARC). ALL THE RUBBER TRIM ON THE BACKHATH HAS COME OFF. PLASTIC LINING USED ON FENDERWELLS CONSTANTLY COMING LOOSE & MUST BE REATTACHED. CARPET AROUND PEDALS HAS ALL COME LOOSE. I BOUGHT THIS VEHICLE NOV. 1 2004 & IT IS HARDLY BEEN DRIVEN WITH ONLY 6,000 MILES YET SEEMS TO BE FALLING APART ALREADY. *JB

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060724	595912	CHEVROLET	TRAILBLAZER	200	N	N			STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS	WV	
1GNET16S236	20060724		76000 EXT	3							
<p>DT*: THE CONTACT STATED, WHILE DRIVING OR PARKED, THE VEHICLE LEAKS WATER FROM RAIN AND PUDDLES ON THE ROAD INTO THE INTERIOR OF THE VEHICLE. THE FIRST LEAK ENTERED THROUGH THE LEFT REAR DOOR. WHILE THE SECOND LEAK ENTERED FROM THE LEFT REAR WHEEL FENDER SHIELDING. THE WATER FROM THE LEAKS CAUSED MOLD IN THE CARPETING OF THE VEHICLE. THE MANUFACTURER DETERMINED THE VEHICLE WAS BEYOND THE WARRANTY LIMITATIONS. THE DEALER OFFERED TO REPAIR AND REPLACE THE CARPETING AT THE OWNER'S EXPENSE.</p>											
20060724	595455	CHEVROLET	TRAILBLAZER	200	N	N			STRUCTURE:BODY:DOOR	WV	
1GNET16S236	20060724		76000 EXT	3							
<p>DT*: THE CONTACT STATED, WHILE DRIVING OR PARKED, THE VEHICLE LEAKS WATER FROM RAIN AND PUDDLES ON THE ROAD INTO THE INTERIOR OF THE VEHICLE. THE FIRST LEAK ENTERED THROUGH THE LEFT REAR DOOR. WHILE THE SECOND LEAK ENTERED FROM THE LEFT REAR WHEEL FENDER SHIELDING. THE WATER FROM THE LEAKS CAUSED MOLD IN THE CARPETING OF THE VEHICLE. THE MANUFACTURER DETERMINED THE VEHICLE WAS BEYOND THE WARRANTY LIMITATIONS. THE DEALER OFFERED TO REPAIR AND REPLACE THE CARPETING AT THE OWNER'S EXPENSE.</p>											
20060731	595319	CHEVROLET	TRAILBLAZER	200	N	N	0	0	OTHER	IN	
1GNET13H462	20060731		6375	6							
<p>WHEN I PRESSED THE ACCELERATOR PEDAL TO THE FLOOR ALL THE WAY, THE FLOOR MAT TRAPPED IT WIDE OPEN. THIS IN RETURN CAUSED THE VEHICLE TO SPEED OUT OF CONTROL. THIS IS THE THIRD INCIDENT WITH THIS TYPE OF VEHICLE BETWEEN MY FIANCE AND I THAT THIS HAS HAPPENED TO. BECAUSE I WAS AWARE OF THIS PROBLEM I JUST KICKED THE FLOOR MAT AND THE ACCELERATOR PEDAL WAS RELEASED. VERY SCARY FEELING IF YOU DON'T KNOW WHAT TO DO. *JB</p>											
20060731	595318	CHEVROLET	TRAILBLAZER	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IN	
1GNET13H462	20060731		6375	6							
<p>WHEN I PRESSED THE ACCELERATOR PEDAL TO THE FLOOR ALL THE WAY, THE FLOOR MAT TRAPPED IT WIDE OPEN. THIS IN RETURN CAUSED THE VEHICLE TO SPEED OUT OF CONTROL. THIS IS THE THIRD INCIDENT WITH THIS TYPE OF VEHICLE BETWEEN MY FIANCE AND I THAT THIS HAS HAPPENED TO. BECAUSE I WAS AWARE OF THIS PROBLEM I JUST KICKED THE FLOOR MAT AND THE ACCELERATOR PEDAL WAS RELEASED. VERY SCARY FEELING IF YOU DON'T KNOW WHAT TO DO. *JB</p>											
20060828	600162	CHEVROLET	AVALANCHE	200	N	N	0	0	STRUCTURE	NY	
3GNEK12Z35G	20060828		7000 1500	5							
<p>(1) NORMAL DRIVING USE - WITH LIMITED USAGE OF MID GATE. (2) WHILE RAINING WATER ENTERS THE CAB THROUGH THE MID GATE, CAUSING THE CARPET AND MATTING TO BECOME SOAKED WITH WATER TO THE POINT THAT WATER POOLS ON TOP OF THE CARPET. THIS MORE THAN LIKELY WILL RESULT IN THE IMMEDIATE RUSTING OF THE FLOOR AND POSSIBLE GROWING OF MOLD IN THE CONSTANTLY WET CARPET AND MATTING. (3)DEALERSHIP HAS REPLACED AND SEALS ON SEVERAL LOCATION WAS WELL AS ADDED ADDITIONAL SILICONE, ALTHOUGH NO ATTEMPT AT REPAIR HAVE BEEN SUCCESSFUL IN SLOWING DOWN OR</p>											
20060828	600063	CHEVROLET	AVALANCHE	200	N	N	0	0	OTHER	NY	
3GNEK12Z35G	20060828		7000 1500	5							
<p>(1) NORMAL DRIVING USE - WITH LIMITED USAGE OF MID GATE. (2) WHILE RAINING WATER ENTERS THE CAB THROUGH THE MID GATE, CAUSING THE CARPET AND MATTING TO BECOME SOAKED WITH WATER TO THE POINT THAT WATER POOLS ON TOP OF THE CARPET. THIS MORE THAN LIKELY WILL RESULT IN THE IMMEDIATE RUSTING OF THE FLOOR AND POSSIBLE GROWING OF MOLD IN THE CONSTANTLY WET CARPET AND MATTING. (3)DEALERSHIP HAS REPLACED AND SEALS ON SEVERAL LOCATION WAS WELL AS ADDED ADDITIONAL SILICONE, ALTHOUGH NO ATTEMPT AT REPAIR HAVE BEEN SUCCESSFUL IN SLOWING DOWN OR</p>											
20060829	599719	SATURN	SL	199	N	N	0	0	POWER TRAIN:MANUAL TRANSMISSION:FLOOR SHIFT	FL	

LIKE MANY OTHER OWNERS OF SATURN AUTOMOBILES WITH FIVE-SPEED MANUAL TRANSMISSIONS, I HAD THE BUSHING ON THE SHIFT CABLE BREAK. THE REPAIR SET ME BACK \$400. FROM WHAT I HAVE SEEN ON

THE INTERNET (HTTP://WWW.CHAOSMAGNET.COM/BLOG/ARCHIVES/000112.HTML) AND OTHER WEBSITES, THIS IS A COMMON PROBLEM. I HAVE A 1999 SATURN SL. ACCORDING TO REPORTS FROM MANY PEOPLE, THIS

PROBLEM HAS PERSISTED OVER MANY MODEL YEARS. MY QUESTION TO YOU IS THIS: WHY HAS SATURN BEEN ALLOWED TO PROVIDE A KNOWN FAULTY DESIGN TO THE AMERICAN PUBLIC? A SHIFT CABLE

BREAKING (RATHER THE CHEAP PLASTIC BUSHING WHICH ATTACHES TO THE SHIFT LEVER BREAKING) WHEN THE DRIVER IS IN TRAFFIC OR ON THE INTERSTATE HIGHWAY SYSTEM COULD CAUSE HAVOC AT THE VERY

LEAST. A DRIVER UNABLE TO SHIFT THE GEARS OF HIS VEHICLE COULD CAUSE PROBLEMS TO OTHERS ON THE ROAD. I WONDER HOW MANY ACCIDENTS THIS DESIGN FAULT HAS CAUSED. AGAIN I ASK, WHY HAS

THIS MANUFACTURER BEEN ALLOWED TO PROVIDE A FAULTY PRODUCT TO THE AMERICAN PUBLIC? WITH THE ADVENT OF THE INTERNET, MANY PEOPLE WHO HAVE A COMMON PROBLEM CAN DISCOVER JUST HOW

LARGE THE MAGNITUDE OF ANY PROBLEM CAN BE. I WONDER IF THE EXECUTIVES OF SATURN EXPECT TO "SWEEP THIS PROBLEM UNDER THE CARPET" LIKE THE EXECUTIVES OF FORD DURING THE "FLAMING PINTO"

ERA. LEE IACOCCA WAS EVEN ABLE TO GET A LARGE LOAN FROM THE AMERICAN TAXPAYERS TO HELP OUT CHRYSLER. ACCORDING TO WITNESSES, LEE (THEN AT FORD) AND OTHER FORD EXECUTIVES DECIDED

THAT PAYING INJURY LAWSUIT AWARDS WOULD BE CHEAPER THAN FIXING THE PROBLEM. WELL, THEY WERE WRONG -- THEY HAD TO DO BOTH. AGAIN I WONDER, WHY DOES THE U.S. GOVERNMENT ALLOW ANOTHER

AUTOMOBILE MANUFACTURER (SATURN) TO PRODUCE ANOTHER FAULTY PRODUCT? THANK YOU FOR YOUR ATTENTION TO THIS MATTER.*JB

20060831	607793	PONTIAC	MONTANA	199	N	N	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	FL
1GMDX03E3XD	20060831		154800					

DT*: THE CONTACT STATED THAT UPON ENTERING THE VEHICLE, THERE WERE NOTICEABLE WATER PUDDLES ON THE FLOOR OF BOTH THE DRIVER AND PASSENGER SIDES. THERE WAS ALSO A NOTICEABLY FOUL

SMELL COMING FROM THE INTERIOR CARPETS. THE MANUFACTURER WAS NOTIFIED, WHO REFERRED THE CONTACT TO A SERVICE DEALER. THE VEHICLE WAS TAKEN TO THE DEALER, WHERE IT WAS DETERMINED

THAT THE AIR CONDITIONER DRAIN ELBOW WAS MISSING. THERE WERE NO REPAIRS MADE. UPDATED 10/25/06. *JB

20060831	607794	PONTIAC	MONTANA	199	N	N	STRUCTURE	FL
1GMDX03E3XD	20060831		154800					

DT*: THE CONTACT STATED THAT UPON ENTERING THE VEHICLE, THERE WERE NOTICEABLE WATER PUDDLES ON THE FLOOR OF BOTH THE DRIVER AND PASSENGER SIDES. THERE WAS ALSO A NOTICEABLY FOUL

SMELL COMING FROM THE INTERIOR CARPETS. THE MANUFACTURER WAS NOTIFIED, WHO REFERRED THE CONTACT TO A SERVICE DEALER. THE VEHICLE WAS TAKEN TO THE DEALER, WHERE IT WAS DETERMINED

THAT THE AIR CONDITIONER DRAIN ELBOW WAS MISSING. THERE WERE NO REPAIRS MADE. UPDATED 10/25/06. *JB

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060906	600223	PONTIAC	GRAND AM	200	N	N	0	0	STRUCTURE	MD	
1G2NF12T61M	20060906										

1

EVERYTIME THERE IS A HEAVY RAIN THE FLOORS OF MY 2001 PONTIAC GRAND AM GETS SOAKED. YESTERDAY WAS BY FAR THE WORST OF ALL, THERE WAS ABOUT 3 INCHES OF STANDING WATER ON THE PASSENGER SIDE FLOOR. MY CAR SMELLS OF MILDEW AND THE CARPET IS RUINED. THIS SEEMS TO BE A COMMON PROBLEM FOR THIS CAR AND I WOULD LIKE TO SEE SOMETHING DONE ABOUT THIS. I FEEL LIKE I HAVE WASTED MY MONEY AND I STILL HAVE 2 YEARS OF PAYMENTS REMAINING. *NM

20061011	604509	CHEVROLET	T-SERIES	200	N	N	0	0	STRUCTURE	CA	
2GCEC13Z361	20061011		920								

6

WATER FROM OUTSIDE LEAKS INTO TRUCK BEHIND DASHBOARD, WHEN A/C IS RUNNING. WATER LEAKS ONTO CARPET - CENTER OF TRUCK UNDER DASH, TO CARPET UNDER GAS PEDDLE. WATER COULD BE LEAKING ALSO ONTO INTERIOR ELECTRICAL WIRING BEHIND DASHBOARD, HAVE SOME CONCERN FOR DAMAGE TO INTERIOR CAUSED BY WATER LEAKING INTO VEHICLE. *NM

20061130	614439	OLDSMOBILE	SILHOUETTE	200	N	N	1	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	MI	
1GHDX03E93D	20061130		95914								

3

DT*: THE CONTACT STATED DUE TO THE SHORT DRAIN LINE ON THE EVAPORATOR UNIT OF THE AIR CONDITIONING SYSTEM, THE MOISTURE BLEW BACK INTO THE VEHICLE SOAKING THE FIRE WALL AND THE CARPET. THE MOISTURE CAUSED MOLD AND UNHEALTHY AIR IN THE PASSENGER COMPARTMENT. THE CONTACT SUFFERED HEADACHES AND RESPIATORY PROBLEMS DUE TO THE MOLD CAUSED BY THE MOISTURE IN THE VEHICLE. THE SERVICE DEALER HAD MADE REPAIRS AND THE MANUFACTURER WAS NOTIFIED. UPDATED 12/28/2006 - *NM

20070127	616247	PONTIAC	GRAND AM	200	N	N			POWER TRAIN:CLUTCH ASSEMBLY:PEDAL/LINKAGE	CT	
1G2NE52F13C	20070127		55000								

3

A FEW TIMES, AS I ENGAGED THE CLUTCH, I FELT A TUGGING; I THOUGHT I HAD CAUGHT THE TOE OF MY SHOE ON THE FLOOR MAT. WITHIN A COUPLE OF WEEKS, I WAS DRIVING AND THE CLUTCH PEDAL GRABBED TO THE FLOOR AND WOULD NOT COME UP. WHEN I HAD THE CAR TOWED, THEY SAID THAT THE CABLE BETWEEN THE CLUTCH AND PEDAL HAD DISENGAGED; HOWEVER, THERE WERE NO BROKEN PARTS. WITHIN A WEEK OF THE COMPANY PUTTING THE CABLE BACK IN PLACE, THE SAME THING HAPPENED AGAIN. AT 3.5 YEARS AND 55,000 MILES, I HAD TO REPLACE THE MASTER CLUTCH CYLINDER BECAUSE THE CABLE WAS "GETTING HOOKED UP" IN THE CYLINDER. *JB

20070303	621313	CHEVROLET	AVALANCHE	200	N	N	0	0	AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE	OR	
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2

2002 CHEVY AVALANCHE'S MOST COMMON CONSUMER COMPLAINT IS "WATER LEAKING" INTO THE INTERIOR OF THE SUV. FRONT FLOORS ARE COMPLETELY SOAKED WITH STANDING WATER. DEALERSHIP HAS TRIED VARIED METHOD'S TO FIX. THE REASON FOR COMPLAINT< AND PLEASE PAY ATTENTION TO THIS: NOT ONLY ARE THESE REPORTED PROBLEMS INCONVENIENT (ONE CHEVY AVALANCHE OWNER REPORTED ONE INCH OF WATER IN THE FLOOR OF HIS CAB AFTER AN 8 HOUR DRIVE!), BUT THEY COULD ALSO BE DANGEROUS. ON PAGE 8-1117, VOLUME 4 OF THE GM AUTHORIZED SERVICE MANUAL FROM HELM INC. STATES: "CAUTION: IF ANY WATER ENTERS THE VEHICLE'S INTERIOR UP TO THE LEVEL OF THE CARPET OR HIGHER AND SOAKS THE CARPET, THE SENSING AND DIAGNOSTIC MODULE (SDM) AND THE SDM HARNESS CONNECTOR MAY NEED TO BE REPLACED. THE SDM COULD BE ACTIVATED WHEN POWERED, WHICH COULD CAUSE THE DEPLOYMENT OF THE AIRBAG(S) AND RESULT IN PERSONAL INJURY." THIS FACT IS NOT GIVEN TO OWNERS, AND IN REALITY THE AIR BAGS DEPLOYMENT SYSTEM HAS BEEN COMPROMISED BY THE WATER LEAKS. THIS ONE WEBSITE HAS OVER 160 SIMILAR COMPLAINTS. THE FEDERAL GOVERNMENT NEEDS TO MAKE GM ACCOUNTABLE, FIND AND FIX THE PROBLEMS ASAP, BEFORE THERE IS A FATALITY. THANK YOU. *JB

20070402	624247	CHEVROLET	VENTURE	200	N	N			STRUCTURE	OH	
1GNDU03E9YD	20070402										

0

2000 CHEVROLET VENTURE. FAULTY SPOT WELD IN THE UNIBODY NEAR THE RIGHT FRONT CORNER OF THE DRIVER SEAT MOUNT STAMPING. THIS HAS CAUSE APPROX. A 4 INCH

TEAR IN THE FLOOR PAN RUNNING

FROM THE MOUNT TOWARD THE CONSOLE. THERE IS ALSO A TEAR SPIDERING ON THE LEFT SIDE OF THE SAME BRACKET AROUND A WELD THAT IS NOW ABOUT THE SIZE OF A HALF DOLLAR. THE VEHICLE WAS

NEVER IN AN ACCIDENT THAT I AM AWARE OF AND I HAVE OWNED IT SINCE 2002. MY CONCERN IS THAT IF YOU DO NOT REMOVE THE CARPET YOU WOULD NOT SEE IT. IF THE VEHICLE WERE TO BE REAR-ENDED THE

SEAT BRACKET MAY TEAR THE FLOOR MORE AND CAUSE THE DRIVER SEAT TO PIN THE REAR SEAT PASSENGERS. I HAVE DIGITAL PHOTOS OF THE TEARS AVAILABLE AS WELL. THE FAILURE WILL REQUIRE WELDING

20070420 627630 CHEVROLET CAVALIER 200 N N STRUCTURE PA
5

2005 CHEVY CAVALIER IS LEAKING AND WAS REPAIRED THREE TIMES SINCE MY FIRST REPORT FILED IN NOV. OF 2005. THE CARPETING WAS REPLACED DURING THE SECOND REPAIR BECAUSE OF MILDEW SMELL. THE

CAR IS NOW LEAKING AGAIN FOR THE FORTH TIME AND THE CARPETING IS SATURATED UNDER THE FRONT SEATS. IT'S BEEN LEAKING SINCE I FIRST BOUGHT IT BRAND NEW. I WANTED TO RETURN THE CAR THE

FIRST TIME BUT THE DEALERSHIP WOULDN'T TAKE IT BACK, SAYING THEY COULD REPAIR IT. THERE WAS A SERVICE BULLETIN OUT ON THIS MODEL BECAUSE OF LEAKING PROBLEMS. THREE TRIES AND IT'S STILL

20070430 629033 SAAB 9-3 200 N N 0 0 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL NJ
7

TL* THE CONTACT OWNS A 2007 SAAB 9-3. THE CONTACT STATED THAT THE FLOOR MAT HAS GROOVES THAT ARE SUPPOSED TO ANCHOR DOWN ONTO THE FLOOR. HOWEVER, THE GROOVES WILL NOT LATCH AND

CAUSES THE FLOOR MAT TO GET STUCK UNDERNEATH BOTH PEDALS. THE CURRENT MILEAGE IS 2,650, AND THE FAILURE MILEAGE WAS UNKNOWN.*AK

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070515	630712	CHEVROLET	COBALT	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	AZ	

I WAS TRAVELING HOME FROM WORK YESTERDAY WHEN A CAME UPON A SLOW VEHICLE GOING AT 55 MPH. I WAS GOING AT 65 MPH. I TURNED OFF THE CRUISE CONTROL WHEN I CAME UPON THE SLOW VEHICLE AND SOME ONCOMING TRAFFIC WENT BY. WHEN IT WAS CLEAR I STARTED ACCELERATING TO PASS THE SLOW VEHICLE. AS I WAS ACCELERATING THE GAS PEDAL COMPLETELY FELL AND STUCK TO THE FLOOR AND RPMS SHOT UP TO 4, RANGE FROM 0 TO 8. THE CAR ACCELERATED TO 70 MPH THEN 80 MPH, AND THEN 90 MPH. AS THE CAR WAS CONTINUING TO ACCELERATE I TRIED BRAKING BUT THE CAR WAS STILL ACCELERATING WHILE IT WAS BRAKING AT THE SAME TIME. I WAS GETTING CLOSER AND CLOSER TO A CAR AHEAD OF ME. I WAS GETTING REAL CLOSE WHEN I PUT THE GEAR INTO NEUTRAL AND I TRIED BRAKING, BUT IT WAS HARD TO PRESS THE BRAKE PEDAL. THE CAR FINALLY SLOWED DOWN AND I MANAGED TO PULL OVER TO THE SIDE OF THE ROAD. WHEN I WAS PULLED TO THE SIDE OF THE ROAD THE CAR ENGINE WAS STILL RACING AND THE RPMS WERE STILL AT 4. I PUT THE GEAR IN PARK) AND TURNED OFF THE ENGINE. I TRIED RESTARTING THE CAR, BUT INITIALLY IT WOULDN'T START. I WAITED A FEW MINUTES AND THE CAR STARTED. THIS MALFUNCTION ALMOST CAUSED ME TO HIT ANOTHER VEHICLE FROM BEHIND AT 90 MPH! I DROVE HOME AT 50-55 MPH, AFRAID TO GO FASTER THAN 55 MPH. I TOOK THE CAR TO THE DEALERSHIP/REPAIR SHOP WHERE I PURCHASED THE CAR, AND THEY TOLD ME IT WAS ONLY THE FLOOR MAT THAT GOT CAUGHT ON THE GAS PEDAL. AFTER, I PULLED OFF THE ROAD AFTER THE INCIDENT I CHECKED THE FLOOR MAT, BUT IT WAS NO WHERE NEAR THE GAS PEDAL, AND WHY WOULD THE GAS PEDAL FALL INTO THE FLOOR IF THE FLOOR MAT WAS IN THE WAY? I AM AFRAID TO DRIVE THE CAR, AND AM NOW RENTING A CAR TO COMMUTE TO AND FROM WORK. I CALLED OTHER AUTO REPAIR SHOPS, AND THEY INDICATED THAT I SHOULD NOT BRING THE CAR IN UNTIL IT HAPPENED AGAIN. THIS INCIDENT ALMOST

20070619	632460	CHEVROLET	VAN	199	N	N			ELECTRICAL SYSTEM:WIRING	NY	
1GNDU06E0XD	20070619		73000								

AIR CONDITIONING DRAIN TUBE BENT, CAUSING CONDENSED WATER TO LEAK UNDER CARPET, CAUSING ELECTRICAL PROBLEMS LIKE AIRBAG/ABS/TURN SIGNAL/ ELECTRIC DOOR LOCK. WATER CORRODED THE WIRES IN WIRE HARNESS LOCATED UNDER CARPET JUST IN FRONT OF DRIVER AND PASSENGER SEATS. *AK

20070619	633831	CHEVROLET	VAN	199	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	NY	
1GNDU06E0XD	20070619		73000								

AIR CONDITIONING DRAIN TUBE BENT, CAUSING CONDENSED WATER TO LEAK UNDER CARPET, CAUSING ELECTRICAL PROBLEMS LIKE AIRBAG/ABS/TURN SIGNAL/ ELECTRIC DOOR LOCK. WATER CORRODED THE WIRES IN WIRE HARNESS LOCATED UNDER CARPET JUST IN FRONT OF DRIVER AND PASSENGER SEATS. *AK

20070620	631124	CHEVROLET	MALIBU	200	Y	N			OTHER	PA	
1G1ND52J82M	20070608										

2002 CHEVROLET MALIBU CUSTOMER STATES THAT THE FLOOR MAT CURLED ON THE TOP OF THE GAS PEDAL AND AS SHE APPLIED THE BRAKE, THE GAS PEDAL WAS DEPRESSED AND CAUSED THE CAR TO LURCH FORWARD AND HIT THE GARAGE**NAR**CC *JB

20070625	633955	CHEVROLET	CHEVROLET TRUCK	199	N	N			POWER TRAIN:AUTOMATIC TRANSMISSION	IL	
				7							

THIS IS TO INFORM YOU OF A KNOWN PROBLEM WITH THE 4L60E TRANSMISSIONS IN THE 1997 AND UP GM TRUCK TRANSMISSIONS, THE SYMPTOMS INCLUDE THE HARD SHIFT FROM FIRST GEAR TO SECOND GEAR, AND THE SLIPPING OF THE TRANSMISSION IN OVERDRIVE. IN THIS TRUCK THE TACHOMETER USUALLY IS AT 1500-1600 RPMS 65 MPH, BUT WITH THE MIL LIGHT, ENGINE CHECK LIGHT, IT IS RUNNING AT 2000-2100 RPMS, CAUSING MASSIVE FUEL CONSUMPTION. *AK THIS IS DUE TO A FAULTY VALVE IN THE TRANSMISSION THIS IS ALSO THE MAIN CAUSE IN THE TRANSMISSIONS FAILURE DUE TO OVERHEATING CAUSED BY THE SLIPPAGE. IF YOU DON'T BELIEVE THIS, GOOGLE CODE P01870 REPRESENTS TRANSMISSION SLIPPAGE. *AK JUST GO TO ANY TRANSMISSION SHOP AND AKS THEM HOW MANY OF THE 4L60E TRANSMISSIONS THEY HAVE REBUILT... THIS ITEM NEEDS TO BE INVESTIGATED!!!! GM SAYS THEY KNOW NOTHING ABOUT IT BUT THERE IS A TSB FOR IT THE REMEDY IS A TRANSMISSION REBUILD

ONLY TO FAIL AGAIN THE PROBLEM

EXISTS IN THE VALVE BODY!! THERE ARE ENOUGH CASES OF THIS PROBLEM TO BE INVESTIGATED A FEW OTHER COMMON ISSUES, THE 4X4 SWITCH, INTAKE MANIFOLD GASKETS LEAKING IN THE 5.7, FUEL INJECTOR "SPIDER" LINES RUBBING TOGETHER, CARRIER BEARINGS, DOOR BUSHINGS, STEERING SPEED SENSOR IS A FAULTY DESIGN CAUSING A FEELING OF THE WHEEL JERKING TO ONE SIDE USUALLY

DURING A GRADUAL RIGHT HAND TURN. THIS CAN RESULT IN OVERSTEERING BY THE DRIVER, COULD RESULT IN AN ACCIDENT. THE TAIL LIGHT CIRCUIT BOARD, THESE ISSUES NEED TO BE RESOLVED NOT JUST

BRUSHED UNDER THE CARPET LIKE GM IS TRYING TO DO!!! THE TRANSMISSION ALONE CAN COST UPWARDS OF \$2000 TO REPLACE AND UNLESS THE SHOP KNOWS WHATS GOING ON THE PROBLEM WILL RETURN

COSTING ANOTHER \$2000 TO THE OWNER! OR HE WILL JUST SELL IT TO SOMEONE ELSE WHO WILL HAVE TO DO IT ALL OVER AGAIN!! IF YOU ARE JUST LOOKING THIS UP FOR INFO AND ARE EXPERIENCING THIS

20070815	639225	BUICK	RENDEZVOUS	200	N	N	0	0	ENGINE AND ENGINE COOLING	MD
3G5DB03EX2S		20070815	58425							

2

TL*THE CONTACT OWNS A 2002 BUICK RENDEZVOUS. THE CONTACT STATED THAT THE ALL WHEEL DRIVE LIGHT ILLUMINATED AND DISPLAYED DISABLED ON THE INSTRUMENT PANEL. HE WAS INFORMED THAT

THERE WERE WATER INTRUSIONS FLOWING FROM UNDER THE CARPET TO THE DRAIN AND FUEL PUMP HARNESS. HE STATED THAT THE ABS HARNESS WAS AFFECTED BY THE CONDENSATION FROM THE AIR

CONDITIONER, WHICH IS CAUSING THE FAILURE. THE REPAIR WOULD COST \$1,500. THE CONTACT ALSO STATED THAT THE FUEL GAUGE DOES NOT SHOW THE PROPER AMOUNT OF FUEL. THE SPEED WAS UNKNOWN.

THE CURRENT AND FAILURE MILEAGES WERE 58,425.

GM PRODUCTS DIV. GM CORP.

20070704	635180	GM PRODUCTS	GM PRODUCTS	999	N	N	1	0	EQUIPMENT	IL
				9						

WATER ON FLOOR OF FRONT PASSENGER. BLOWER NOT WORKING. MOLD AND ODOR ON CARPET, MOTOR BLOWER CORROSION. TOOK TO FORD DEALER AND THEY REPLACED THE BLOWER MOTOR AND AA CONTROL, SEALED COWL AND INSTALLED RAINHAT EXTENDER.

GOODYEAR TIRE & RUBBER COMPANY

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020212	349251	GOODYEAR	GOODYEAR	999 9	N		0	0	TIRES	PA	

CONSUMER STATED THE EXHAUST SYSTEM WAS REPLACED DUE TO IT GETTING HOT, AND MELTING THE CARPET AND PAINT INSIDE TRUNK, FUMES FILLED INTERIOR OF VEHICLE, AT THIS TIME EXHAUST SYSTEM IS RUNNING JUST AS HOT AGAIN, DEALER STATED FACTORY REPRESENTATIVE INSTRUCTED HIM NOT TO DO ANYTHING ABOUT THE EXHAUST SYSTEM, THERE WAS NOTHING THAT COULD BE DONE.*AK CONSUMER STATES THE VEHICLE HAS BAD GAS MILEAGE, STARTER MOTOR SEIZED AND FAILED, POWER STEERING FLUID WAS LEAKING, COOLANT WAS LEAKING FROM LEFT FRONT AND BACK OF THE VEHICLE, REPLACED RADIATOR, HEATER BLOWS COLD AIR AT IDLE, THE TRUNK LEAKS, HEAD LAMP IS OUT OF ADJUSTMENT, GLOVE BOX WILL NOT CLOSE, THE MUFFLER FELL OFF, KEY COMES OUT OF IGNITION WITH VEHICLE RUNNING, TRANSMISSION HAS NO REVERSE, THERE WAS BRAKE PULSATION AT HIGH SPEED OR WHEN STOPPING, BRAKE PEDAL GOES TO FLOOR, SPEAKERS WERE INOPERATIVE, SEAT SPRING FAILED, SUSPECTED MOTOR OIL SMELL AND REPLACED THERMOSTAT, HORN INOPERATIVE, POWER AND GROUNDS DISTRIBUTION REPLACED, WINDOW WILL NOT GO DOWN ALL THE WAY, FOUND WINDOW REGULATOR FAILED, HAZARD LAMPS AND TURN SIGNAL INOPERATIVE, REPLACED BLOWN FUSE, CIGARETTE LIGHTER INOPERATIVE, REPLACED BLOWN FUSE, TRACTION CONTROL INOPERATIVE, ENGINE LIGHT COMES ON, A/C HOSE LEAKING, REPLACED EVAPORATOR, VEHICLE WAS HARD TO START AND THERE WAS A ROUGH IDLE, ENGINE WAS MAKING RATTLING NOISES AND QUIT RUNNING, REPLACED HEAD CYLINDER AND O2 SENSOR, VEHICLE PULLS TO THE LEFT,

20060222	579427	GOODYEAR	EAGLE GA	999 9	N	N	0	0	TIRES	NC	
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HEATER CORE HOSES LEAKED BY 34K MILES - SEEPING ANTI FREEZE INTO PASSENGER SIDE CARPET, SMELLING OF SYRUP, AND FOGGING UP WINDOWS WHEN THEY NEEDED TO BE DEFOGGED. ALSO, TIRES WERE NOISY FROM FIRST DRIVE. AT 36.5K MILES THEY ARE VERY BAD, VIBRATING ENTIRE CAR AND MAKING EXTREME ROAD NOISE. *NM

20061127	609741	GOODYEAR	GOODYEAR	199 4	N	N			TIRES	GA	
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PURCHASED A 05, 300 TOURING, SIGNATURE SERIES, OCT 04. NOTICED AFTER DRIVING CAR HOME (100 MILES) CAR PULLED TO THE RIGHT. CAR HAS BEEN SERVICED AT EVERY REQUIRED MILEAGE LIMITS. CAR HAS BEEN IN SHOP FOR PULLING TO THE RIGHT NUMEROUS TIMES AND ADJUSTMENTS HAVE BEEN MADE. GOOD YEAR TIRES WORE OUT AT 23K MILES. DEALER STATED NOTHING THEY COULD DO ABOUT IT EVEN THOUGH IT HAD BEEN DOCUMENTED THAT TIRES SHOWED IMPROPER WEAR THROUGHOUT THE SERVICING PERIODS. I HAD TO PURCHASE 4 NEW TIRES. THE CAR STILL PULLS TO THE RIGHT AND HAVE BEEN GIVEN SOME STORY THAT IT WILL PREVENT ME FROM GOING INTO ON COMING TRAFFIC IF I PASS OUT AT THE WHEEL. FRONT WINDSHIELD FOGS UP WHEN USING AIR CONDITIONER, ROAD NOISE IS BAD, POWER TRAIN AND REAR END LEAKS, THE PLASTIC SUNVISOR HOLDERS BREAK OFTEN (REPLACED TWICE). CARPET CUT TOO SHORT TO STAY UNDER DOOR PANELS. *NM

GRACO CHILDREN'S PRODUCTS INC

20010625	299082	GRACO	CHILD SAFETY SEAT	999 9	N	N	1	0	CHILD SEAT:HANDLE (INFANT)	OH	
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GRACO MODEL # 7416THX, DOM 01/05/01; 4 MONTH OLD CHILD WAS NOT STRAPPED IN, AND WHEN CONSUMER PICKED UP CHILD SEAT BY THE HANDLE, HANDLE WAS NOT LOCKED/IT RELEASED, AND BABY FELL OUT ONTO CARPET FACE FIRST. PLEASE PROVIDE ANY FURTHER INFORMATION. *AK

GULF STATES TOYOTA, INC.

20020617	366762	GULF TOYOTA	RAV4	200 2		N			STRUCTURE:BODY	FL	
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AFTER HEAVY RAIN CONSUMER NOTICED WATER INSIDE VEHICLE FLOOR. DEALER HAS BEEN CONTACTED. *AK THE VEHICLE WAS BROUGHT IN AND THE CARPET WAS REPLACED, AND BACK DOOR SEAL, THE DEALER COVERED THE COST OF THE DAMAGE. *MJ

GULF STREAM COACH, INC.

20040730	491525	GULF STREAM	TRAVEL TRAILER	200	N	N	0	0	STRUCTURE	IL	
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1NL1NTN2331 20040730

3

I BOUGHT A 2003 INNSBROCK TRAVEL TRAILER NEW IN APRIL OF 2003. IN APRIL OF 2004 I FOUND THAT THE SLIDE OUT ON THE TRAILER HAS BEEN LEAKING. THE DEALER I BOUGHT THE TRAILER FROM HAS TRIED TO

FIX THE LEAK WITH CHULK BUT IT IS STILL LEAKING. THE CARPET AND WOOD IS STARTING TO MOLD AND MILDEW. I AM CONCERNED THAT THE MOLD AND MILDEW WILL CAUSE HEALTH PROBLEMS FOR MY FAMILY AND

I. THE DEALER AND GULF STREAM COACH DO NOT SEEM TO CARE THAT MY TRAILER IS STILL LEAKING AND THAT THERE IS A MOLD AND MILDEW PROBLEM.*AK

HONDA (AMERICAN HONDA MOTOR CO.)

19960619 2741	HONDA	DEL SOL	199	N	0	0	OTHER	NM
JHMEH6262RS	19950320							

4

FLOOR MATS TANGLE UP, CAUSING ACCELERATOR PEDAL TO STICK. *SD

19970730 77546	HONDA	CIVIC	199	N	N		OTHER	NJ
1HGEJ8641TL	19970730							

6

THE DRIVER'S FLOOR MAT SLIDES UP UNDER THE ACCELERATOR PEDAL, CAUSING THE VEHICLE TO GO FASTER THAN DESIRED. DEALER. SUGGESTED THAT THE OWNER PUT VELCRO ON THE MAT TO KEEP IT IN

PLACE. *AK

19971120 87965	HONDA	CIVIC	199	N		0	OTHER	CA
1HGEJ8644TL	19961122							

6

FLOOR MAT CAUGHT ON THE HOOK ON THE REVERSE SIDE OF THE ACCELERATOR PEDAL, CAUSING CAR TO ACCELERATE.

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19980331	88769	HONDA	ACCORD	198	N	N			FUEL SYSTEM, GASOLINE	NC	
	1HGBA5341GA	19980331									
				6							
				RECEIVED RECALL NOTICE (#92V020001). TOOK TO DEALER & MECHANIC SAID HE REPLACED THE PART. WAS TRANSFERRED TO NC. FUEL LEAKED INSIDE VEHICLE & DESTROYED CARPETING. HAD VEHICLE CHECKED & INFORMED PART WAS NOT REPLACED, WAS RUSTED. CALLED MANUFACTURER. & WAS INFORMED NOTHING COULD BE DONE SINCE WORK WAS ALREADY DONE. *AK							
19980713	113642	HONDA	CIVIC	199					OTHER	MD	
	2HGEJ6679TH	19980623									
				6							
				FLOOR MATS GET LODGED UNDER THE ACCELERATOR PEDAL CAUSING UNWANTED ACCELERATION.							
19981020	99103	HONDA	ACCORD	199					OTHER	VA	
	1HGCG565XWA	19981002									
				8							
				DRIVER SIDE FLOORMAT BUNCHES UNDER THE BRAKE PEDAL.							
19990219	141238	HONDA	CIVIC	199	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	NC	
				7							
				GAS PEDAL GETS STUCK UNDER THE FLOOR MAT DURING APPLICATION. DEALER REFUSES TO REPLACE THE MATS. **AK							
19990329	153217	HONDA	PRELUDE	198					EXTERIOR LIGHTING	OR	
	JHMBA4126JC	19990323									
				8							
				REAR LIGHT SEALS LEAKING CAUSING WATER TO RUN OFF THE WIRES AND INTO THE TRUNK AS WELL AS THE BACK SEAT AND CARPET.							
19990615	143540	HONDA	CIVIC	199		N			OTHER	NJ	
	1HGEJ8148TL	19990615									
				6							
				ACCELERATOR STICK DUE TO FLOOR MAT ON SEVERAL OCCASIONS. JUST RECEIVED OFFICIAL RECALL NOTICE, BUT DID NOT HEAR ANY NEWS REPORTS OF THE RECALL. *AK							
19990616	143403	HONDA	CIVIC	199	N	N			OTHER	NC	
	2HGEJ6673TH	19990616									
				8							
				RCALL 99E015000, FLOORMAT RECALL IS NOT "BROAD" ENOUGH FOR THE OWNER WHO ALREADY REPLACED THE ORGINIAL FLOOR MAT WITH AN AFTERMARKET FLOOR MAT BECAUSE OF A SAFETY DEFECT IN THE ORGINIAL FLOOR MAT. MANUFACTURER WILL NOT DO THE RECALL FOR AN AFTERMARKET FLOOR MAT. PLEASE PROVIDE FURTHER INFORMATION. *AK							
19990617	145152	HONDA	CIVIC	199	N	N			EQUIPMENT	FL	
	1HGEJ6122TL	19990617									
				6							
				VEHICLE EXPERIENCED AN ACCIDENT TO TO DRIVER FLOORMAT CAUSES THE ACCELERATOR PEDAL TO STICK WHILE COMING TO A STOP; CAUSES THE VEHICLE TO CONTINUE ON TO ON-COMING TRAFFIC. DRIVER RECEIVER MAJOR INJURY TO RIGHT LUNGUE TO ACCIDENT. CONSUMER RECEIVED MFR. RECALL LETTER 3-4 DAYS LATER. DEALER/ MFR. WAS NOT NOTIFIED AT THISTIME.							
19990621	143831	HONDA	CIVIC	199	N	N			STRUCTURE	KS	
				6							
				PASSENGER SIDE FLOOR MAT PUSHES UNDER THE DASH, CAUSING AIR CODITIONER DRAIN HOSE TO DISCONNECT AND LEAK ONT INTERIOR CARPET, CONSUMER DOES NOT HAVE CIVIC ORIGINAL MATS WHICH IS UNDER RECALL AT THIS TIME RECALL # 99-E-015-000. -----PLEASE ADD VIN.#-----							
19990625	163392	HONDA	ACCORD	199	N	N			OTHER	VA	
	1HGCG1642WA	19990625									
				8							
				FLOOR MAT ROLLS UP UNDER THE BRAKE PEDAL AND ACCELERATOR. CONSUMER HAS NOT CONTACTED DEALER. *AK							
19990708	164673	HONDA	CIVIC	199	N	N			OTHER	NY	

8

WHILE APPROACHING A STOP SIGN AND APPLYING THE BRAKE PEDAL THERE WAS NO RESPONSE DUE TO THE FLOOR MAT GETTING CAUGHT UP UNDER THE ACCELERATOR ,CAUSING VEHICLE TO ALMOST BE IN AN ACCIDENT. DEALER HAS NOT BEEN CONTACTED. *AK

19990722 169816	HONDA	CIVIC	199	N	N	OTHER	CA
2HGEH2363SH	19990722						

5

FLOOR MAT DOESN'T STICK IN PLACE, AND IT GETS UNDER THROTTLE CLUTCH AND BRAKES. CONSUMER CONTACTED MANUFACTURER. *AK

19990730 172564	HONDA	ACCORD	199			OTHER	MA
1HGCG5648WA	19990625						

8

FACTORY INSTALLED FLOOR MATS CONTINUALLY SLIDE FORWARD AND BUNCH UNDER THE BRAKE/ACCELERATOR PEDAL. NLM

19990730 175243	HONDA	CIVIC	199			OTHER	OH
JHMEH969NS0	19990714						

2

FLOOR MAT PROBLEMS EXPERIENCED AS IN THE RECALL ON THE 1997 MODELS (99E-015), HOWEVER 1992 MODEL NOT INCLUDED. MJS

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19990730	175244	HONDA	CIVIC	199					OTHER	OH	
	JHMEH6263PS	19990714									
				3							
				FLOOR MAT PROBLEMS EXPERIENCED AS IN THE RECALL ON THE 1997 MODELS (99E-015), HOWEVER 1993 MODEL NOT INCLUDED. MJS							
19990730	175692	HONDA	CIVIC	199			4		OTHER	NV	
	JHME68653P5	19990625									
				3							
				MISPOSITIONED FLOOR MAT MAY HAVE GOTTEN STUCK ON GAS PEDALL CAUSING THE VEHICLE TO SPEED THROUGHT INTERSECTION AND RESULT IN VEHICLE COLLISION. NLM							
19990805	175310	HONDA	CIVIC	199	N	N			OTHER	NJ	
	1HDEJ6120EL	19990805									
				6							
				RECALL 99E015000; NO PARTS AVAILABLE FOR THE ACCESSORY FLOOR MATS FROM THE MANUFACTURER. WILL BE NOTIFYING OWNER WHEN AVAILABLE. *AK							
19990921	166851	HONDA	ACCORD	199					OTHER	NJ	
	1HGCG6674WA	19990830									
				8							
				DRIVER'S SIDE FLOOR MAT DOES NOT STAY IN PLACE CAUSING MAT TO MOVE FORWARD TOWARD'S THE GAS PEDAL WHICH COULD CAUSE AN ACCIDENT. *YC							
19990929	167498	HONDA	CIVIC	199	Y	N			OTHER	PA	
	2HGEJ6676TH	19990929									
				6							
				WHILE TAKING VEHICLE TO THE DEALERSHIP FOR RECALL REPAIRS OF FLOOR MATS. VEHICLE WAS INVOLVED IN A COLLISION DUE TO THE THROTTLE STICKING AS A RERSULT OF FLOOR MAT GETTING ENTANGLE D WITH ACCELERATOR PEDAL. MANUFACTURER HAS BEEN NOTIFIED. RECALL 99E15000. *AK							
19990930	171156	HONDA	CIVIC	199					OTHER	MD	
	2HGEJ6578TH	19990922									
				6							
				FLOOR MATS CAUSED ACCELERATOR PEDAL TO STAY DEPRESSED RESULTING IN VEHICLE HITTING TREE DUE TO LOSS OF BRAKING ABILITY AND CONTROL. MJS							
19991222	191162	HONDA	CIVIC	198	N	N			VISIBILITY:SUN ROOF ASSEMBLY	WA	FILL
	IN 19991222										
				9							
				STRUCTURE OF THE SUN ROOF WOULD LEAK WHEN IT WAS RAINING OR VEHICLE WAS BEING WASHED. THE TRUNK WOULD LEAK ALSO. THIS CAUSED THE SEALS & THE CARPET INSIDE VEHICLE TO BE SOAKED & SOMETIMES MILDEW APPEARED. TOOK VEHICLE TO DEALER & MECHANIC DID WATER TEST. THE LEAKS WERE FOUND, BUT DAMAGE WAS NOT REPAIRABLE. *AK							
20000221	219609	HONDA	CIVIC	199	N	0	0		VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	OH	
	1HGEJ6678WL	20000221									
				8							
				TWO SEPARATE INCIDENTS OF ACCELERATOR PEDAL STICKING AND BRAKES NOT WORKING. ACCELERATOR PEDAL STUCK WHEN PULLING OUT OF PARKING LOT. I WAS PUSHING ON BRAKES WITH NO RESPONSE. HAD TO USE EMERGENCY BRAKE, AND THE CAR CONTINUED TO "REV" TRYING TO ACCELERATE. TURNED CAR OFF. RESTARTED CAR, AND AGAIN THE CAR ENGINE WAS TRYING TO ACCELERATE EVEN THOUGH BRAKES WERE PUSHED. WAS NOT USING FLOORMAT. DEALERSHIP CANNOT DUPLICATE. IN OCTOBER 99, TURNED INTO PARKING LOT AND ACCELERATOR PEDAL STUCK AND CAR INCREASED SPEED. AGAIN BRAKES DID NOT WORK. HAD TO USE EMERGENCY BRAKE TO GET CAR TO STOP. *AK							
20000306	228184	HONDA	CIVIC	199	N	N			OTHER	CA	
	1HGEJ8143WL	20000306									
				8							
				RECALL # 99E015000 HONDA/ACCESSORY FLOOR MATS; THE RECALL REQUIRED HONDA TO FASTEN FLOOR MATS TO PREVENT INTRUSION ON THE GAS PEDAL, WHICH COULD CAUSE IT TO STICK IN THE DOWN POSITION. CONSUMER WRITES THAT A SATISFACTORY SOLUTION HAS BEEN PROVIDED BY THE LOCAL DEALER, AND THE ISSUE IS NOW CLOSED. *AK *ML							

20000418 203124 HONDA CIVIC 199 N N 0 0 OTHER NC
 JHMEH9593RS 20000418

4

WHILE DRIVING FLOOR MAT ON THE DRIVER'S SIDE COULD MOVE UNDER ACCELERATOR PEDAL WHERE CONSUMER WILL MOVE MAT AWAY. *AK

20000628 215114 HONDA CIVIC 199 Y N OTHER MA
 2HGEJ8644VA 20000628

7

RECALL 99E015000 REPAIRS DID CORRECT THE PROBELM, FLOOR MAT CAUSED ACCELERATOR PEDAL NOT RETURN TO THE IDLE POSITION, RESULTING IN A COLLISION. PLEASE GIVE ANY FURTHER DETAILS.*AK

20000825 246923 HONDA CIVIC 199 Y N 0 0 VEHICLE SPEED CONTROL CT
 1HGEJ824XVL 20000813

7

WHEN PULLING INTO A PARKING SPACE THE CAR CONTINUED TO ACCELERATE DESPITE THE FACT THAT THE BRAKES WERE APPLIED. THE CAR CONTINUED TO ACCELERATE OVER THE CURB. THE CAR CONTINUED

ACCELERATING HITTING A FENCE AND A TREE BEFORE RETURNING TO THE PARKING LOT. THE VEHICLE STOPPED ONLY WHEN EMERGENCY BRAKE WAS ENGAGED. DURING THE INCIDENT ALL SYSTEMS IN THE CAR

APPEARED TO BE INEFFECTIVE INCLUDING BRAKING SYSTEMS. THE BEST ANALOGY IS TO THAT OF AN AMUSEMENT PARK RIDE. THERE WERE NO MECHANICAL DEFECTS FOUND WITH THE CAR AFTERWARDS. THE

CAR WAS RECALLED PREVIOUSLY FOR FLOOR MAT/ACCELERATOR PROBLEMS AND WAS FIXED ACCORDING TO HONDA'S SPECIFICATIONS. THIS ACCIDENT OCCURED WELL AFTER THESE ALTERATIONS WERE MADE.*AK

20000831 230904 HONDA CIVIC 199 N N EQUIPMENT:ELECTRICAL:AIR CONDITIONER NY
 2HGEJ6443XH 20000831

9

AIR CONDITIONER DRAIN WAS CLOGGED, CAUSING LARGE AMOUNT OF WATER TO ACCUMULATE IN THE AIR DUCT WHICH RESULTED IN A LEAK INTO THE PASSENGER COMPARTMENT WHICH MOLDED THE CARPET.

GROWING MOLD HAS CREATED A STRONG ODOR WITHIN PASSENGER COMPARTMENT CAUSING THE OCCUPANTS OF THE VEHICLE TO BECOME VERY SICK. CONSUMER HAS CONTACTED THE DEALER. PLEASE PROVIDE

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000905	234412	HONDA	CIVIC	198		N	0	0	OTHER	HI	
	JHMED3550KS	20000821									

9
 THE FLOOR MAT ON THE DRIVER SIDE GETS IN THE WAY OF THE BRAKES AND THE GAS PETALS. SOMETIMES IT KEEPS THE GAS PETAL DOWN. SOMETIMES, IT KEEPS THE BRAKE PETAL DOWN. IS THERE A RECALL ON THE FLOOR MATS. THESE MATS WERE PURCHASED NEW WITH THE VEHICLE. THE AIR CONDITIONER BROKE TWICE. I HAD TO PURCHASE A NEW COMPRESSOR, NEW EVAP COIL, NEW FAN -- I RELPACED EACH

20000905	234411	HONDA	CIVIC	198		N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	HI	
	JHMED3550KS	20000821									

9
 THE FLOOR MAT ON THE DRIVER SIDE GETS IN THE WAY OF THE BRAKES AND THE GAS PETALS. SOMETIMES IT KEEPS THE GAS PETAL DOWN. SOMETIMES, IT KEEPS THE BRAKE PETAL DOWN. IS THERE A RECALL ON THE FLOOR MATS. THESE MATS WERE PURCHASED NEW WITH THE VEHICLE. THE AIR CONDITIONER BROKE TWICE. I HAD TO PURCHASE A NEW COMPRESSOR, NEW EVAP COIL, NEW FAN -- I RELPACED EACH

20001017	250341	HONDA	ACCORD	199					STRUCTURE	PA	
	JHMCD563XVC	20000814									

7
 CONSUMER NOTICED WATER ON THE FLOOR OVER THE LEVEL OF THE CARPET BEHIND THE DRIVER'S SEAT, HAS TAKEN TO DEALER SEVERAL TIMES BUT THEY CAN'T FIND THE LEAK.

20010306	283274	HONDA	CRV	199					OTHER	PA	

9
 OWNER STARTED VEHICLE, PROCEEDED TO PUT IN REVERSE, PUT FOOT ON BRAKE AND VEHICLE FLEW BACKWARDS AT A TREMENDOUS RATE OF SPEED, STRUCK VEHICLE IN REAR, THEN PROPELLED FORWARD AT AN EXTREMELY HIGH RATE OF SPEED AND HIT VEHICLE IN FRONT, VEHICLE TOWED TO DEALERSHIP, CRASH CAUSED BY FLOOR MAT INTERFERING WITH ACCELERATOR PEDAL, SERVICE BULLETIN (99-034) AND RECALL (99E-015)FOR 96-98 CIVICS. CJ

20010413	295613	HONDA	CIVIC	200		N	N	0	0	STRUCTURE:FRAME AND MEMBERS	MA
	2HGES16541H	20010413									

1
 WHEN RAINING WATER COULD LEAK INSIDE OF VEHICLE THROUGH DRIVER'S SIDE AND WILL MAKE CARPET WET, AND COULD BE CAUSING CONSUMER NOT TO CONTROL PEDALS OR ELECTRICAL PROBLEMS.*AK

20010425	303192	HONDA	ODYSSEY	200		N	N		OTHER	IN	FILL
	IN PLE 20010425										

0
 DRIVER'S SIDE FLOOR MAT WILL ROLL UP UNDERNEATH ACCELERATOR PEDAL AND WILL INTERFERE WITH DRIVER'S FEET. CONSUMER WAS WORRIED THAT THIS COULD POSSIBLY INTERFERE WITH APPLICATION OF BRAKE PEDAL. PLEASE PROVIDE ANY ADDITIONAL INFORMATION/ATTACHMENTS.*AK

20010525	317144	HONDA	CIVIC	199		N		0	0	OTHER	OH
	1HGEJ6222VL	20010523									

7
 I REPORTED THE FRONT FLOOR MATS PROBLEMS WITH MOTORCARS ON 12/28/99 AND WAS TOLD BY THE SERVICE TECH THAT THE MATS WERE NOT ORIGINAL HONDA MATS. I WROTE TO TROY OHIO, CUSTOMER RELATIONS CONCERNING THE VEHICLES FRONT FLOOR MATS AND INFORMED THEM THAT THEY WERE THE ONE THAT CAME WITH THE LEASE VEHICLE WHEN I ENTERED INTO THE LEASE AGREEMENT ON 10/09/99.

WHY WOULD A VEHICLE BE "CERTIFIED" AND LEASED AS SAFE WHEN THE DRIVERS' MAT SLIDES UNDER THE ACCELARATOR AND CAN CAUSE THE DRIVER NOT TO BE ABLE TO ACCELARATE AND BREAK PROPERLY?

THE NUMBERS ON THE FLOOR MATS ARE 4647-228 18816 GB-2 97/98 AND THE CARPET MATS ARE THE SAME COLOR AND GRADE OF CARPET AS THE INTERIOR CARPET IN THE VEHICLE. HONDA'S SERVICE

DEPARTMENT SAID THAT I WOULD HAVE TO ORDER MATS. IF THE MATS ARE NOT HONDA ORIGINALS, WHY DIDN'T THE DEALER WHO "CERTIFIED" THE VEHICLE INSTALL A POSITIVE FLOOR MAT RETENTION SYSTEM

CONSISTING OF A GROMMET IN THE FLOOR MAT AND A PIN BRACKET IN THE AUTO FOR SAFETY? MY LAST COMMENTS ARE QUESTIONS: IN CHECKING THE VIN NUMBER HAS

THIS VEHICLE BEEN SERVICED FOR THE
 3 RECALL ALERTS? NHTSA CAMPAIGN NUMBER 991002000 - FUEL:THROTTLE LINKAGES AND CONTROL. NHTSA CAMPAIGN NUMBER 99E015000 EQUIP/OTHER PIECES AND NHTSA
 CAMPAIGN NUMBER 97V193000
 INTERIOR SYSTEMS/PASSIVE RESTRAINT/AIR BAG PASSENGER? I WAS IN POSSESSION OF THIS VEHICLE 03/26/00 AND HAVE NOT RECEIVED A RECALL ALERT ON FUEL/THROTTLE
 LINKAGES AND CONTROL. *AK

20010816	393830	HONDA	ACCORD	199	Y	N		OTHER		MI
				8						
VEHICLE ACCELERATES UNCONTROLLABLY; CONSUMER PULLED INTO DRIVEWAY, HAD FOOT ON BRAKES, AND VEHICLE ACCELERATED ON ITS OWN. DRIVER HAD TO SWERVE INTO A FIELD. SOMETIMES HAD TO PUT IN NEUTRAL TO SLOW VEHICLE DOWN. CONTACTED DEALER, AND DEALER STATED IT COULD BE THE FLOOR MATS. PLEASE ADD VIN #. *AK										
20010816	393829	HONDA	ACCORD	199	Y	N		VEHICLE SPEED CONTROL		MI
				8						
VEHICLE ACCELERATES UNCONTROLLABLY; CONSUMER PULLED INTO DRIVEWAY, HAD FOOT ON BRAKES, AND VEHICLE ACCELERATED ON ITS OWN. DRIVER HAD TO SWERVE INTO A FIELD. SOMETIMES HAD TO PUT IN NEUTRAL TO SLOW VEHICLE DOWN. CONTACTED DEALER, AND DEALER STATED IT COULD BE THE FLOOR MATS. PLEASE ADD VIN #. *AK										
20010912	312337	HONDA	CIVIC	200		N		OTHER		CT
				1						
THE CARPET IS COMING UP AND BALDING. *YH										
20011218	332432	HONDA	ACCORD	199	Y		2	0	OTHER	NY
IN PLE	20011218			9						FILL
WHILE ATTEMPTING TO ACCELERATE FROM A STOPPED POSITION FLOOR MAT STUCK UNDER ACCELERATOR PEDAL AND CAUSED VEHICLE TO CRASH INTO A STOPPED CAR TRAVELING APPROXIMATELY 5 MPH. PLEASE PROVIDE ANY ADDITIONAL INFORMATION / DOCUMENTATION. NOTE: 2 INDIVIDUALS IN OTHER VEHICLE ARE CLAIMING UNKNOWN INJURIES. *AK										

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020204	345643	HONDA	ACCORD	199					OTHER	TN	
1HGCG5643WA		20020131									

8

IN JANUARY 2000, I TOOK MY HONDA IN TO THE TRICKET DEALERSHIP TO HAVE A STICKING GAS PEDAL REPAIR. THE MILEAGE AT THAT TIME WAS 35, 187. THE PEDAL WOULD STICK AND REQUIRE A HARD PUNCH WITH THE FOOT TO COME LOOSE. THE DEALER CLEANED THE THROTTLE AND TOLD ME IT WAS CAUSED BY A HONDA FLOOR MAT. THIS RESOLVED THE PROBLEM AT THAT TIME. I REMOVED THE FLOOR MAT. ON JANUARY 16, 2002 I TOOK THE HONDA INTO THE SAME DEALERSHIP AND REPORTED MY GAS PEDAL WAS STICKING AGAIN EVEN THOUGH I USED NO FLOOR MAT ON THE DRIVERS SIDE. THE DEALERSHIP CLEANED THE THROTTLE AGAIN WITH A CHARGE TO ME OF \$35.18 WHICH SEEMED TO TAKE CARE OF THE PROBLEM. WHEN I ASKED WHY THIS ELEMENT HAD FAILED TWICE, AT FIRST I WAS TOLD IT WAS BAD GAS, THEN THE DEALERSHIP ADMITTED 98-99 HONDA ACCORDS HAD RECURRING PROBLEMS WITH THE GAS PEDAL STICKING. THE DEALERSHIP TOLD ME THIS WAS NOT DANGEROUS BECAUSE THE GAS PEDAL DID NOT NORMALLY STICK WIDE OPEN. I GUESS DANGEROUS IS A MATTER OF OPINION. A GAS PEDAL STUCK HALF WAY DOWN COULD POTENTIALLY CAUSE AN ACCIDENT. WHEN I CALLED THE NATIONAL HONDA CUSTOMER SERVICE, I WAS TOLD TO GET THE THROTTLE CLEANED AS PART OF MY NORMAL MAINTENANCE. I WOULD LIKE TO KNOW IF OTHER HONDA OWNERS ARE EXPERIENCING THIS DILEMMA. IT APPEARS TO ME TO BE AN OBVIOUS DESIGN FLAW AND HONDA SHOULD BE CORRECTING IT. I AM ALSO CONCERNED ABOUT LATER MODEL HONDA ACCORDS. I CERTAINLY DON'T WANT TO PURCHASE A NEW PROBLEM. ANY ASSISTANCE YOU COULD

20020204	344118	HONDA	ACCORD	199	N				VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	TN	
1HGCG5643WA		20020131									

8

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20020204	344119	HONDA	ACCORD	199	N				OTHER	TN	
1HGCG5643WA		20020131									

8

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20020204 345642 HONDA ACCORD 199 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL TN
 1HGCG5643WA 20020131

8

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20020806 364502 HONDA CIVIC 999 N EQUIPMENT MA
 9

CONSUMER RECEIVED A RECALL NOTICE (CAMPAIGN NO. 99E015). TOOK THE VEHICLE TO THE DEALER FOR THE PROBLEM TO BE FIXED. CONSUMER STATED THAT AFTER THEY FIXED THE PROBLEM, THE FLOOR MAT

CREEPS TO THE FRONT OF THE VEHICLE DURING USE, AND CAUSES THE CLUTCH, THE BRAKE AND THE ACCELERATOR TO STICK IN THE DOWN POSITION. *YH

20020822 372619 HONDA CRV 199 N OTHER OK
 JHLRD2843WC 20020819

8

FLOOR MATS MOVE AND BLOCK GAS PEDAL FROM MOVING TO THE IDLE POSITION.*AK

20030205 403436 HONDA CIVIC 199 N N 0 0 OTHER TX
 5

THE FLOOR MAT IN THE 1995 HONDA CIVIC CAN SOMETIMES MOVE AND ACTUALLY TOUCH THE TOP OF THE GAS PEDAL IN THE CAR. WHEN THIS OCCURS THE GAS PEDAL REMAINS DEPRESSED EVEN WHEN YOU LIFT

YOUR FOOT OFF OF THE PEDAL. THE FLOOR MAT IS STIFF AND HARD AND DOESN'T STICK WELL TO THE FLOOR. THE FLOOR MATS I HAVE WERE FROM THE MANUFACTURER, THESE ARE NOT MATS THAT YOU BUY AT

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030303	412746	HONDA	CIVIC	199	Y	N			POWER TRAIN:DRIVELINE:UNIVERSAL JOINT	FL	
	2HGEJ8647TH	20030303									
				6							
				ENGINE FAILED DUE TO FAULTY KEY MOUNT ON CRANKSHAFT, AND 2 BELTS CAME OFF PULLEY, VEHICLE LOSS CONTROL RESULTING IN AN ACCIDENT. ALSO, REPLACED WINDSHIELD WIPER/WASHER, EXHAUST SYSTEM, THROTTLE CABLE, EMISSIONS, AXLES, BRAKES, CV BOOTS, AND FLOOR MAT. *AK 8JB							
20030303	412743	HONDA	CIVIC	199	Y	N			SERVICE BRAKES, HYDRAULIC	FL	
	2HGEJ8647TH	20030303									
				6							
				ENGINE FAILED DUE TO FAULTY KEY MOUNT ON CRANKSHAFT, AND 2 BELTS CAME OFF PULLEY, VEHICLE LOSS CONTROL RESULTING IN AN ACCIDENT. ALSO, REPLACED WINDSHIELD WIPER/WASHER, EXHAUST SYSTEM, THROTTLE CABLE, EMISSIONS, AXLES, BRAKES, CV BOOTS, AND FLOOR MAT. *AK 8JB							
20030303	412748	HONDA	CIVIC	199	Y	N			OTHER	FL	
	2HGEJ8647TH	20030303									
				6							
				ENGINE FAILED DUE TO FAULTY KEY MOUNT ON CRANKSHAFT, AND 2 BELTS CAME OFF PULLEY, VEHICLE LOSS CONTROL RESULTING IN AN ACCIDENT. ALSO, REPLACED WINDSHIELD WIPER/WASHER, EXHAUST SYSTEM, THROTTLE CABLE, EMISSIONS, AXLES, BRAKES, CV BOOTS, AND FLOOR MAT. *AK 8JB							
20030303	412742	HONDA	CIVIC	199	Y	N			VISIBILITY:WINDSHIELD WIPER/WASHER	FL	
	2HGEJ8647TH	20030303									
				6							
				ENGINE FAILED DUE TO FAULTY KEY MOUNT ON CRANKSHAFT, AND 2 BELTS CAME OFF PULLEY, VEHICLE LOSS CONTROL RESULTING IN AN ACCIDENT. ALSO, REPLACED WINDSHIELD WIPER/WASHER, EXHAUST SYSTEM, THROTTLE CABLE, EMISSIONS, AXLES, BRAKES, CV BOOTS, AND FLOOR MAT. *AK 8JB							
20030303	412744	HONDA	CIVIC	199	Y	N			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM	FL	
	2HGEJ8647TH	20030303									
				6							
				ENGINE FAILED DUE TO FAULTY KEY MOUNT ON CRANKSHAFT, AND 2 BELTS CAME OFF PULLEY, VEHICLE LOSS CONTROL RESULTING IN AN ACCIDENT. ALSO, REPLACED WINDSHIELD WIPER/WASHER, EXHAUST SYSTEM, THROTTLE CABLE, EMISSIONS, AXLES, BRAKES, CV BOOTS, AND FLOOR MAT. *AK 8JB							
20030303	412745	HONDA	CIVIC	199	Y	N			VEHICLE SPEED CONTROL:CABLES	FL	
	2HGEJ8647TH	20030303									
				6							
				ENGINE FAILED DUE TO FAULTY KEY MOUNT ON CRANKSHAFT, AND 2 BELTS CAME OFF PULLEY, VEHICLE LOSS CONTROL RESULTING IN AN ACCIDENT. ALSO, REPLACED WINDSHIELD WIPER/WASHER, EXHAUST SYSTEM, THROTTLE CABLE, EMISSIONS, AXLES, BRAKES, CV BOOTS, AND FLOOR MAT. *AK 8JB							
20030303	412747	HONDA	CIVIC	199	Y	N			ENGINE AND ENGINE COOLING:ENGINE	FL	
	2HGEJ8647TH	20030303									
				6							
				ENGINE FAILED DUE TO FAULTY KEY MOUNT ON CRANKSHAFT, AND 2 BELTS CAME OFF PULLEY, VEHICLE LOSS CONTROL RESULTING IN AN ACCIDENT. ALSO, REPLACED WINDSHIELD WIPER/WASHER, EXHAUST SYSTEM, THROTTLE CABLE, EMISSIONS, AXLES, BRAKES, CV BOOTS, AND FLOOR MAT. *AK 8JB							
20030407	425354	HONDA	CIVIC	199	N	N			OTHER	TX	
				9							
				SAME PROBLEM AS THE 1998 HONDA CIVIC RECALL 99E015000 (FLOOR MAT PREVENTS ACCELERATOR PEDAL FROM RETURNING) *JB							
20030422	398591	HONDA	ACCORD	200	N	N	0	0	ENGINE AND ENGINE COOLING:ENGINE	NC	
	1HGCG55491A	20030422	11500								

1
I HAVE JUST TRADED MY 2001 HONDA ACCORD LX MANUAL TRANSMISSION VIN#1HGCG55491A [REDACTED] BECAUSE OF A SEVERE IDLING PROBLEM. THE CAR HAD ONLY 12,000 MILES AND HAD HAD ALL THE ROUTINE

MAINTENANCE PERFORMED AS RECOMMENDED BY HONDA. IT WAS STILL UNDER WARRANTY. I HAVE OWNED A HONDA FOR OVER 20 YEARS AND HAVE DRIVEN A STICK SHIFT FOR ALMOST 20 YEARS. I AM VERY WELL AWARE OF THE PLACEMENT OF THE PEDALS. ALSO, THE FLOOR MAT WAS ATTACHED TO ITS PIN NEAR THE FRONT OF THE SEAT SO IT DID NOT IMPEDE MY USE OF THE PEDALS. I HAD THE IDLE GO ABSOLUTELY NUTS, ALMOST RED LINE, AFTER HAVING PARKED THE CAR FOR A SHORT PERIOD OF TIME AND THEN RESTARTING THE CAR. THIS HAPPENED 3 TIMES OVER ABOUT 6 MONTHS. THE FIRST TWO TIMES, THE CAR LURCHED FORWARD. LUCKILY, NO ONE OR ANY PROPERTY WAS DAMAGED. I HAD BOTH CROWN HONDA OF CHAPEL HILL, NC AND FLOW HONDA OF WINSTON-SALEM, NC CHECK THE CAR OUT. IN FACT, FLOW HAD THE CAR 3 WEEKS AFTER THE 3RD INCIDENT. NEITHER DEALER SAID THEY FOUND A PROBLEM WITH THE CAR. I WAS AFRAID TO DRIVE THIS CAR ALTHOUGH I NEVER HAD A PROBLEM WITH IT WHEN I WAS ACTUALLY DRIVING THE CAR. MY CONCERN IS THAT THIS CAR WILL BE SOLD TO SOMEONE WHO WILL NOT BE TOLD OF THE PROBLEM I HAVE EXPERIENCED. I FEEL THIS CAR IS DANGEROUS AND SOMEONE MAY HAVE AN ACCIDENT. I HAVE ALSO CONTACTED HONDA CORPORATE. I HOPE YOU WILL LOOK INTO THIS PROBLEM. I HAVE RESEARCHED THE INTERNET TO FIND IF ANYONE ELSE HAS HAD THIS PROBLEM. I HAVE NOT BEEN SUCCESSFUL. HONDA SAYS THEY HAVE NEVER HAD THIS PROBLEM. I DO NOT KNOW IF THIS IS AN EASY OR HARD FIX. I DO BELIEVE THIS CAR HAS A MAJOR PROBLEM. THANK YOU. *NLM

20030722 416370 HONDA CIVIC 199 N N 0 0 OTHER MA
 1HGEG8542RL 20030722

4

THE OEM CARPET/MAT WHICH I BOUGHT TOGETHER WITH THE CAR (NEW CAR FROM A HONDA DEALER) STARTED TO GET CAUGHT UP UNDER THE ACCELERATOR PEDAL, CAUSING AN UNSAFE SITUATION WHERE I WOULD LET OFF ON THE GAS, BUT THE MOTOR WOULD NOT RETURN TO IDLE. I COMPLAINED TO THE DEALER, AND THEY DID NOTHING ABOUT IT. I FINALLY REPLACED THE MAT WITH A 3RD PARTY PRODUCT. THAT MAT STARTED DOING THE SAME THING, AND WAS REMOVED ALSO.*AK I RECALL SEEING A RECALL NOTICE IN CONSUMER REPORTS FOR HONDA CIVICS (OTHER YEARS) FOR THE SAME PROBLEM. MENTIONING THIS DID NOT PUSH DEALER TO DO THE RIGHT THING. I'VE LOOKED AT THIS A WHILE TO FIGURE OUT WHY IT HAPPENS. THE CONTOUR OF THE FLOOR AREA UNDER THE ACCELERATOR PEDAL ENDS UP WARPING THE CARPET/MAT INTO A SHAPE THAT ENDS UP CAUSING IT TO CREEP UP AND GET WEDGED.

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030805	425386	HONDA	CIVIC	200	N	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	VA	
1HGEM21962L		20030805	4								

2

VIBRATION IN STEERING WHEEL 14 SERVICE REPAIR ATTEMPTS FROM NEW MOLDY MUSTY MOLDY SMELL COMING FROM AIR CONDITIONER A/C VENTS MAKES ME COUGH .1 SERVICE REPAIR ATTEMPT HAZY, FILM ON REAR WINDOW IMPAIRS VISIBILITY. 2 SERVICE REPAIR ATTEMPTS (FROM NEW). RADIO HISSING AND STATIC WHEN REAR WINDOW DEFROSTER, IS ON 5 SERVICE ATTEMPTS (FROM NEW). *AK PREMATURE WEAR OF SEAT UPHOLSTERY LOOSE ELECTRICAL ACCESSORY OUTLET ON DASH 1 SERVICE REPAIR ATTEMPT (FROM NEW) ORIGINAL FLOOR MAT WORE THROUGH COMPLETELY IN LESS THAN ONE YEAR NOISY DRIVERS SEAT TEAR IN CARPET UNDER DRIVER'S SEAT 1 SERVICE REPAIR ATTEMPT (FROM NEW) PAINT UNERCOAT HANGING FROM BOTTOM OF CAR 1 SERVICE REPAIR ATTEMPT (FROM NEW) NOISY CLUTCH PEDAL TSB 02002 TWO SERVICE REPAIR ATTEMPTS RESOLVED AT 2ND SQUEAK RATTLE IN DASH

20030805	425387	HONDA	CIVIC	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM:REAR WINDOW	VA	
1HGEM21962L		20030805	4								

2

VIBRATION IN STEERING WHEEL 14 SERVICE REPAIR ATTEMPTS FROM NEW MOLDY MUSTY MOLDY SMELL COMING FROM AIR CONDITIONER A/C VENTS MAKES ME COUGH .1 SERVICE REPAIR ATTEMPT HAZY, FILM ON REAR WINDOW IMPAIRS VISIBILITY. 2 SERVICE REPAIR ATTEMPTS (FROM NEW). RADIO HISSING AND STATIC WHEN REAR WINDOW DEFROSTER, IS ON 5 SERVICE ATTEMPTS (FROM NEW). *AK PREMATURE WEAR OF SEAT UPHOLSTERY LOOSE ELECTRICAL ACCESSORY OUTLET ON DASH 1 SERVICE REPAIR ATTEMPT (FROM NEW) ORIGINAL FLOOR MAT WORE THROUGH COMPLETELY IN LESS THAN ONE YEAR NOISY DRIVERS SEAT TEAR IN CARPET UNDER DRIVER'S SEAT 1 SERVICE REPAIR ATTEMPT (FROM NEW) PAINT UNERCOAT HANGING FROM BOTTOM OF CAR 1 SERVICE REPAIR ATTEMPT (FROM NEW) NOISY CLUTCH PEDAL TSB 02002 TWO SERVICE REPAIR ATTEMPTS RESOLVED AT 2ND SQUEAK RATTLE IN DASH

20030805	425388	HONDA	CIVIC	200	N	N	0	0	EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	VA	
1HGEM21962L		20030805	4								

2

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20040112	451030	HONDA	CIVIC	199	N	N			EQUIPMENT	IN	
1AGEJ8641TL		20040224									

6

CONSUMER STATED FLOOR MATS WOULD BECAME STUCK UNDER GAS PEDAL. *AK THIS OCCURRED WHEN THE MAT WAS NOT SECURED. THIS ALSO CAUSED THE VEHICLE TO ACCELERATE WITHOUT APPLYING THE GAS PEDAL. *SC

20040419	462865	HONDA	CIVIC	199	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
1HGEJ667XWL		20040419	3570								

8

MY ACCELERATOR PEDAL GETS STUCK AND CANNOT BE PRESSED UNLESS A LOT OF FORCE IS USED. WHEN THE PEDAL COMES UNSTUCK THE CAR THEN JUMPS FORWARD. THIS MAKES IT VERY DIFFICULT AND DANGEROUS TO DRIVE, ESPECIALLY IN SLOW TRAFFIC AND WHEN IT RAINS. I HAVE TAKEN THE CAR TO THE DEALER EIGHT TIMES TO REPAIR FROM JUNE 1998 TO NOVEMBER 2002, BUT THEY COULD NOT REPAIR IT, EVEN THOUGH HONDA HAD A SAFETY RECALL FOR THIS PROBLEM. THE FLOOR MAT NEVER CAUSED THE STICKING. NOW HONDA SAYS THERE IS NOTHING WRONG WITH THE CAR AND THAT ANY POSSIBLE PROBLEMS

ARE DUE TO LACK OF PROPER MAINTENANCE (IMPROPER OIL AND TRANSMISSION FLUIDS USED). *AK

20040422	475894	HONDA	CIVIC	200	STEERING	VA
1HGEM21962L		20040115	15000			

2

THE CAR WAS PURCHASED NEW ON APRIL 20, 2002. SINCE THE VERY FIRST DAY SEVERAL PROBLEMS WERE DISCOVERED WHICH HONDA HAS BEEN UNABLE TO RESOLVE. ONE ONGOING PROBLEM IS A VIBRATION AT 55 MPH IN THE STEERING WHEEL, WHICH HONDA HAS ATTRIBUTED TO A WHEEL BALANCE PROBLEM AND TIRE PROBLEM. THE CAR HAS BEEN SERVICED 14 TIMES BY HONDA AND FIRESTONE (TIRE MANUFACTURER) AND MERCHANT TIRE (BALANCE). HONDA TRIED TO BALANCE THE WHEELS AND AFTER SEVERAL FAILED ATTEMPTS TOLD ME IT WAS A PROBLEM WITH FAULTY TIRES (OEM). HONDA TOLD ME THEY COULD DO NOTHING FURTHER ABOUT THE PROBLEM AND TOLD ME I HAD TO TAKE CARE OF THE PROBLEM ON MY OWN WITH THE TIRE MANUFACTURER DESPITE THE FACT THAT THE CAR WAS OBVIOUSLY STILL UNDER HONDA WARRANTY. NONE OF THE BALANCING SOLVED THE PROBLEM AND HONDA TOLD ME IT MUST BE DEFECTIVE (ORIGINAL) TIRES. FIRESTONE THEM REPLACED 3 TIRES UNDER WARRANTY AND THE PROBLEM STILL PERSISTED. THEY ATTEMPTED TO BALANCE THE WHEELS 2 MORE TIMES. I WENT BACK TO HONDA AND THEY BALANCED THE WHEELS AGAIN WITH NO SUCCESS AND THEY WOULD NOT INVESTIGATE THE PROBLEM FURTHER. THERE ARE SEVERAL OTHER PROBLEMS. ONE IS A PROBLEM WITH HISSING AND STATIC IN THE RADIO RECEPTION WHEN THE REAR WINDOW DEFOGGER IS ON (SINCE NEW). HONDA REPLACED THE RADIO AND DEFOGGER SWITCH BUT THE PROBLEM IS STILL THERE. ANOTHER PROBLEM IS A VISIBILITY PROBLEM IN THE REAR WINDOW (SINCE NEW). A HAZY STICKY FILM DEVELOPS ON THE REAR WINDOW. IT IS VERY DIFFICULT TO CLEAN WITH HOUSEHOLD GLASS CLEANER. ANOTHER PROBLEM IS THAT THE ORIGINAL HONDA FLOOR MAT WORE RIGHT THROUGH WHEN THE CAR WAS NOT EVEN A YEAR OLD. I HAD TO PURCHASE A WHOLE SET FOR ABOUT \$90. THE DRIVERS SEAT UPHOLSTERY ALSO BEGAN TO WEAR PREMATURELY. ANOTHER PROBLEM THAT DEVELOPED OVER THE PAST YEAR IS A DAMP MOLDY MUSTY ODOR COMING FROM THE AIR CONDITIONER/HEATER VENTS. THE ODOR IS SOMETIMES STRONG AND WHEN I TURN ON THE AC OR HEATER IT MAKES ME COUGH AND FEEL ILL. I AM VERY DISAPPOINTED IN THE QUALITY OF THIS VEHICLE.

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040422	475782	HONDA	CIVIC	200					ENGINE AND ENGINE COOLING	VA	
1HGEM21962L		20040115	15000								

2

THE CAR WAS PURCHASED NEW ON APRIL 20, 2002. SINCE THE VERY FIRST DAY SEVERAL PROBLEMS WERE DISCOVERED WHICH HONDA HAS BEEN UNABLE TO RESOLVE. ONE ONGOING PROBLEM IS A VIBRATION AT 55 MPH IN THE STEERING WHEEL, WHICH HONDA HAS ATTRIBUTED TO A WHEEL BALANCE PROBLEM AND TIRE PROBLEM. THE CAR HAS BEEN SERVICED 14 TIMES BY HONDA AND FIRESTONE (TIRE MANUFACTURER) AND MERCHANT TIRE (BALANCE). HONDA TRIED TO BALANCE THE WHEELS AND AFTER SEVERAL FAILED ATTEMPTS TOLD ME IT WAS A PROBLEM WITH FAULTY TIRES (OEM). HONDA TOLD ME THEY COULD DO NOTHING FURTHER ABOUT THE PROBLEM AND TOLD ME I HAD TO TAKE CARE OF THE PROBLEM ON MY OWN WITH THE TIRE MANUFACTURER DESPITE THE FACT THAT THE CAR WAS OBVIOUSLY STILL UNDER HONDA WARRANTY. NONE OF THE BALANCING SOLVED THE PROBLEM AND HONDA TOLD ME IT MUST BE DEFECTIVE (ORIGINAL) TIRES. FIRESTONE THEM REPLACED 3 TIRES UNDER WARRANTY AND THE PROBLEM STILL PERSISTED. THEY ATTEMPTED TO BALANCE THE WHEELS 2 MORE TIMES. I WENT BACK TO HONDA AND THEY BALANCED THE WHEELS AGAIN WITH NO SUCCESS AND THEY WOULD NOT INVESTIGATE THE PROBLEM FURTHER. THERE ARE SEVERAL OTHER PROBLEMS. ONE IS A PROBLEM WITH HISSING AND STATIC IN THE RADIO RECEPTION WHEN THE REAR WINDOW DEFOGGER IS ON (SINCE NEW). HONDA REPLACED THE RADIO AND DEFOGGER SWITCH BUT THE PROBLEM IS STILL THERE. ANOTHER PROBLEM IS A VISIBILITY PROBLEM IN THE REAR WINDOW (SINCE NEW). A HAZY STICKY FILM DEVELOPS ON THE REAR WINDOW. IT IS VERY DIFFICULT TO CLEAN WITH HOUSEHOLD GLASS CLEANER. ANOTHER PROBLEM IS THAT THE ORIGINAL HONDA FLOOR MAT WORE RIGHT THROUGH WHEN THE CAR WAS NOT EVEN A YEAR OLD. I HAD TO PURCHASE A WHOLE SET FOR ABOUT \$90. THE DRIVERS SEAT UPHOLSTERY ALSO BEGAN TO WEAR PREMATURELY. ANOTHER PROBLEM THAT DEVELOPED OVER THE PAST YEAR IS A DAMP MOLDY MUSTY ODOR COMING FROM THE AIR CONDITIONER/HEATER VENTS. THE ODOR IS SOMETIMES STRONG AND WHEN I TURN ON THE AC OR HEATER IT MAKES ME COUGH AND FEEL ILL. I AM VERY DISAPPOINTED IN THE QUALITY OF THIS VEHICLE.

20040422	475896	HONDA	CIVIC	200					TIRES	VA	
1HGEM21962L		20040115	15000								

2

THE CAR WAS PURCHASED NEW ON APRIL 20, 2002. SINCE THE VERY FIRST DAY SEVERAL PROBLEMS WERE DISCOVERED WHICH HONDA HAS BEEN UNABLE TO RESOLVE. ONE ONGOING PROBLEM IS A VIBRATION AT 55 MPH IN THE STEERING WHEEL, WHICH HONDA HAS ATTRIBUTED TO A WHEEL BALANCE PROBLEM AND TIRE PROBLEM. THE CAR HAS BEEN SERVICED 14 TIMES BY HONDA AND FIRESTONE (TIRE MANUFACTURER) AND MERCHANT TIRE (BALANCE). HONDA TRIED TO BALANCE THE WHEELS AND AFTER SEVERAL FAILED ATTEMPTS TOLD ME IT WAS A PROBLEM WITH FAULTY TIRES (OEM). HONDA TOLD ME THEY COULD DO NOTHING FURTHER ABOUT THE PROBLEM AND TOLD ME I HAD TO TAKE CARE OF THE PROBLEM ON MY OWN WITH THE TIRE MANUFACTURER DESPITE THE FACT THAT THE CAR WAS OBVIOUSLY STILL UNDER HONDA WARRANTY. NONE OF THE BALANCING SOLVED THE PROBLEM AND HONDA TOLD ME IT MUST BE DEFECTIVE (ORIGINAL) TIRES. FIRESTONE THEM REPLACED 3 TIRES UNDER WARRANTY AND THE PROBLEM STILL PERSISTED. THEY ATTEMPTED TO BALANCE THE WHEELS 2 MORE TIMES. I WENT BACK TO HONDA AND THEY BALANCED THE WHEELS AGAIN WITH NO SUCCESS AND THEY WOULD NOT INVESTIGATE THE PROBLEM FURTHER. THERE ARE SEVERAL OTHER PROBLEMS. ONE IS A PROBLEM WITH HISSING AND STATIC IN THE RADIO RECEPTION WHEN THE REAR WINDOW DEFOGGER IS ON (SINCE NEW). HONDA REPLACED THE RADIO AND DEFOGGER SWITCH BUT THE PROBLEM IS STILL THERE. ANOTHER PROBLEM IS A VISIBILITY PROBLEM IN THE REAR WINDOW (SINCE NEW). A HAZY STICKY FILM DEVELOPS ON THE REAR WINDOW. IT IS VERY DIFFICULT TO CLEAN WITH HOUSEHOLD GLASS CLEANER. ANOTHER PROBLEM IS THAT THE ORIGINAL HONDA FLOOR MAT WORE RIGHT THROUGH WHEN THE CAR WAS NOT EVEN A YEAR OLD. I HAD TO PURCHASE A WHOLE SET FOR ABOUT \$90. THE DRIVERS SEAT UPHOLSTERY ALSO BEGAN TO WEAR PREMATURELY. ANOTHER PROBLEM THAT DEVELOPED OVER THE PAST YEAR IS A DAMP MOLDY MUSTY ODOR COMING FROM THE AIR CONDITIONER/HEATER VENTS. THE ODOR IS SOMETIMES STRONG AND WHEN I TURN ON THE AC OR HEATER IT MAKES ME COUGH AND FEEL ILL. I AM VERY DISAPPOINTED IN THE QUALITY OF THIS VEHICLE.

20040422	475995	HONDA	CIVIC	200					OTHER	VA	
1HGEM21962L		20040115	15000								

2

THE CAR WAS PURCHASED NEW ON APRIL 20, 2002. SINCE THE VERY FIRST DAY SEVERAL PROBLEMS WERE DISCOVERED WHICH HONDA HAS BEEN UNABLE TO RESOLVE. ONE ONGOING PROBLEM IS A VIBRATION AT 55 MPH IN THE STEERING WHEEL, WHICH HONDA HAS ATTRIBUTED TO A WHEEL BALANCE PROBLEM AND TIRE PROBLEM. THE CAR HAS BEEN SERVICED 14 TIMES BY HONDA AND FIRESTONE (TIRE MANUFACTURER) AND MERCHANT TIRE (BALANCE). HONDA TRIED TO BALANCE THE WHEELS AND AFTER SEVERAL FAILED ATTEMPTS TOLD ME IT WAS A PROBLEM WITH FAULTY TIRES (OEM). HONDA TOLD ME THEY COULD DO NOTHING FURTHER ABOUT THE PROBLEM AND TOLD ME I HAD TO TAKE CARE OF THE PROBLEM ON MY OWN WITH THE TIRE MANUFACTURER DESPITE THE FACT THAT THE CAR WAS OBVIOUSLY STILL UNDER HONDA WARRANTY. NONE OF THE BALANCING SOLVED THE PROBLEM AND HONDA TOLD ME IT MUST BE DEFECTIVE (ORIGINAL) TIRES. FIRESTONE THEM REPLACED 3 TIRES UNDER WARRANTY AND THE PROBLEM STILL PERSISTED. THEY ATTEMPTED TO BALANCE THE WHEELS 2 MORE TIMES. I WENT BACK TO HONDA AND THEY BALANCED THE WHEELS AGAIN WITH NO SUCCESS AND THEY WOULD NOT INVESTIGATE THE PROBLEM FURTHER. THERE ARE SEVERAL OTHER PROBLEMS. ONE IS A PROBLEM WITH HISSING AND STATIC IN THE RADIO RECEPTION WHEN THE REAR WINDOW DEFOGGER IS ON (SINCE NEW). HONDA REPLACED THE RADIO AND DEFOGGER SWITCH BUT THE PROBLEM IS STILL THERE. ANOTHER PROBLEM IS A VISIBILITY PROBLEM IN THE REAR WINDOW (SINCE NEW). A HAZY STICKY FILM DEVELOPS ON THE REAR WINDOW. IT IS VERY DIFFICULT TO CLEAN WITH HOUSEHOLD GLASS CLEANER. ANOTHER PROBLEM IS THAT THE ORIGINAL HONDA FLOOR MAT WORE RIGHT THROUGH WHEN THE CAR WAS NOT EVEN A YEAR OLD. I HAD TO PURCHASE A WHOLE SET FOR ABOUT \$90. THE DRIVERS SEAT UPHOLSTERY ALSO BEGAN TO WEAR PREMATURELY. ANOTHER PROBLEM THAT DEVELOPED OVER THE PAST YEAR IS A DAMP MOLDY MUSTY ODOR COMING FROM THE AIR CONDITIONER/HEATER VENTS. THE ODOR IS SOMETIMES STRONG AND WHEN I TURN ON THE AC OR HEATER IT MAKES ME COUGH AND FEEL ILL. I AM VERY DISAPPOINTED IN THE QUALITY OF THIS VEHICLE.

20040422 475994	HONDA	CIVIC	200	WHEELS	VA
1HGEM21962L	20040115	15000			

2

THE CAR WAS PURCHASED NEW ON APRIL 20, 2002. SINCE THE VERY FIRST DAY SEVERAL PROBLEMS WERE DISCOVERED WHICH HONDA HAS BEEN UNABLE TO RESOLVE. ONE ONGOING PROBLEM IS A VIBRATION AT 55 MPH IN THE STEERING WHEEL, WHICH HONDA HAS ATTRIBUTED TO A WHEEL BALANCE PROBLEM AND TIRE PROBLEM. THE CAR HAS BEEN SERVICED 14 TIMES BY HONDA AND FIRESTONE (TIRE MANUFACTURER) AND MERCHANT TIRE (BALANCE). HONDA TRIED TO BALANCE THE WHEELS AND AFTER SEVERAL FAILED ATTEMPTS TOLD ME IT WAS A PROBLEM WITH FAULTY TIRES (OEM). HONDA TOLD ME THEY COULD DO NOTHING FURTHER ABOUT THE PROBLEM AND TOLD ME I HAD TO TAKE CARE OF THE PROBLEM ON MY OWN WITH THE TIRE MANUFACTURER DESPITE THE FACT THAT THE CAR WAS OBVIOUSLY STILL UNDER HONDA WARRANTY. NONE OF THE BALANCING SOLVED THE PROBLEM AND HONDA TOLD ME IT MUST BE DEFECTIVE (ORIGINAL) TIRES. FIRESTONE THEM REPLACED 3 TIRES UNDER WARRANTY AND THE PROBLEM STILL PERSISTED. THEY ATTEMPTED TO BALANCE THE WHEELS 2 MORE TIMES. I WENT BACK TO HONDA AND THEY BALANCED THE WHEELS AGAIN WITH NO SUCCESS AND THEY WOULD NOT INVESTIGATE THE PROBLEM FURTHER. THERE ARE SEVERAL OTHER PROBLEMS. ONE IS A PROBLEM WITH HISSING AND STATIC IN THE RADIO RECEPTION WHEN THE REAR WINDOW DEFOGGER IS ON (SINCE NEW). HONDA REPLACED THE RADIO AND DEFOGGER SWITCH BUT THE PROBLEM IS STILL THERE. ANOTHER PROBLEM IS A VISIBILITY PROBLEM IN THE REAR WINDOW (SINCE NEW). A HAZY STICKY FILM DEVELOPS ON THE REAR WINDOW. IT IS VERY DIFFICULT TO CLEAN WITH HOUSEHOLD GLASS CLEANER. ANOTHER PROBLEM IS THAT THE ORIGINAL HONDA FLOOR MAT WORE RIGHT THROUGH WHEN THE CAR WAS NOT EVEN A YEAR OLD. I HAD TO PURCHASE A WHOLE SET FOR ABOUT \$90. THE DRIVERS SEAT UPHOLSTERY ALSO BEGAN TO WEAR PREMATURELY. ANOTHER PROBLEM THAT DEVELOPED OVER THE PAST YEAR IS A DAMP MOLDY MUSTY ODOR COMING FROM THE AIR CONDITIONER/HEATER VENTS. THE ODOR IS SOMETIMES STRONG AND WHEN I TURN ON THE AC OR HEATER IT MAKES ME COUGH AND FEEL ILL. I AM VERY DISAPPOINTED IN THE QUALITY OF THIS VEHICLE.

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040422	475983	HONDA	ACCORD	200					AIR BAGS	CA	
1HGCM66523A		20040115	17000								

3

JULY 17, 2003 [REDACTED] ROSEVILLE, CA [REDACTED] DEAR AGENCY, A POTENTIALLY LETHAL DEFECT MAY EXIST ON THE REDESIGNED 2003 HONDA ACCORD, AND HONDA MOTORS IS ATTEMPTING TO SWEEP IT UNDER THE CARPET. WITHOUT YOUR IMMEDIATE INVOLVEMENT, THEY MIGHT GET AWAY WITH IT. ON JULY 1, 2003 MY WIFE WAS DRIVING OUR 2003 HONDA ACCORD, WITH 17000 MILES, WITH A PASSENGER. THE DRIVING CONDITIONS WERE EXCELLENT, SKIES WERE CLEAR, ROADS WERE DRY AND TEMPERATURES WERE MODERATE. WHILE TRAVELING AT ABOUT 55 MPH, TWO OF THE SIDE AIRBAGS DEPLOYED APPARENTLY WITHOUT PROVOCATION. TWO SENSORS ACTIVATED TWO SEPARATE AIRBAGS: THE SIDE-CURTAIN AIRBAG AND THE SEAT-CUSHION AIRBAG. FORTUNATELY, NEITHER OCCUPANT WAS HURT BUT MY WIFE IMMEDIATELY PULLED OFF ONTO A SIDE STREET. THEY SURVEYED THE AREA AND NOTICED THAT THERE WERE NO POTHOLES OR ROCKS IN THE ROAD AND APPARENTLY THERE WAS NOTHING ELSE THAT THEY COULD HAVE COLLIDED WITH. THEY ALSO LOOKED FOR DAMAGE TO THE CAR. THERE WAS NONE. COINCIDENTALLY, I WAS CALLING MY WIFE AS SHE WAS PULLING THE CAR ONTO THE SIDE STREET. SHE ASKED WHAT SHE SHOULD DO. I SAID THAT I WOULD MAKE SOME PHONE CALLS AND GET BACK TO HER. AFTER SEVERAL CALLS TO BOTH AUTO WEST HONDA AND HONDA MOTORS, I WAS INFORMED THAT AN AIRBAG DEPLOYMENT WAS NOT CONSIDERED A WARRANTEE PROBLEM AND THEREFORE TOWING WOULD BE OUR RESPONSIBILITY. IN FACT, I WAS ADVISED THAT HONDA HAD NEVER HAD AN AIRBAG DEPLOY WITHOUT BEING IN A COLLISION. THE DEALER'S REPRESENTATIVE, JOHN DAVIS, ADVISED ME THAT, WITH THE EXCEPTION OF HAVING NO AIRBAG RESTRAINTS, THE CAR WAS SAFE TO DRIVE. WE ELECTED TO HAVE MY WIFE DRIVE IT IN TO AUTO WEST. ON JULY 3RD HONDA HAD NOT BEEN ABLE TO DETERMINE IF THE DEPLOYMENT WAS CAUSED BY A COLLISION. I PERSONALLY VISITED AUTO WEST AND TALKED WITH THE SERVICE MANAGER, JOE TABARRACCI, AND WAS ADVISED THAT AS FAR AS HE AND HIS SERVICE TECHNICIANS COULD TELL, THERE WERE NO VISIBLE SIGNS OF A COLLISION.

20040422	475895	HONDA	CIVIC	200					SUSPENSION	VA	
1HGEM21962L		20040115	15000								

2

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20040729	490568	HONDA	CR-V	200	Y	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	VA	
SHSRD785X4U		20040729	5400								

4

CONSUMER WAS DRIVING WHEN THE GAS PEDAL STUCK. CONSUMER PULLED THE FLOOR MAT BACK AND APPLIED THE BRAKES, BUT VEHICLE DID NOT STOP. CONSUMER PUT VEHICLE IN NEUTRAL, AND TRIED TO SHUT IT OFF, BUT VEHICLE WOULD NOT SHUT OFF. A POLICE OFFICER URGED CONSUMER TO RAM VEHICLE IN ORDER TO SLOW IT DOWN. THEN, VEHICLE WAS TOWED TO THE DEALER. *AK

20041007 500624 4S6CM58W1W4	HONDA 20041112	PASSPORT 97438	199	N	N	0	0	EQUIPMENT	TX
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8

DRIVER'S SIDE FLOOR MAT INTERFERED WITH THE ACCELERATOR PEDAL. RECALL 97V206000 WAS ISSUED, HOWEVER, THIS VEHICLE WAS NOT INCLUDED IN THE RECALL DUE TO VIN. *AK *TC

20050110 526473 JHMEH9699SS	HONDA 20050218	CIVIC 37000	199	Y	N			OTHER	MI
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5

WHILE ACCELERATING AT LOW SPEED ACCELERATOR PEDAL STUCK TO THE FLOOR MAT TEMPORARILY. THIS CAUSED A MINOR COLLISION, OBJECT HIT GARAGE REAR WALL. DEALERSHIP WAS NOTIFIED, BUT DID NOT

RESOLVE THE PROBLEM. *AK THE CONSUMER STATED THAT THE SIDE FLOOR MAT IS NOT SECURE AND SLID FORWARD JAMMING THE ACCELERATOR PEDAL. THE VEHICLE WAS MOVING AT A SPEED OF 2 TO 4 MPH.

DUE TO THE MAT JAMMING THE ACCELERATOR PEDAL WHEN THE CONSUMER PUSHED ON THE BRAKE IT ONLY INCREASED ACCELERATION. *TC

20050110 526472 JHMEH9699SS	HONDA 20050218	CIVIC 37000	199	Y	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MI
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5

WHILE ACCELERATING AT LOW SPEED ACCELERATOR PEDAL STUCK TO THE FLOOR MAT TEMPORARILY. THIS CAUSED A MINOR COLLISION, OBJECT HIT GARAGE REAR WALL. DEALERSHIP WAS NOTIFIED, BUT DID NOT

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DUE TO THE MAT JAMMING THE ACCELERATOR PEDAL WHEN THE CONSUMER PUSHED ON THE BRAKE IT ONLY INCREASED ACCELERATION. *TC

20050530 545124	HONDA	CIVIC	200	N	N	0	0	VEHICLE SPEED CONTROL	AZ
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2

2002 HONDA CIVIC, AUTOMATIC TRANSMISSION. THREE TIMES SINCE PURCHASE NEW IN 2002, THE ENGINE HAS SUDDENLY ACCELERATED AND CONTINUES TO REV UP TO 3000RPM WHILE BRAKING, DEFINITELY NOT

WITH FOOT ON ACCELERATOR, TWICE IN REVERSE AND ONCE IN DRIVE. VEHICLE LURCHES AND ONLY VERY HARD BRAKING PREVENTS VEHICLE MOTION UNTIL THE ENGINE CAN BE TURNED OFF. THERE IS NO FLOOR

20050725 552277 1HGCA5646JA	HONDA 20050725	ACCORD 195000	198	N	N			FUEL SYSTEM, GASOLINE:DELIVERY:HOSES, LINES/PIPING, AND FITTINGS	OH
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8

DT: CONSUMER STATED THE FUEL LINE RUNS UNDERNEATH THE CARPET INSIDE THE CAR AND THERE WAS A GAS LEAK FROM THE FUEL LINE AND HER CAR FILLED UP WITH GASOLINE. THIS HAPPENED ON 7-16-05. SHE

HAS TAKEN IT TO A DEALER AND THEY PUT A SPLICE IN THE FUEL LINE. THIS IS THE FIRST TIME SHE HAS HAD THIS PROBLEM. SHE HAS NOT HAD FURTHER PROBLEMS SINCE THE REPAIR WAS DONE. *JB

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050802	554975	ACURA	ACURA	200	N	N			STRUCTURE	FL	

A FRIEND OF MINE WAS SITTING IN THE BACK SEAT OF MY INTEGRA WHEN SHE NOTICED THAT THE SEAT WAS WET. IT WASN'T LONG AFTER THAT WHEN I OPENED THE TRUNK OF MY CAR AND NOTICED THAT THERE WAS MOLD ON A PAIR OF SHOES THAT WAS IN THE TRUNK. I OPENED THE PART WHERE THE SPARE TIRE SITS AND NOTICED THAT THERE WAS A LOT OF WATER IN THE WHEEL WELL. AFTER TAKING IT TO THE DEALERSHIP, THEY INFORMED ME THAT THERE HAS BEEN ISSUES WITH MY MODEL WHERE THE TAIL LIGHT GASKETS WERE DEFECTIVE. RAIN WAS LEAKING INTO MY CAR AND FOR MONTHS I WASN'T EVEN AWARE OF IT. THIS RESULTED IN THEM HAVING TO COMPLETELY CLEAN MY CAR OF MOLD AND MILDEW BY LIFTING SEATS AND CLEANING UNDER THEM, REPLACE TAIL LIGHTS AND GASKETS, REPLACE CARPET IN BACK SEATS, AND THEN REPLACE THE MOTOR MECHANISM TO OPEN THE TRUNK. THE TOTAL COST WAS APPROXIMATELY \$1,200.00. THE CAR STILL HAS AN ODOR TO IT. *NM

20051005	563246	HONDA	ACCORD	199	N	N			AIR BAGS	ME	
1HGCD5685VA	20050928		47112								

CONSUMER SRS LIGHT CAME ON AND AIR CONDITION WAS LEAKING. *TS THE CONSUMER CONTACTED THE DEALER ABOUT THE AIR BAG LIGHT. SHE MADE AN APPOINTMENT AND WAS TOLD THAT IT WOULD TAKE 7-10 DAYS FOR THE PART TO ARRIVE. WHEN THE AC LEAKED THE CARPET, FRONT AND REAR, BECAME SOAKED. *NM

20051005	562880	HONDA	ACCORD	199	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	ME	
1HGCD5685VA	20050928		47112								

CONSUMER SRS LIGHT CAME ON AND AIR CONDITION WAS LEAKING. *TS THE CONSUMER CONTACTED THE DEALER ABOUT THE AIR BAG LIGHT. SHE MADE AN APPOINTMENT AND WAS TOLD THAT IT WOULD TAKE 7-10 DAYS FOR THE PART TO ARRIVE. WHEN THE AC LEAKED THE CARPET, FRONT AND REAR, BECAME SOAKED. *NM

20051112	567732	ACURA	3.2TL	200	N	N	2	0	VISIBILITY:REARVIEW MIRRORS/DEVICES:INTERIOR	FL	
19UUA5664YA	20051112										

THROUGHOUT THE LAST WEEK, I HAVE ATTEMPTED TO CONTACT SOMEONE AT MAGNA DONNELLY ON SEVERAL OCCASIONS REGARDING THE FOLLOWING MATTER. AS OF 1:33 PM (EST) ON SATURDAY, NOVEMBER 12, 2005, I HAVE NOT YET RECEIVED A RESPONSE FROM ANYONE AT MAGNA DONNELLY. ADDITIONALLY, EACH TIME THAT I HAVE CALLED MAGNA DONNELLY AT CORPORATE HEADQUARTERS IN TROY, MICHIGAN, AT (616) 786-7000, I AM ALWAYS PROMPTED TO A VOICE MAIL SELECTION. I HAVE LEFT NUMEROUS VOICE MAILS FOR VP'S CARLOS MAZZORIN AND LIAN LYNAM AND THE CORPORATE RELATIONS DEPT, AND SENT E-MAILS TO CUSTOMERCARECENTER@MAGNADON.COM AND SUPPLIERSUPPORT@MAGNADON.COM. I HAVE REPORTED TO THEM THAT MY 13-YEAR-OLD DAUGHTER AND I WERE RECENTLY EXPOSED TO THE CHEMICAL SUBSTANCE USED IN MAGNA DONNELLY'S AUTO DIM REAR-VIEW MIRROR MANUFACTURED BETWEEN 1990-2000. THE REAR-VIEW MIRROR IN MY 2000 ACURA TL RECENTLY STOPPED WORKING AFTER A BLACK OIL-BASED SUBSTANCE (WITH A GREEN TINT TO IT) BEGAN LEAKING ALL OVER MY CENTER CONSOLE, FRONT LEATHER SEATS, AND CARPETED INTERIOR. THIS CHEMICAL SUBSTANCE HAS CORRODED MY CENTER CONSOLES WOODGRAIN INTERIOR AND THE SILVER PLATE SURROUNDING MY GEAR SHIFT. I LIVE IN SOUTH FLORIDA AND THE NATIONAL POISON CONTROL CENTER HAS INSTRUCTED ME TO SEEK INFORMATION FROM MAGNA DONNELLY ON THE CHEMICALS USED IN THEIR REAR-VIEW MIRRORS MANUFACTURED BETWEEN 1990-2000. ACCORDING TO THE NATIONAL POISON CONTROL CENTER, IF THIS SUBSTANCE IS, IN FACT, TOXIC, IT COULD BE QUITE LETHAL WHEN INHALED...ESPECIALLY, IN THE HOT FLORIDA SUN. I HAVE ALWAYS BEEN A VERY HEALTH, ATHLETIC FEMALE, BUT RECENTLY DEVELOPED A CONSTANT LOW-GRADE FEVER, A KIDNEY INFECTION, AND BLOOD IN MY URINE. IF THIS SUBSTANCE CAN BURN A HOLE THROUGH MY GEAR SHIFT PLATE, IS IT POSSIBLE THAT THE TOXIC FUMES HAVE AFFECTED MY HEALTH AND THE HEALTH OF MY DAUGHTER? ACURA'S HEADQUARTERS STATED THAT THIS INFORMATION IS NOT AVAILABLE TO THE PUBLIC. *JB

20051220	572404	HONDA	ACCORD	200	N	N			AIR BAGS	GA	
1HGCG22511A	20051220										

SINCE THE DAY I PURCHASED MY VEHICLE (AUG. 2004), THE "SIDE AIRBAG"/"SRS" LIGHT HAVE CONTINUOUSLY COME ON. I HAVE REPEATEDLY NOTIFIED THE DEALERSHIP OF THE

PROBLEM AND THEY HAVEN'T A CLUE.

THERE ARE INSTANCES WHERE THE WARNING LIGHT(S) HAVE BEEN ON FOR WELL OVER 2 HRS OR 200+ MILES. I HAVE BROUGHT THE VEHICLE TO MORE THAN ONE HONDA LOCATION FOR TROUBLESHOOTING, AND

THEY ALL HAVE NO ANSWER. ACCORDING TO HONDA'S TECHNICIANS, THE WARNING LIGHTS ARE NOT LEAVING A TROUBLE CODE, SO THEY PROCLAIM THEY HAVE NO POSSIBLE SOLUTION FOR THE ISSUE. THE

COMMON RESPONSE IS "THE SRS SYSTEM IS TESTING ITSELF," "THERE ARE TOO MANY/TOO LITTLE OBJECTS IN THE SEAT," "CELL PHONE INTERFERENCE," ETC.. SO FAR HONDA HAS NOT OFFERED A PROPER

SOLUTION, OR EVEN A PROBABLE CAUSE. AT THIS POINT I FEEL EXTREMELY UNSAFE IN THE VEHICLE DUE TO THIS ISSUE. INDIVIDUAL'S SAFETY SHOULD NOT BE A IGNORED OR DISMISSED. I FEEL HAVE BEEN

MISLEAD FROM DAY ONE ABOUT THE RELIABILITY, SAFETY, OR THE CAR IN GENERAL. I BOUGHT A CERTIFIED USED HONDA WITH THE ASSUMPTION OF A EXCELLENT/QUALITY VEHICLE. SO FAR, I HAVE EXPERIENCED

NOTHING BUT HEADACHES, NUMEROUS SERIOUS SAFETY/MECHANICAL RECALLS, AND A LACK OF INTEREST ON THE PART OF HONDA. AT THIS POINT, I AM WASTING MY TIME, MONEY, AND POSSIBLY MY HEALTH IN

THIS CAR. I DO NOT FEEL SAFE, THEREFORE I SHOULDN'T HAVE TO SETTLE FOR THIS VEHICLE--ESPECIALLY FOR THE PRICE I AM EXPECTED TO PAY. IT IS DISAPPOINTING TO SEE ISSUES AS SERIOUS AS THESE,

20060315 591973	HONDA	ODYSSEY	200	N	N	VEHICLE SPEED CONTROL	TN
5FNRL387X6B	20060315	2396					

6

DT*: THE CONTACT STATED WHILE DRIVING 70 MPH AND ATTEMPTING TO APPLY BRAKE PRESSURE THE VEHICLE FAILED TO SLOW DOWN. THE IGNITION WAS TURNED OFF TO STOP THE VEHICLE. IT WAS TOWED TO

THE DEALERSHIP FOR INSPECTION. THEY DETERMINED THE FLOOR MAT WAS JAMMED AGAINST THE ACCELERATOR PEDAL. THE CONTACT DISPUTED THE DEALER'S CONCLUSION THAT THE FLOOR MAT CAUSED THE

VEHICLE'S ACCELERATION. THE VEHICLE WAS RECENTLY REPAIRED AT CONTACT'S EXPENSE, AND HONDA WAS WILLING TO PUT IT BACK ON THE HIGHWAY, AND RISK INJURING OTHER MOTORISTS. UPDATED

20060531 588202	HONDA	ODYSSEY	200	N	N	OTHER	TN
5FNRL387X6B	20060309						

6

2006 HONDA ODYSSEY BRAKES FAILED TO STOP WHEN DEPRESSED. *TS THE CONSUMERS WIFE HAD TO TURN OFF TH IGNITION IN ORDER TO STOP THE VEHICLE. IT WAS DETERMINED THE FLOOR MATS JAMMED

UNDER THE ACCELERATOR. THE CRUISE CONTROL WOULD STAY ON. *JB

20060531 588203	HONDA	ODYSSEY	200	N	N	VEHICLE SPEED CONTROL:CRUISE CONTROL	TN
5FNRL387X6B	20060309						

6

2006 HONDA ODYSSEY BRAKES FAILED TO STOP WHEN DEPRESSED. *TS THE CONSUMERS WIFE HAD TO TURN OFF TH IGNITION IN ORDER TO STOP THE VEHICLE. IT WAS DETERMINED THE FLOOR MATS JAMMED

UNDER THE ACCELERATOR. THE CRUISE CONTROL WOULD STAY ON. *JB

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060724	596503	HONDA	CIVIC	199	Y	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
1HGEJ667XVL		20060724									

7

DT*: THE CONTACT STATED THERE WAS AN ACCIDENT THAT OCCURRED WITH THE VEHICLE DUE TO THE INTERFERENCE OF THE DRIVER'S SIDE FLOOR MAT WITH THE ACCELERATOR. THERE IS A RECALL #99E015000 PERTAINING TO THE ACCESSORY DRIVER-SIDE FLOOR MATS. THE MANUFACTURER HAS BEEN ALERTED WHO REFUSES TO HONOR THE RECALL. THE CONTACT EXPRESSED THAT THE MANUFACTURER SHOULD BE RESPONSIBLE FOR THE ACCIDENT BECAUSE OF THE RECALL.*AK

20061016	604843	HONDA	RIDGELINE	200	N	N	0	0	STRUCTURE	MD	
2HJYK16546H		20061016									

6

WATER IS LEAKING INTO CAB AND ACCUMULATING UNDER DRIVER'S SIDE CARPET. AND SLOWLY MAKES ITS WAY TOWARDS THE REAR AND PASSENGER SIDE OF THE VEHICLE OVER TIME. *NM

20070508	628608	HONDA	PILOT	200	N	N			STRUCTURE:BODY	MA	
2HKYF18176H		20070508	5600								

6

THE NEW '2006 HONDA PILOT HAD LESS THAN 8000 MILES ON IT, AND WATER WAS SOMEHOW GETTING INTO THE VEHICLE FROM THE ROOF AND UNDERNEATH THE CAR, AND WAS SOAKING THE FRONT CARPETS. I

WOULD HAVE NEVER NOTICED IT IF I HAD NOT DECIDED TO VACUUM THE CARPETS. DURING THE WINTER MONTHS I NOTICED A DARK SUBSTANCE UNDERNEATH THE SEATS, AND NOW I REALIZED IT WAS WATER

TURNED TO ICE. I REALIZED WHENEVER IT RAINED WATER GOT INTO THE VEHICLE, AND REMAINED FOR A FEW WEEKS UNLESS ONE TOOK OUT THE MATS. [HTTP://TOWNHALL-TALK.EDMUNDS.COM/DIRECT/VIEW/F11733A](http://TOWNHALL-TALK.EDMUNDS.COM/DIRECT/VIEW/F11733A) I VISITED THE ABOVE INTERNET SITE AND NOTICED I AM NOT ALONE. I HAVE SEARCHED FAR AND WIDE AND COULD NOT FIND THIS PILOT WET CARPET ISSUE TO BE

EITHER A RECALL OR A SERVICE BULLETIN WHICH DID NOT MAKE ANY SENSE TO ME. WAS HONDA TRYING TO KEEP THIS A SECRET? AS OF 05/08/2007 THE PILOT WAS STILL AT A HONDA DEALERSHIP BEING FIXED.

THEY REPORTED TO ME THAT THEY WERE HAVING TROUBLE PATCHING UP ALL THE LEAKS. A COPY OF MY FIRST OF MANY INVOICES TO COME WAS ENCLOSED. WE PERFORMED BULLETIN 07-010. RECHECKED FOR

LEAKS. WATER STILL COMING IN VEHICLE. WATER COMING IN BY FIREWALL WE REMOVED BLOWER MOTOR ASSEMBLY, REMOVED BOTH FRONT INNER FENDER WALLS, AND FOUND WATER COMING IN FROM PILLARS

ON ROOF NEAR WINDSHIELD. WE SEALED THE BODY SEAM. WATER TESTED AGAIN. AND IT WAS NOT LEAKING ANYMORE. *AK I GUESS IT'S STILL LEAKING BECAUSE I AM STILL DRIVING A LOANER CAR.

20070611	632467	HONDA	RIDGELINE	200	N	N	1	0	OTHER	TX	
2HJYK16596H		20070611									

6

TL*THE CONTACT OWNS A 2006 HONDA RIDGELINE. THE CONTACT STATED THAT THERE WAS A WATER LEAK INSIDE THE VEHICLE, WHICH CAUSED THE CARPET PADDING TO MOLD. HE WAS TREATED FOR

RESPIRATORY INFECTIONS DUE TO THE MOLD. THERE WAS A SERVICE BULLETIN ISSUED IN JULY OF 2005 FOR THIS FAILURE. THE CURRENT MILEAGE IS 24,000 AND THE FAILURE MILEAGE WAS UNKNOWN.

HYUNDAI MOTOR COMPANY

19950613	38299	HYUNDAI	EXCEL	199			0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	DE	
KMHZD32J6LU		19950613									

0

CONTROL:CATALYTIC CONVERTOR

THE CATALYTIC CONVERTER BURNS RED HOT AND COMES THROUGH THE FLOOR BOARD AND MAY BURN THE CARPET. PLEASE EXPLAIN. TT

19990909	151019	HYUNDAI	TIBURON	199	N	N			FUEL SYSTEM, GASOLINE:STORAGE:TANK ASSEMBLY	CT	
KMHJG34FXWW		19990909									

8

THE CLUTCH CANNOT BE USED PROPERLY DUE TO DESIGN OF FLOOR MATS. MAKES THE GEARS TIGHT. ALSO, COVER TO FUEL TANK BROKE OFF WHEN OPENED. THE 1997 MICHELIN X TIRES ON FRONT OF VEHICLE

BROKE OFF DUE TO ALL LUGS: NUTS SHEARING OFF TWICE. TAKING VEHICLE BACK TO DEALER. *AK

19990909 151016 HYUNDAI TIBURON 199 N N POWER TRAIN:CLUTCH ASSEMBLY CT
 KMHJG34FXWW 19990909

8

THE CLUTCH CANNOT BE USED PROPERLY DUE TO DESIGN OF FLOOR MATS. MAKES THE GEARS TIGHT. ALSO, COVER TO FUEL TANK BROKE OFF WHEN OPENED. THE 1997 MICHELIN X TIRES ON FRONT OF VEHICLE

BROKE OFF DUE TO ALL LUGS: NUTS SHEARING OFF TWICE. TAKING VEHICLE BACK TO DEALER. *AK

19990909 151017 HYUNDAI TIBURON 199 N N OTHER CT
 KMHJG34FXWW 19990909

8

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BROKE OFF DUE TO ALL LUGS: NUTS SHEARING OFF TWICE. TAKING VEHICLE BACK TO DEALER. *AK

19990909 151018 HYUNDAI TIBURON 199 N N WHEELS:LUGS/NUTS/BOLTS CT
 KMHJG34FXWW 19990909

8

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030617	480782	HYUNDAI	SONATA	200	N	N			ELECTRICAL SYSTEM	FL	

0

I HAD MY BEARINGS REPLACED, MY REAR HUB BEARINGS. NOW IT IS MAKING TO SAME NOISE AND THEY NOW SAY IT IS NOT THE BEARINGS-THEY DO NOT KNOW WHAT IT IS! MY CAR IDLE SOUNDS LIKE IS GOING TO STALL ALL THE TIME WHEN I AM STOPPED. THE CAR PULLS AROUND 5,20 AND 50 MPH LIKE IT JUST CANNOT GET GAS OR THE TRANSMISSION IS BAD. I BROUGHT IT IN 2XS. THEY SAY THEY DO NOT KNOW WHAT IT IS AND CANNOT GET ANYTHING ON THE DIAG MACHINES. NOW I AM PASSED 60,000 MILES. AFTER HAVING MY CAR FOR 2 DAYS (GIVING ME NO LENDER OR RENTAL) THEY FOUND A PROBLEM AT THE LAST MINUTE. OIL LEAKED FROM THE VALVES INTO THE SPARK PLUG WIRES INTO THE COIL PACK AND THAT IS THE CAR PULLING PROBLEM. THEY SAY I HAVE TO PAY \$600 TO FIX IT. THIS WAS ON JUNE 6,2003. I BROUGHT THE CAR IN FOR THE IDLE WHICH WAS NOT FIXED AND BROUGHT IT IN FOR THIS ENGINE HESITATION 2XS. BOTH TIMES THEY DID NOT AND COULDN'T FIX THESE PROBLEMS. I HAVE THE RECEIPTS THAT THEY COULD NOT FIX NOR REPEAT THESE PROBLEMS, BUT THEY ARE NOTED. I SHOULD NOT HAVE TO PAY FOR THESE REPAIRS!!!! THIS IS NOT DAILY UPKEEP!! THIS MUST BE DEFECT!! I HAVE A REAL PROBLEM WITH THIS CAR! I NEED TO BE CONTACTED ON THIS MATTER FOR HYUNDAI TO PAY FOR THESE REPAIRS! I AM HAVING A DIFFICULT TIME ON THIS MATTER. THESE PARTS NEED TO BE REPLACED NOW AND I CANNOT AND SHOULDN'T HAVE TO PAY FOR THESE PARTS OR LABOR! I ALSO HAVE HAD MY FRONT DRIVER WINDOW REGULATOR FIXED 4 TIMES, MY FRONT PASSENGER SIDE REGULATOR FIXED ONCE, MY REAR REGULATOR FIXED ONCE. I HAD TO BUY A NEW BATTERY FOR MY CAR AND A NEW HEADLIGHT IN THE FIRST YEAR(HYUNDAI SAID I HAD TO SUBMIT PAPERWORK TO SEE IF THEY WOULD VOTE TO REPAY ME FOR MY COST OF THE BATTERY). I HAD MY AIR BAG LIGHT GOING OFF(WHICH NOW I NEVER TRUST FOR IT TO GO OFF WHEN NEEDED OR EVEN GO OFF WHEN NOT). MY PAINT IS CHIPPING EVERYWHERE! MY FRONT PASSENGER WINDOW LEAKS ALL OVER MY CARPET

20030617	480783	HYUNDAI	SONATA	200	N	N			ENGINE AND ENGINE COOLING:ENGINE	FL	
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20030617	480889	HYUNDAI	SONATA	200	N	N			STRUCTURE	FL	
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20030617 480890 HYUNDAI SONATA 200 N N AIR BAGS FL
 KMHWF25S5YA 20030617

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20030804 422680 HYUNDAI SANTA FE 200 N N STRUCTURE:BODY:HATCHBACK/LIFTGATE MI

3

TWO MONTHS AFTER PURCHASING MY SANTA FE, I HAD TO TAKE IT BACK TO THE DEALER FOR WATER A WATER LEAK. THEY STATED THAT THEY REPAIRED THE LEAK BY SEALING THE TAIL LIGHTS, HOWEVER,
 THERE WAS WATER ON THE CARGO COVER IN ADDITION TO THE CARPET. THIS REPAIR DOES NOT SEEM TO HAVE CORRECTED THE PROBLEM AS THE REAR CARGO AREA OF MY VEHICLE WAS WET AFTER IT RAINED

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040428	483410	HYUNDAI	ELANTRA	200	N	N			OTHER	FL	
	KMHDN45D134	20040629	10000								

3

THE ENTIRE STEERING ASSEMBLY LOCKED UP. THE VEHICLE WAS TOWED TO THE DEALER. THE CONSUMER WAS TOLD TO FILE A CLAIM WITH THE INSURANCE COMPANY. *AK THIS WAS A RESULT OF THE FLOOR MAT BEING UNDER THE BRAKE/CLUTCH. ON ANOTHER OCCASION, THE VEHICLE WOULD NOT COME OUT OF GEAR OR REVERSE BECAUSE A BOLT HAD LOOSENED AND TRAVELED UP THROUGHOUT THE GEARS AND WAS REMOVED BY THE DEALER. *SC *JB

20040609	485870	HYUNDAI	ELANTRA	200	N	N	0	0	FUEL SYSTEM, GASOLINE:DELIVERY:HOSES, LINES/PIPING, AND FITTINGS	TN	
				1							

WHILE STARTING VEHICLE CONSUMER NOTICED IT WOULD NOT TURN , AND A STRONG FUEL SMELL CAME FROM INSIDE VEHICLE. CONSUMER INSPECTED VEHICLE, AND NOTICE REAR SEATS AND CARPET WERE SOAKED WITH FUEL. VEHICLE WAS TOWED TO DEALERSHIP, AND TECHNICIAN DETERMINED THAT A RODENT CHEWED THROUGH FUEL LINE. *AK

20040817	501012	HYUNDAI	ACCENT	200	N	N	0	0	EQUIPMENT	PA	
	1KMHC45136	20040817	1000								

3

FLOOR MAT ON DRIVER'S SIDE WAS INTERFERING WITH THE ACCELERATOR PEDAL. WHEN DRIVING THE FLOOR MAT GOT CAUGHT IN BETWEEN THE PEDAL, AND DRIVER WAS UNABLE TO APPLIED THE ACCELERATOR PEDAL. ALSO, FLOOR MAT CAUSED THE ACCELERATOR PEDAL TO STICK INTERMITTENTLY WHILE DRIVING. DEALER WAS NOTIFIED. *AK *TC

20051111	567442	HYUNDAI	TUCSON	200	N	N	0	0	STRUCTURE	IL	
				5							

THE SECOND ISSUE WAS IN REGARDS TO WATER POURING THROUGH INTO THE INSIDE OF THE VEHICLE FROM BEHIND THE GLOVE BOX ON THE PASSENGER SIDE. THE FIRST HYUNDAI DEALER CLAIMED, AS THEY DID WITH THE AIRBAG, THAT THERE WAS NOTHING WRONG AFTER THEY CHECKED IT OUT. DESPITE HAVING WATER VISIBLE ON THE PASSENGER MAT. AFTER THE PROBLEM PERSISTED, WHICH ONLY OCCURRED AFTER A LONG OR HEAVY PERIOD OF RAINFALL, I TOOK THE VEHICLE TO A SECOND HYUNDAI DEALER. THEY CHECKED THE ISSUE AND SAID THAT THEY REPLACED SOME STRIPPING ON THE BODY. THE FIRST RAIN YIELDED A POURING OF WATER ONTO THE FLOOR AND A RETURN TO THE DEALER. THE SECOND DEALER CHECKED THIS LEAK AGAIN AND THIS TIME SAID THEY REPLACED THE WEATHER STRIPPING. AFTER THE FIRST RAINFALL AFTER RECEIVING THE CAR BACK I GOT INTO THE CAR TO FIND A PUDDLE OF WATER ON THE FLOOR AND LIFTED THE MAT ON THE PASSENGER SIDE TO FIND A SOAKED CARPET. THE SOAKING LED UNDER THE DIVIDER BETWEEN THE PASSENGER AND DRIVER FLOOR AREA AND BEHIND THE RADIO. CURRENTLY I HAVE RETURNED THE VEHICLE FOR REPAIRS FOR A 4TH TIME, MEETING THE LEMON REQUIREMENT IF THE PROBLEM IS NOT CORRECTED. THE DEALER HAS HAD THE VEHICLE 3 DAYS. ON DAY 2 I WAS TO PICKUP THE VEHICLE TO FIND THAT THE DASHBOARD WAS DAMAGED DURING THEIR REPAIRS AND THEY HAD TO KEEP THE VEHICLE AN EXTRA DAY TO REPLACE THE DASHBOARD. I AM CURRENTLY AWAITING TO GET MY VEHICLE BACK TO SEE IF THE LEAK HAS BEEN FIXED OR NOT. BUT THIS IS A MAJOR PROBLEM AS WATER LEAKING THROUGH AREAS WITH ELECTRICAL COMPONENTS, ESPECIALLY NEAR A IMPROPERLY WORKING PASSENGER AIRBAG, MAY CAUSE ALL SORTS OF ISSUES. *JB

20060524	588901	HYUNDAI	TUCSON	200	N	N	0	0	STRUCTURE	MA	
	KM8JM12B15U	20060524	9650								

5

DURING A RECENT LONG RAIN EVENT IN THE NORTHEAST I ENTERED MY CAR TO FIND A 1/2 OF SITTING WATER ON THE PASSENGER SIDE FRONT FLOOR AREA. THE WATER WAS TRICKLING FROM THE TOP PORTION OF THE FLOOR MAT WHERE IT MEETS THE DASH. UPON REMOVING THE GLOVE BOX AND PULLING OUT THE CABIN FILTER, I NOTICED THE WATER COMING DOWN THROUGH THE AC SYSTEM. DEALER LOOKED AT THE DOOR JAMS AND THE HOOD, AND FOUND NOTHING. NO RESOLUTION AT THIS TIME. SIMILAR COMPLAINT FILED ON SERVICE BULLETINS. CAR WAS PARKED ON A 10 DEGREE ANGLE NOSE END DOWN. WATER LEAK THROUGH AND NEAR ELECTRICAL COMPONENTS AND NEAR PASSENGER SIDE AIRBAG. LOSS OF AIRBAG INTEGRITY WITH UNKNOWN DAMAGE IF ANY. MOLD AND MILDEW DAMAGE IS A POTENTIAL HEATH ISSUE AS

20060526	587720	HYUNDAI	ACCENT	200	N	N	0	0	FUEL SYSTEM, GASOLINE:DELIVERY:HOSES, LINES/PIPING,	AZ	
	KMHCG45CX2U	20060526	70000								

2

AND FITTINGS

ON MAY 24, 2006 MY HUSBAND WENT TO START THE CAR AND IT WOULDN'T START. HE KEPT TRYING TO START IT AND THEN A SMELL OF GASOLINE OVERWHELMED HIM. HE IMMEDIATELY LEFT THE CAR AND CALLED

A TOW TRUCK TO TAKE IT TO THE DEALER (EARNHART HYUNDAI IN GILBERT ARIZONA). MY HUSBAND WAS TOLD LATER IN THE DAY BY SAM AT EARNHART THAT THE FUEL FILTER CLAMP HAD BEEN "BUSTED" AND

THAT GAS HAD INADVERTENTLY LEAKED ALL OVER THE INSIDE OF THE CAR. HE (SAM) PROCEEDED TO TELL MY HUSBAND THAT "SOMEONE" HAD TAMPERED WITH THE FUEL FILTER AND THEY HAD NO WAY OF

PROVING IT WAS A MANUFACTURER DEFECT. APPARENTLY, IN THIS MAKE OF HYUNDAI ACCENT, THE FUEL LINES RUN INSIDE THE CAB OF THE CAR, YOU NEED TO ACTUALLY TAKE THE DRIVER SEAT OFF TO WORK ON

THE FUEL FILTER. WE HAVE NEVER HAD THE FUEL FILTER WORKED ON, SO THIS WAS A SURPRISE TO US. MY NEXT QUESTION IS WHY WOULD HYUNDAI HAVE FUEL LINES RUNNING INSIDE THE CAB OF THE CAR????

THIS IS THE MOST BIZARRE THING I HAVE EVER HEARD OF. IF HE HAD BEEN A SMOKER AND LIT UP LIKE MOST SMOKERS DO, HE WOULD HAVE BEEN ENGULFED IN FLAMES. WE ASKED FOR A REPLACEMENT OF THE

CARPET, DRIVERS SEAT AND ANYTHING ELSE THAT WAS SATURATED AND WE WERE TOLD NO. THIS IS A SAFETY HAZARD FOR ANYONE WHO HAS A HYUNDAI. *NM

20060711	594535	HYUNDAI	ELANTRA	200	N	N	OTHER	MN
KMHDN45D82U		20060705						

2

2002 ELANTRA SURGED FORWARD WHEN BRAKES WERE APPLIED. *TS THE DEALER ATTRIBUTED THE VIOLENT ACCELERATION AS POSSIBLY BEING DUE TO THE THICK RUBBER FLOOR MAT WHICH MAY HAVE BEEN

WEDGE UNDER THE ACCELERATOR, HOWEVER THE CONSUMER DISAGREED WITH THAT THEORY STATING WHEN HE STARTED THE VEHICLE, THE FLOOR MAT WAS AT LEAST 6-9 INCHES AWAY FROM THE

ACCELERATOR. THE CONSUMER, HIS WIFE AND THE MECHANIC ALL EXPERIENCED THE SUDDEN ACCELERATION. *JB

20060711	593983	HYUNDAI	ELANTRA	200	N	N	VEHICLE SPEED CONTROL	MN
KMHDN45D82U		20060705						

2

2002 ELANTRA SURGED FORWARD WHEN BRAKES WERE APPLIED. *TS THE DEALER ATTRIBUTED THE VIOLENT ACCELERATION AS POSSIBLY BEING DUE TO THE THICK RUBBER FLOOR MAT WHICH MAY HAVE BEEN

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INTERNATIONAL TRUCK & ENGINE CORPORATION

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010302	285462	INTERNATIONAL	INTERNATIONA	199	N	N			OTHER	OH	

L 8
 GAS PEDAL GETS STUCK ON FLOOR MAT, CAUSING ACCELERATOR TO STICK OPEN. *AK

ISUZU MANUFACTURING SERVICES OF AMERICA

19960425	48092	ISUZU	TROOPER	198	Y	N	0	0	OTHER	MA	
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9
 ACCELERATOR PEDAL STUCK DUE TO THE FLOOR MAT CURLING UP, CAUSING ACCIDENT. *SD

19980805	120646	ISUZU	TROOPER	199		Y			ENGINE AND ENGINE COOLING:EXHAUST	DC	
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2
 SYSTEM:MANIFOLD/HEADER/MUFFLER/TAIL PIPE
 VEHICLE'S TAILPIPE SEPARATED FROM UPTURNED FLANGE AT REAR OF MUFFLER, CAUSING MELTING AND BURNING OF UNDERCOAT BENEATH VEHICLE LEFT REAR FLOOR, AND ALSO CAUSED MELTING AND CHARRING OF CARPET AND VEHICLE CONTENTS STORED ABOVE THAT SPOT ON THE FLOOR. THE SEPARATION WAS CAUSED BY RUSTING.

19980929	133295	ISUZU	RODEO	199	Y	N			OTHER	SC	
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6
 THE FLOOR MAT BUCKLED UNDER THE ACCELERATOR PEDAL WHICH CAUSED THE VEHICLE TO ACCELERATE, HITTING A LAMP POLE. THE VEHICLE WAS REPAIRED. *AK

19991120	210267	ISUZU	TROOPER	199		Y	0	0	ENGINE AND ENGINE COOLING:EXHAUST	IL	
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2
 SYSTEM:MANIFOLD/HEADER/MUFFLER/TAIL PIPE
 THE VEHICLE'S TAIL PIPE SEPARATED FROM THE MUFFLER'S DISCHARGE FLANGE WHICH IS TURNED 90 DEGREES UP, CAUSING THE HOT EHXHAUST GASES TO HIT THE FLOOR DECK ON THE LEFT SIDE OF THE VEHICLE, JUST BEHIND THE BACK SEAT. THE RESULT WAS BURNING THE UNDERCOATING OFF, SETTING FIRE TO THE CARPET PADDING AND SETING FIRE TO A DUFFEL BAG CONTAININ CLOTHING THAT WAS PLACED OVER THAT LOCATION. THIS RESULTED IN FLAMES INSIDE THE VEHICLE, WHICH WERE PUT OUT BEFORE ANY OTHER DAMAGE COULD OCCUR. LOOKING AT NEWER TROOPER'S ISUZU CONTINUES TO USE THE SAME MUFFLER WITH NO HEAT SHIELD ABOVE THE FLANGE. IN A SIX MILE DRIVE THE THE DEALER WITH THE PIPE BROKEN ENOUGH, HEAT WAS GENERATED TO STARE THE MATTING SMOKING AGAIN. IN MY MIND THIS IS A SERIOUS DEFECT IN DESIGN THAT COULD CREATES A MAJOR FIRE HAZARD GIVEN THE FAILURE RATE OF EXHAUST COMPONENTS OVER TIME. *AK

20000725	226482	ISUZU	TROOPER	199					STEERING:LINKAGES	TN	
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9
 FLOOR UNDER SEAT IS NOT INSULATED AND COVERED ONLY WITH A FLAP OF CARPET THAT IS CUT FROM ONE SIDE OF EACH SEAT TO THE OTHER SIDE AND THEREFORE LAYS LOOSELY OVER RAW METAL WITH NUMEROUS HOLES , ALLOWING HEAT AND FUMES TO ENTER DRIVER COMPARTMENT. MANUFACTURER AND DEALER STATES THAT THIS IS THE WAY ALL TROOPER S ARE MADE.*AK

20061018	604852	ISUZU	AXIOM	200	N	N	0	0	SUSPENSION:FRONT:STABILIZER BAR	FL	
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2
 ALSO HAVE LOUD CREAKING NOISE FROM UNDERNEATH THE FRONT SIDE OF VEHICLE WHEN TURNING LEFT, RIGHT, OR GOING OVER SMALL BUMPS. PROBLEM FIXED ONCE OUT OF 4 DEALERSHIPS THAT WERE TRIED. NOISE WENT AWAY AFTER SERVICE TECH TIGHTENED BOLTS CONNECTING THE CROSS BAR/BAM TO THE 2 LONG TORQUE BARS THAT RUN DOWN THE LENGTH OF VEHICLE. AFTER 1 MONTH, PROBLEM CAME BACK, WAS FIXED AGAIN, AND THEN CAME BACK AGAIN. AFTER 4 REVOLUTIONS OF THIS, PROBLEM PERSISTS TODAY. VEHICLE'S FRAME FELT "TIGHTER" WHEN MAKING TURNS DURING THE PERIOD WHERE PROBLEM WAS FIXED AS COMPARED TO WHEN THE NOISE WAS PRESENT. THE LONGER THE NOISE EXISTS, THE "LOOSER" THE FRAME FEELS, AS WELL. ADDITIONALLY, A "TAR-LIKE SUBSTANCE" HAS BEEN SEEPING OUT OF ALL 4

DOORS SINCE THE SUMMER OF 2004. THE ISUZU DEALERSHIP WHERE I BOUGHT THE CAR NEW FROM SAYS THAT THEY ARE FAMILIAR WITH THE PROBLEM FROM MANY OTHER CUSTOMERS, THE SUBSTANCE IS USED TO SECURE A "VAPOR SEAL" INSIDE EACH DOOR PANEL, AND ISUZU WILL NOT WARRANTY THE CLEANING OR REPLACING OF IT. ESSENTIALLY EXACTLY LIKE TAR ITSELF, IT MELTS WHEN THE VEHICLE IS PARKED UNDER DIRECT SUN. DUE TO THE LARGE QUANTITY, IT BECOMES UNAVOIDABLE WHEN LOADING/UNLOADING PASSENGERS OR, IN OUR CASE, SMALL CHILDREN IN CAR SEATS. IT HAS RUINED THE CARPET, MANY OF OUR CLOTHES, AND GIVEN US GREAT HEARTBURN. WHY WON'T ISUZU WARRANTY THE CLEANING AND REPLACEMENT OF THIS FAULTY MATERIAL? MOST ALL MANUFACTURERS HAVE SOME TYPE OF VAPOR/WATER

20061018	604659	ISUZU	AXIOM	200	N	N	0	0	STRUCTURE	FL
4S2CE58X524		20061018	20000							

2

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20061018	604660	ISUZU	AXIOM	200	N	N	0	0	STEERING	FL	
4S2CE58X524		20061018	20000								

2

ALSO HAVE LOUD CREAKING NOISE FROM UNDERNEATH THE FRONT SIDE OF VEHICLE WHEN TURNING LEFT, RIGHT, OR GOING OVER SMALL BUMPS. PROBLEM FIXED ONCE OUT OF 4 DEALERSHIPS THAT WERE TRIED.

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JAGUAR CARS LTD

20060406	584484	JAGUAR	X-TYPE	200	N	N	0	0	VISIBILITY:WINDSHIELD WIPER/WASHER:SWITCH/WIRING	IL	
SAJEA51D33X		20060406	35650								

3

I OWN THE FOLLOWING AUTOMOBILE: 03 JAGUAR X-TYPE SAJEA51D33X [REDACTED] THIS CAR WAS PURCHASED IN JULY OF 2002, FROM HOWARD ORLOFF JAGUAR IN CHICAGO ILLINOIS. THIS CAR HAS GIVEN ME NOTHING

BUT PROBLEMS. I HAVE HAD THE CAR SERVICED SEVERAL TIMES LAST YEAR, FOR ENGINE TICKING, AND THE CHECK ENGINE LIGHT COMING ONE. THIS YEAR, I HAVE HAD THIS CAR SERVICED THREE TIMES FOR THE

FOLLOWING: 1. TICK IN THE ENGINE 2. LEATHER DISCOLORING 3. CARPET COMING FROM UNDER MOLDING 4. HEATING VENTS COMING OUT OF DASHBOARD 5. RAIN SENSORS NOT WORKING' 6. WINDSHIELD

WIPERS NOT AUTOMATICALLY WORKING 7. HOLE IN CARPET ON DRIVER'S SIDE 9. BEING LOCKED OUT ON SEVERAL OCCASIONS, THE ALARM SWITCHES WERE NOT WORKING, AND THE KEY WOULD NOT OPEN THE

DOOR. 10. THE TRANSMISSION GEAR BOX HAS BEEN REPLACED, BECAUSE THE TRANSMISSION JERKS, AND THERE WAS A TICKING SOUND COMING FROM THE GEAR BOX. 11. THE CAR WOULD NOT START; THEY HAD

TO REPLACE THE BATTERY. I AM HAVING THE CAR TOWED TOMORROW FOR THE FOLLOWING REASONS: 1. TICKING IN THE ENGINE 2. THE CHECK ENGINE LIGHT KEEPS COMING ON 3. ABS SYSTEM

MALFUNCTION LIGHT COMES ON 4. THERE WAS AN EXCESSIVE AMOUNT OF BROWN "STUFF" LEAKING FROM UNDER MY CAR YESTERDAY. 5. WHEN I GOT IN THE CAR AND CUT ON THE HEAT, I DID NOT HAVE ANY

HEAT. 6. THE CAR WOULD NOT START, THREE TIMES IN A ROW...THEN IT JUST STARTED UP 7. THE CAR WILL NOT ALLOW YOU TO TAKE THE KEY OUT OF THE IGNITION ALTHOUGH THIS IS AN ENTRY LEVEL

JAGUAR, THE CAR DOES NOT HAVE THAT MANY MILES ON IT, AND IT SHOULD NOT BE GIVING ME THESE MAJOR PROBLEMS...ESPECIALLY THE SAME ISSUES OVER, AND OVER AGAIN. *NM

20060406	584394	JAGUAR	X-TYPE	200	N	N	0	0	SERVICE BRAKES, HYDRAULIC:SWITCHES:BRAKE WARNING	IL	
SAJEA51D33X		20060406	35650								

3

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*NM

20060406 584486	JAGUAR	X-TYPE	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IL
SAJEA51D33X	20060406	35650							

3

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*NM

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060406	584584	JAGUAR	X-TYPE	200	N	N	0	0	POWER TRAIN:MANUAL TRANSMISSION:SHIFT PATTERN	IL	
	SAJEA51D33X	20060406	35650								
				3					INDICATOR		

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20060406	584586	JAGUAR	X-TYPE	200	N	N	0	0	LATCHES/LOCKS/LINKAGES:DOORS:LATCH	IL	
	SAJEA51D33X	20060406	35650								
				3							

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20060406	584308	JAGUAR	X-TYPE	200	N	N	0	0	ENGINE AND ENGINE COOLING:ENGINE	IL	
	SAJEA51D33X	20060406	35650								
				3							

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*NM

20060406 584585	JAGUAR	X-TYPE	200	N	N	0	0	ELECTRICAL SYSTEM:BATTERY	IL
SAJEA51D33X	20060406	35650							

3

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060406	584485	JAGUAR	X-TYPE	200	N	N	0	0	SEATS	IL	
	SAJEA51D33X	20060406	35650								

3

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JAYCO, INC.

20041027	508695	JAYCO	JAY FLIGHT	200	N	N			SERVICE BRAKES, HYDRAULIC	UT	
	1UJB02N231	20041014									

3

2003 JAY FLIGHT 27BH TRAILER BRAKES LOCKING UP. *BF THE CONSUMER TOOK THE RV BACK TO THE DEALER WHO STATED THE BRAKE LINES WERE TOO SHORT SO THEY HAD TO BE ADJUSTED. THE SCREEN HAD TO BE FIXED BECAUSE THE WERE NOT SEALED PROPERLY, THERE WERE GAPS BETWEEN THE SCREENS AND THE WINDOW FRAMES. THE CONSUMER ENCOUNTERED OTHER PROBLEMS SUCH AS THE SHOWER WALL SEPARATING FROM THE CORNER WHICH CAUSED THE WALL TO BULGE, THE FRESH WATER TANK WAS NOT PROPERLY TIGHTENED SO WHEN THE CONSUMER USED IT FOR THE FIRST TIME WATER LEAKED ALL OVER THE FLOOR AND SOAKED THE CARPET. THE MOUNTING WHICH HELD THE DRAWERS IN PLACE FELL APART, THE WATER HEATER STOPPED WORKING, ALL OF THE SCREWS WHICH HELD THE SEATING AROUND THE

20041027	508805	JAYCO	JAY FLIGHT	200	N	N			EQUIPMENT:RECREATIONAL VEHICLE	UT	
	1UJB02N231	20041014									

3

2003 JAY FLIGHT 27BH TRAILER BRAKES LOCKING UP. *BF THE CONSUMER TOOK THE RV BACK TO THE DEALER WHO STATED THE BRAKE LINES WERE TOO SHORT SO THEY HAD TO BE ADJUSTED. THE SCREEN HAD TO BE FIXED BECAUSE THE WERE NOT SEALED PROPERLY, THERE WERE GAPS BETWEEN THE SCREENS AND THE WINDOW FRAMES. THE CONSUMER ENCOUNTERED OTHER PROBLEMS SUCH AS THE SHOWER WALL SEPARATING FROM THE CORNER WHICH CAUSED THE WALL TO BULGE, THE FRESH WATER TANK WAS NOT PROPERLY TIGHTENED SO WHEN THE CONSUMER USED IT FOR THE FIRST TIME WATER LEAKED ALL OVER THE FLOOR AND SOAKED THE CARPET. THE MOUNTING WHICH HELD THE DRAWERS IN PLACE FELL APART, THE WATER HEATER STOPPED WORKING, ALL OF THE SCREWS WHICH HELD THE SEATING AROUND THE

KEYSTONE RV COMPANY

20040909	514154	KEYSTONE RV	ZEPPELIN	200	N	N			STRUCTURE	WI	
	4YDT301204L	20040909									

4

THE FIRST NIGHT WE BROUGHT OUR NEW CAMPER HOME, WE NOTICED WATER ON THE FLOOR FROM BOTH SLIDES. ON OUR FIRST TRIP WITH SOME RAIN, WE HAD SOAKED CARPETS & A LIFTING KITCHEN FLOOR.

THROUGH RESEARCH ON THE INTERNET WE HAVE FOUND THAT A LARGE NUMBER OF ZEPPLIN OWNERS, GOT WATER DAMAGE THE FIRST TIME IT RAINED WITH THEIR SLIDES OPEN. THE DEALER COULDN'T GET US IN TO LOOK AT IT UNTIL NEXT WEEK. I FEEL THAT THIS IS SOMETHING THAT NEEDS TO BE LOOKED INTO DUE TO THE LARGE NUMBER OF PEOPLE I HAVE FOUND WITH THE SAME PROBLEM. OUR MODEL IS THE Z301 BUT THROUGH THE REASEARCH WE HAVE FOUND PEOPLE WITH ALL THE ZEPPLIN MODELS LEAKING.*AK

KIA MOTORS AMERICA, INC.

19980611 107691 KIA SPORTAGE 199 N N 0 0 EQUIPMENT:ELECTRICAL:AIR CONDITIONER FL
 KNDJB7235W5 19980611

8

WHEN CONSUMER IS AT A STOP SIGN AND THEN ACCELERATES, THE VEHICLE DOES NOT MOVE AT ALL LIKE THERE IS NO GAS IN THE VEHICLE WHILE THE ENGINE IS STILL RUNNING. DEALER AND MANUFACTURER WERE CONTACTED. *AK VEHICLE IDLED LOW, WHEN FIRST STARTED IN THE AM VEHICLE HAD NO POWER AND STUMBLER UNTIL IT WARMED UP, DEALER STATED THE IAC WOULD NOT OPEN, CHECK ENGINE LIGHT ILLUMINATED DUE TO THE TPS SENSOR BEING OUT OF SPECIFICATIONS. TAIL LIGHT LENS CRACKED AND THE DASH LIGHT DIMMER SWITCH FELL IN THE DASH. VEHICLE STALLED DUE TO IGNITION COIL AND SPARK PLUGS, VEHICLE BACKFIRED AND HESITATED, DEALER REROUTED THE WIRING HARNESS AND REPAIRED THE PIN CONNECTORS. VEHICLE OVERHEATED DUE TO A CRACK IN THE CYLINDER HEAD. PASSENGER SIDE FRONT DOOR RATTLED WHEN CLOSING AND THE WINDOW WAS DOWN, DEALER STATED THIS WAS NORMAL. CARPET ON THE PASSENGER SIDE FLOOR WOULD NOT LIE FLAT. REAR HATCH WOULD NOT POP AFTER BEING UNLOCKED, THERE WAS AN INTERNAL LEAK FROM THE SEAL. ON TWO SEPARATE OCCASIONS, THE A/C LEAKED ON THE PASSENGER FLOORBOARD, DEALER REPLACED THE EVAPORATOR. *SLC

19980611 107546 KIA SPORTAGE 199 N N 0 0 EXTERIOR LIGHTING:TAIL LIGHTS FL
 KNDJB7235W5 19980611

8

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19980611	107545	KIA	SPORTAGE	199	N	N	0	0	EXTERIOR LIGHTING:HEADLIGHTS:HIGH/LOW BEAM DIMMER	FL	
	KNDJB7235W5	19980611							SWITCH		

8

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19980611	107544	KIA	SPORTAGE	199	N	N	0	0	ENGINE AND ENGINE COOLING:ENGINE	FL	
	KNDJB7235W5	19980611									

8

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19980611	107692	KIA	SPORTAGE	199	N	N	0	0	FUEL SYSTEM, GASOLINE	FL	
	KNDJB7235W5	19980611									

8

WHEN CONSUMER IS AT A STOP SIGN AND THEN ACCELERATES, THE VEHICLE DOES NOT MOVE AT ALL LIKE THERE IS NO GAS IN THE VEHICLE WHILE THE ENGINE IS STILL RUNNING. DEALER AND MANUFACTURER WERE CONTACTED. *AK VEHICLE IDLED LOW, WHEN FIRST STARTED IN THE AM VEHICLE HAD NO POWER AND STUMBLER UNTIL IT WARMED UP, DEALER STATED THE IAC WOULD NOT OPEN, CHECK ENGINE LIGHT ILLUMINATED DUE TO THE TPS SENSOR BEING OUT OF SPECIFICATIONS. TAIL LIGHT LENS CRACKED AND THE DASH LIGHT DIMMER SWITCH FELL IN THE DASH. VEHICLE STALLED DUE TO IGNITION COIL AND SPARK PLUGS, VEHICLE BACKFIRED AND HESITATED, DEALER REROUTED THE WIRING HARNESS AND REPAIRED THE PIN CONNECTORS. VEHICLE OVERHEATED DUE TO A CRACK IN THE CYLINDER HEAD. PASSENGER SIDE FRONT DOOR RATTLED WHEN CLOSING AND THE WINDOW WAS DOWN, DEALER STATED THIS WAS NORMAL. CARPET ON THE PASSENGER SIDE FLOOR WOULD NOT LIE FLAT. REAR HATCH WOULD NOT POP AFTER BEING UNLOCKED, THERE WAS AN INTERNAL LEAK FROM THE SEAL. ON TWO SEPARATE OCCASIONS, THE A/C LEAKED ON THE PASSENGER FLOORBOARD, DEALER REPLACED THE EVAPORATOR. *SLC

19980611	107690	KIA	SPORTAGE	199	N	N	0	0	STRUCTURE	FL	
	KNDJB7235W5	19980611									

8

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 EVAPORATOR. *SLC

19980611	107693	KIA	SPORTAGE	199	N	N	0	0	ELECTRICAL SYSTEM	FL
KNDJB7235W5		19980611								

8

WHEN CONSUMER IS AT A STOP SIGN AND THEN ACCELERATES, THE VEHICLE DOES NOT MOVE AT ALL LIKE THERE IS NO GAS IN THE VEHICLE WHILE THE ENGINE IS STILL RUNNING.
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 EVAPORATOR. *SLC

19990617	143743	KIA	SPORTAGE	199	N	N			ENGINE AND ENGINE COOLING:EXHAUST	MI
KNDJB7235T5		19990617								

6

WHILE DRIVING HAD NOTICED A BURNING ODOR. TOOK TO DEALER & INFORMED CONSUMER IT WAS THE OIL THAT WAS BURNING, BUT ODOR STILL PERSISTED. LIFTED TRUNK FOR
 USAGE & NOTICED CARPET HAD
 BURNED. A FRIEND CHECKED UNDER VEHICLE & NOTICED A HOLE ON TOP OF MUFFLER. NOTIFIED DEALER & WAS CHARGED TO HAVE MUFFLER REPLACED. *AK

20000320	187302	KIA	SEPHIA	199	N	N			ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	MA
KNAFB1217X5		20000320								

9

NHTSA RECALL 99V318000 AND MANUFACTURER'S RECALL 99V318000/ ENGINE STALLING. NOT ABLE TO DO THE RECALL REPAIRS BECAUSE THEY ARE WAITING ON CARPET TO
 COME IN. ON ENTIRE INSIDE OF
 VEHICLE THE CARPET IS COMING UNDONE. *AK

20020426	354711	KIA	SEPHIA	200		N			STRUCTURE:BODY:DOOR	MN
KNAFB121515		20020405								

1

CONSUMER STATES THAT THE RUBBER STRIPS ON ALL FOUR DOORS HAVE CAME LOOSE ON 2 DIFFERENT OCCASIONS, CONSUMER STATED THAT THIS CAUSED MOISTURE INSIDE
 THE VEHICLE, AND ON COLD DAYS,
 FROST WOULD BUILD UP ON THE INSIDE OF THE WINDOWS, THIS ALSO CAUSED THE CARPET TO MILDEW AND MOLD, KIA REPLACED THE RUBBER STRIPS, HOWEVER ONE IS COMING
 LOOSE AGAIN.

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20021015	379301	KIA	SEPHIA	199		N			EQUIPMENT	NY	

9
 CONUSMER STATED THE FLOOR MATS AND RADIO ANTENNA WERE MISSING.*NLM

20031204	440398	KIA	SEPHIA	200	N	N			STRUCTURE:BODY	MO	
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1
 WATER IS LEAKING INTO THE VEHICLE ONTO THE PASSENGER SIDE FLOOR. WHEN THIS OCCURS IN COOLER TEMPERATURES AND THE DEFROSTER IS ENGAGED THE WATER IS EVAPORATED. THIS CAUSES MOISTURE TO DEVELOP ONTO THE WINDOW. THIS REDUCES THE DRIVER'S VISIBILITY. THIS IS AN ON GOING PROBLEM, BUT THE DEALERSHIP IS UNABLE TO LOCATE THE SOURCE OF THE WATER LEAK. PLEASE PROVIDE MORE INFORMATION. *PH 2001 KIA SEPHIA EXPERIENCING A PROBLEM WHERE WATER LEAKS INTO THE VEHICLE ON THE PASSENGER SIDE FLOOR. THERE IS ALSO A PROBLEM WITH MOISTURE DEVELOPING ON THE WINDSHIELD WHICH IS IMPAIRING THE DRIVER'S VISIBILITY. CONSUMER ALSO CONCERNED OF A MOLD THAT IS GROWING ON THE VEHICLE'S CARPET.*MR

20041003	497833	KIA	SEPHIA	199	N	N	0	0	EXTERIOR LIGHTING:BRAKE LIGHTS	AL	
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9
 THE CAR DIED WHILE DRIVING DOWN THE ROAD REPEATEDLY. BATTERY LEAKED. BRAKES HAD TO BE REPLACED FOR THE ENTIRE CAR AT 60,000 MILES. THE VENTS ON THE DASHBOARD HAVE POPPED UP AND BROKEN. NOW THE DEFROSTER DOES NOT BLOW THE AIR ON THE WINDSHIELD. THIS VEHICLE WAS STORED IN A GARAGE. THE SEAMS ON THE SEAT COME UNDONE. THE CIGARETTE LIGHTER BROKE AND FLOPS IN THE DASH. THE SWITCH TO OVERRIDE THE TRANSMISSION LOCK IS BROKEN. THE REAR BRAKE LIGHT BROKE WHEN REPLACING THE STRUTS WHICH YOU HAVE TO REMOVE THE BACK DASH TO GET TO. THE BOARD THAT IS UNDER THE CARPET IN THE TRUNK WARPED. THE CARPETS CAME UP FROM THE SIDES OF THE CAR. THE STORAGE BIN IN THE CENTER CONSOLE BROKE, TWICE. THE WIND SHIELD CHIPS AND ERRODES WHEN IN A CAR WASH. I HAVE NEVER SEEN A WINDSHIELD IN THIS BAD SHAPE BEFORE. THE BACK SEAT DOES NOT STAY DOWN. THE HEADLIGHTS HAVE A BAD SEAL AND THERE IS WATER NOW IN THEM. THE RUBBER AROUND THE DOORS COMES OUT REPEATEDLY. GEAR SHIFTER IS CONTINUALLY STUCK. BRAKES TAKE TWICE AS LONG TO STOP MY CAR AS ANY OTHER VEHICLE I HAVE EVER DRIVEN. I HAVE TO DRIVE 2 & 1/2 HOURS TO GET REPAIRS. THE GAS MILAGE IS CLOSER TO 24 MPG THEN THE 35 THAT WAS MARKED ON IT WHEN I BOUGHT IT. THERE ARE NOISES FROM THE ENGINE COMPARTMENT THAT ARE LOUD AND UNPLEASANT. THERE IS A GROUND FAULT WIRE THAT IS BAD THEY WANT \$75 AN HOUR MINIMUM OF 10 HOURS TO REPAIR IT. THE FUSE PANEL COVER BROKE. THE HEADLIGHTS CANNOT BE ALLIGNED. *AK

20041003	497834	KIA	SEPHIA	199	N	N	0	0	EXTERIOR LIGHTING:HEADLIGHTS	AL	
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9
 THE CAR DIED WHILE DRIVING DOWN THE ROAD REPEATEDLY. BATTERY LEAKED. BRAKES HAD TO BE REPLACED FOR THE ENTIRE CAR AT 60,000 MILES. THE VENTS ON THE DASHBOARD HAVE POPPED UP AND BROKEN. NOW THE DEFROSTER DOES NOT BLOW THE AIR ON THE WINDSHIELD. THIS VEHICLE WAS STORED IN A GARAGE. THE SEAMS ON THE SEAT COME UNDONE. THE CIGARETTE LIGHTER BROKE AND FLOPS IN THE DASH. THE SWITCH TO OVERRIDE THE TRANSMISSION LOCK IS BROKEN. THE REAR BRAKE LIGHT BROKE WHEN REPLACING THE STRUTS WHICH YOU HAVE TO REMOVE THE BACK DASH TO GET TO. THE BOARD THAT IS UNDER THE CARPET IN THE TRUNK WARPED. THE CARPETS CAME UP FROM THE SIDES OF THE CAR. THE STORAGE BIN IN THE CENTER CONSOLE BROKE, TWICE. THE WIND SHIELD CHIPS AND ERRODES WHEN IN A CAR WASH. I HAVE NEVER SEEN A WINDSHIELD IN THIS BAD SHAPE BEFORE. THE BACK SEAT DOES NOT STAY DOWN. THE HEADLIGHTS HAVE A BAD SEAL AND THERE IS WATER NOW IN THEM. THE RUBBER AROUND THE DOORS COMES OUT REPEATEDLY. GEAR SHIFTER IS CONTINUALLY STUCK. BRAKES TAKE TWICE AS LONG TO STOP MY CAR AS ANY OTHER VEHICLE I HAVE EVER DRIVEN. I HAVE TO DRIVE 2 & 1/2 HOURS TO GET REPAIRS. THE GAS MILAGE IS CLOSER TO 24 MPG THEN THE 35 THAT WAS MARKED ON IT WHEN I BOUGHT IT. THERE ARE NOISES FROM THE ENGINE COMPARTMENT THAT ARE LOUD AND UNPLEASANT. THERE IS A GROUND FAULT WIRE THAT IS BAD THEY WANT \$75 AN HOUR MINIMUM OF 10 HOURS TO REPAIR IT. THE FUSE PANEL COVER BROKE. THE HEADLIGHTS CANNOT BE

ALLIGNED. *AK

20041003 498042	KIA	SEPHIA	199	N	N	0	0	SERVICE BRAKES, HYDRAULIC:ANTILOCK	AL
KNAFB1211X5	20041003	15000							

9

THE CAR DIED WHILE DRIVING DOWN THE ROAD REPEATEDLY. BATTERY LEAKED. BRAKES HAD TO BE REPLACED FOR THE ENTIRE CAR AT 60,000 MILES. THE VENTS ON THE DASHBOARD HAVE POPPED UP AND BROKEN. NOW THE DEFROSTER DOES NOT BLOW THE AIR ON THE WINDSHIELD. THIS VEHICLE WAS STORED IN A GARAGE. THE SEAMS ON THE SEAT COME UNDONE. THE CIGARETTE LIGHTER BROKE AND FLOPS IN THE DASH. THE SWITCH TO OVERRIDE THE TRANSMISSION LOCK IS BROKEN. THE REAR BRAKE LIGHT BROKE WHEN REPLACING THE STRUTS WHICH YOU HAVE TO REMOVE THE BACK DASH TO GET TO. THE BOARD THAT IS UNDER THE CARPET IN THE TRUNK WARPED. THE CARPETS CAME UP FROM THE SIDES OF THE CAR. THE STORAGE BIN IN THE CENTER CONSOLE BROKE, TWICE. THE WIND SHIELD CHIPS AND ERRODES WHEN IN A CAR WASH. I HAVE NEVER SEEN A WINDSHIELD IN THIS BAD SHAPE BEFORE. THE BACK SEAT DOES NOT STAY DOWN. THE HEADLIGHTS HAVE A BAD SEAL AND THERE IS WATER NOW IN THEM. THE RUBBER AROUND THE DOORS COMES OUT REPEATEDLY. GEAR SHIFTER IS CONTINUALLY STUCK. BRAKES TAKE TWICE AS LONG TO STOP MY CAR AS ANY OTHER VEHICLE I HAVE EVER DRIVEN. I HAVE TO DRIVE 2 & 1/2 HOURS TO GET REPAIRS. THE GAS MILAGE IS CLOSER TO 24 MPG THEN THE 35 THAT WAS MARKED ON IT WHEN I BOUGHT IT. THERE ARE NOISES FROM THE ENGINE COMPARTMENT THAT ARE LOUD AND UNPLEASANT. THERE IS A GROUND FAULT WIRE THAT IS BAD THEY WANT \$75 AN HOUR MINIMUM OF 10 HOURS TO REPAIR IT. THE FUSE PANEL COVER BROKE. THE HEADLIGHTS CANNOT BE ALLIGNED. *AK

20041003 497835	KIA	SEPHIA	199	N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION:LEVER AND	AL
KNAFB1211X5	20041003	15000							

9

LINKAGE:FLOOR SHIFT

THE CAR DIED WHILE DRIVING DOWN THE ROAD REPEATEDLY. BATTERY LEAKED. BRAKES HAD TO BE REPLACED FOR THE ENTIRE CAR AT 60,000 MILES. THE VENTS ON THE DASHBOARD HAVE POPPED UP AND BROKEN. NOW THE DEFROSTER DOES NOT BLOW THE AIR ON THE WINDSHIELD. THIS VEHICLE WAS STORED IN A GARAGE. THE SEAMS ON THE SEAT COME UNDONE. THE CIGARETTE LIGHTER BROKE AND FLOPS IN THE DASH. THE SWITCH TO OVERRIDE THE TRANSMISSION LOCK IS BROKEN. THE REAR BRAKE LIGHT BROKE WHEN REPLACING THE STRUTS WHICH YOU HAVE TO REMOVE THE BACK DASH TO GET TO. THE BOARD THAT IS UNDER THE CARPET IN THE TRUNK WARPED. THE CARPETS CAME UP FROM THE SIDES OF THE CAR. THE STORAGE BIN IN THE CENTER CONSOLE BROKE, TWICE. THE WIND SHIELD CHIPS AND ERRODES WHEN IN A CAR WASH. I HAVE NEVER SEEN A WINDSHIELD IN THIS BAD SHAPE BEFORE. THE BACK SEAT DOES NOT STAY DOWN. THE HEADLIGHTS HAVE A BAD SEAL AND THERE IS WATER NOW IN THEM. THE RUBBER AROUND THE DOORS COMES OUT REPEATEDLY. GEAR SHIFTER IS CONTINUALLY STUCK. BRAKES TAKE TWICE AS LONG TO STOP MY CAR AS ANY OTHER VEHICLE I HAVE EVER DRIVEN. I HAVE TO DRIVE 2 & 1/2 HOURS TO GET REPAIRS. THE GAS MILAGE IS CLOSER TO 24 MPG THEN THE 35 THAT WAS MARKED ON IT WHEN I BOUGHT IT. THERE ARE NOISES FROM THE ENGINE COMPARTMENT THAT ARE LOUD AND UNPLEASANT. THERE IS A GROUND FAULT WIRE THAT IS BAD THEY WANT \$75 AN HOUR MINIMUM OF 10 HOURS TO REPAIR IT. THE FUSE PANEL COVER BROKE. THE HEADLIGHTS CANNOT BE ALLIGNED. *AK

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20041003	497723	KIA	SEPHIA	199	N	N	0	0	ELECTRICAL SYSTEM:BATTERY	AL	
	KNAFB1211X5	20041003	15000								

9

THE CAR DIED WHILE DRIVING DOWN THE ROAD REPEATEDLY. BATTERY LEAKED. BRAKES HAD TO BE REPLACED FOR THE ENTIRE CAR AT 60,000 MILES. THE VENTS ON THE DASHBOARD HAVE POPPED UP AND BROKEN. NOW THE DEFROSTER DOES NOT BLOW THE AIR ON THE WINDSHIELD. THIS VEHICLE WAS STORED IN A GARAGE. THE SEAMS ON THE SEAT COME UNDONE. THE CIGARETTE LIGHTER BROKE AND FLOPS IN THE DASH. THE SWITCH TO OVERRIDE THE TRANSMISSION LOCK IS BROKEN. THE REAR BRAKE LIGHT BROKE WHEN REPLACING THE STRUTS WHICH YOU HAVE TO REMOVE THE BACK DASH TO GET TO. THE BOARD THAT IS UNDER THE CARPET IN THE TRUNK WARPED. THE CARPETS CAME UP FROM THE SIDES OF THE CAR. THE STORAGE BIN IN THE CENTER CONSOLE BROKE, TWICE. THE WIND SHIELD CHIPS AND ERRODES WHEN IN A CAR WASH. I HAVE NEVER SEEN A WINDSHIELD IN THIS BAD SHAPE BEFORE. THE BACK SEAT DOES NOT STAY DOWN. THE HEADLIGHTS HAVE A BAD SEAL AND THERE IS WATER NOW IN THEM. THE RUBBER AROUND THE DOORS COMES OUT REPEATEDLY. GEAR SHIFTER IS CONTINUALLY STUCK. BRAKES TAKE TWICE AS LONG TO STOP MY CAR AS ANY OTHER VEHICLE I HAVE EVER DRIVEN. I HAVE TO DRIVE 2 & 1/2 HOURS TO GET REPAIRS. THE GAS MILAGE IS CLOSER TO 24 MPG THEN THE 35 THAT WAS MARKED ON IT WHEN I BOUGHT IT. THERE ARE NOISES FROM THE ENGINE COMPARTMENT THAT ARE LOUD AND UNPLEASANT. THERE IS A GROUND FAULT WIRE THAT IS BAD THEY WANT \$75 AN HOUR MINIMUM OF 10 HOURS TO REPAIR IT. THE FUSE PANEL COVER BROKE. THE HEADLIGHTS CANNOT BE ALLIGNED. *AK

20041003	497722	KIA	SEPHIA	199	N	N	0	0	ELECTRICAL SYSTEM	AL	
	KNAFB1211X5	20041003	15000								

9

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20041003	497929	KIA	SEPHIA	199	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM	AL	
	KNAFB1211X5	20041003	15000								

9

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TO GET REPAIRS. THE GAS MILAGE IS CLOSER TO 24 MPG THEN THE 35 THAT WAS MARKED ON IT WHEN I BOUGHT IT. THERE ARE NOISES FROM THE ENGINE COMPARTMENT THAT ARE LOUD AND UNPLEASANT.

THERE IS A GROUND FAULT WIRE THAT IS BAD THEY WANT \$75 AN HOUR MINIMUM OF 10 HOURS TO REPAIR IT. THE FUSE PANEL COVER BROKE. THE HEADLIGHTS CANNOT BE ALLIGNED. *AK

20041003 497928	KIA	SEPHIA	199	N	N	0	0	SUSPENSION:REAR:SHOCK ABSORBER	AL
KNAFB1211X5	20041003	15000							

9

THE CAR DIED WHILE DRIVING DOWN THE ROAD REPEATEDLY. BATTERY LEAKED. BRAKES HAD TO BE REPLACED FOR THE ENTIRE CAR AT 60,000 MILES. THE VENTS ON THE DASHBOARD HAVE POPPED UP AND

BROKEN. NOW THE DEFROSTER DOES NOT BLOW THE AIR ON THE WINDSHIELD. THIS VEHICLE WAS STORED IN A GARAGE. THE SEAMS ON THE SEAT COME UNDONE. THE CIGARETTE LIGHTER BROKE AND FLOPS IN

THE DASH. THE SWITCH TO OVERRIDE THE TRANSMISSION LOCK IS BROKEN. THE REAR BRAKE LIGHT BROKE WHEN REPLACING THE STRUTS WHICH YOU HAVE TO REMOVE THE BACK DASH TO GET TO. THE BOARD

THAT IS UNDER THE CARPET IN THE TRUNK WARPED. THE CARPETS CAME UP FROM THE SIDES OF THE CAR. THE STORAGE BIN IN THE CENTER CONSOLE BROKE, TWICE. THE WIND SHIELD CHIPS AND ERRODES WHEN

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AROUND THE DOORS COMES OUT REPEATEDLY. GEAR SHIFTER IS CONTINUALLY STUCK. BRAKES TAKE TWICE AS LONG TO STOP MY CAR AS ANY OTHER VEHICLE I HAVE EVER DRIVEN. I HAVE TO DRIVE 2 & 1/2 HOURS

TO GET REPAIRS. THE GAS MILAGE IS CLOSER TO 24 MPG THEN THE 35 THAT WAS MARKED ON IT WHEN I BOUGHT IT. THERE ARE NOISES FROM THE ENGINE COMPARTMENT THAT ARE LOUD AND UNPLEASANT.

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20041003 497927	KIA	SEPHIA	199	N	N	0	0	SEATS	AL
KNAFB1211X5	20041003	15000							

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DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20041003	498041	KIA	SEPHIA	199	N	N	0	0	VISIBILITY:WINDSHIELD	AL	
	KNAFB1211X5	20041003	15000								

9

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20041003	497724	KIA	SEPHIA	199	N	N	0	0	ELECTRICAL SYSTEM:WIRING	AL	
	KNAFB1211X5	20041003	15000								

9

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20041105	512805	KIA	SEDONA	200	N	Y	0	0	ELECTRICAL SYSTEM:WIRING	TX	
	KNDUP131536	20041105	26000								

3

ON SEPTEMBER 30, 2004 AT APPROXIMATELY 6:00 P.M. MY HUSBAND AND SON WERE SCHEDULED TO ATTEND A MEETING. AS THEY APPROACHED OUR VEHICLE PARKED IN THE DRIVEWAY, MY HUSBAND NOTICED THAT THE AUTOMATIC KEY DID NOT OPEN THE VEHICLE. HE TRIED SEVERAL TIMES AND FINALLY MANUALLY UNLOCKED THE DOOR. WHEN HE OPENED THE DOOR HE NOTICED THAT THE STEERING COLUMN, DASH BOARD AND DRIVER'S DOOR WERE DAMAGED BY FIRE AND MELTED PLASTIC DAMAGED THE CARPET. THE WINDOWS AND INTERIOR WERE COVERED IN RESIDUE FROM THE SMOKE. WE IMMEDIATELY CONTACTED THE KIA DEALERSHIP AND REPORTED THE INCIDENT AND HAD THE VEHICLE TOWED TO SOUTHPOINT KIA WHERE WE PURCHASED THE VEHICLE. WE RECEIVED A SLOW RESPONSE FOR GETTING A REPLACEMENT VEHICLE AND WAS TOLD SEVERAL DAYS LATER THAT WE WOULD NEED TO COVER THE RENTAL VEHICLE UNTIL THEY DETERMINED THE CAUSE OF THE FIRE. I WAS TOLD TO REPORT THE CLAIM TO MY INSURANCE COMPANY STATE FARM. STATE FARM DETERMINED THAT THE DAMAGE WAS CAUSED BY A "RIGHT SEAT SWITCH - ELECTRICAL PROBLEM." AS OF TODAY, WE HAVE NOT RECEIVED THE STATUS

OF THIS CLAIM OR THE CAUSE OF

THE DAMAGE FROM KIA ENGINEERS. IT APPEARS THAT THEY ARE NOT HONORING THEIR 10 YEAR 100,000 MILE WARRANTY. OUR VEHICLE WAS PURCHASED SEPTEMBER, 2003. *AK

20050121	529821	KIA	SEDONA	200	N	N		STRUCTURE	NC
KNDUP131446		20050121							

4

RECENTLY PURCHASED A NEW 2004 KIA SEDONA ON 11/29/04 AND A COUPLE OF DAYS AFTER I BOUGHT IT I NOTICED EVIDENCE OF RUST AROUND THE BOLTS THAT HOLD THE FRONT SEATS TO THE CHASSIS. AFTER

FURTHER INSPECTION, I FOUND NUMEROUS POINTS OF RUST ON THE INTERIOR OF THE VEHICLE. I TOOK TO VEHICLE TO THE DEALERSHIP TO RECTIFY THE SITUATION AND THEY STATED THAT THEY HAD NEVER

SEEN THIS TYPE OF PROBLEM BEFORE. THE DEALERSHIP THEN CONTACTED THE KIA DISTRICT REPRESENTATIVE TO FIND OUT WHAT TO DO ABOUT THE PROBLEMS WITH THE RUST. HE INFORMED THE DEALERSHIP

TO SAND DOWN AND PRIMER THE AFFECTED AREAS. I TOLD THEM THAT WAS NOT AN ACCEPTABLE OPTION. SO, THE KIA REPRESENTATIVE THEN HAD THE DEALERSHIP REPLACE THE FRONT SEATS AND SAND DOWN

THE REMAINING AFFECTED AREAS AND PRIMER THEM. WHEN THE DEALERSHIP STARTED PERFORMING THE REPAIRS THEY ACTUALLY FOUND SIGNIFICANT AMOUNTS OF RUST UNDERNEATH THE DASH AND UNDER

THE CARPET. THE DEALERSHIP HAS STATED THAT IT WOULD COST TOO MUCH TO COMPLETELY REPAIR THE VEHICLE, AND THAT I NEEDED TO FILE A COMPLAINT WITH KIA CONSUMER AFFAIRS. I DID FILE A

COMPLAINT AND KIA HAS STATED THAT THEY HAVE MET THEIR OBLIGATION TO VEHICLE UNDER THE WARRANTY AND OFFERED ME THREE MONTHS CAR PAYMENT FOR MY INCONVENIENCE. *NM

20060827	601091	KIA	SPORTAGE	199	Y	N	0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	FL
KNDJB6237X5		20060827								

9

CONTROL:CATALYTIC CONVERTOR

THIS KIA WAS PURCHASED NEW AND IS A ONE OWNER CAR. IT HAS HAD 2 MASTER CYLINDERS, AND 4 SETS OF BRAKE PADS. THE CAR CURRENTLY HAS 50,000 MILES ON IT. THE CAR SLIDES TO THE RIGHT ON WET

ROADS AND DOES NOT STOP UNTIL IT HITS SOMETHING OR SLOWS TO A STOP. I HAVE SLID 2 TIMES, REAR ENDED SOMEONE THE 3RD, AND MY SON HIT A LIGHT POLE. THE OTHER TIMES THE BRAKES MAY OR MAY

NOT WORK. THE PROBLEM IS WORSE DURING RAINY WEATHER. THE BRAKES GO TO THE FLOOR AND THE CAR DOES NOT STOP. AT TIMES THE BRAKES VIBRATE. THIS CAR HAS HAD A NEW CLOTH TOP, NEW AIR

CONDITIONING 2X, 5 CATALYTIC CONVERTERS, NEW CARPET FROM THE AIR LEAKING AND MOLDING, NEW SEAT COVERS AS THEY RIPPED, NEW BRAKES, ROTORS, PADS SEVERAL ITEMS I HAVE LOST COUNT, THE

CHECK ENGINE LIGHT COMES ON, THE CAR HAS BEEN RE-WIRED, AT TIMES THE CAR WON'T ACCELERATE IF THE AIR CONDITIONER IS ON. LAST NIGHT THE HIGHWAY PATROL OFFICE WANTED TO KNOW WHY I WOULD

ENDANGER MY SON'S LIFE IN A CAR THAT WON'T STOP OR SLIDES. THAT IS A GOOD QUESTION. WHY ARE ANY OF THESE MODELS STILL ON THE HIGHWAY WHEN THERE ARE SO MANY THINGS WRONG WITH THEM. IN

LOOKING AT THE COMPLAINTS THERE WERE MANY THAT DEALT WITH THE BRAKES. AT THIS POINT IS THERE ANY RECOURSE WITH THE CAR? I DON'T FEEL THAT I CAN SELL IT OUTRIGHT HONESTLY AND PUT

SOMEONES LIFE IN DANGER. THE HIGHWAY PATROL OFFICER MADE ME FEEL LIKE A NEGLECTFUL PARENT BY EVEN LETTING MY SON DRIVE THE CAR. WE EVEN PARKED IT FOR 6 MONTHS TRYING TO DECIDE WHAT

TO DO WITH THE CAR. MY SON'S CAR WAS IN THE REPAIR SHOP, SO HE TOOK THE KIA. I FEEL THAT THE CAR IS A DEATH TRAP. *JB

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060827	601092	KIA	SPORTAGE	199	Y	N	0	0	ELECTRICAL SYSTEM	FL	

9

THIS KIA WAS PURCHASED NEW AND IS A ONE OWNER CAR. IT HAS HAD 2 MASTER CYLINDERS, AND 4 SETS OF BRAKE PADS. THE CAR CURRENTLY HAS 50,000 MILES ON IT. THE CAR SLIDES TO THE RIGHT ON WET ROADS AND DOES NOT STOP UNTIL IT HITS SOMETHING OR SLOWS TO A STOP. I HAVE SLID 2 TIMES, REAR ENDED SOMEONE THE 3RD, AND MY SON HIT A LIGHT POLE. THE OTHER TIMES THE BRAKES MAY OR MAY NOT WORK. THE PROBLEM IS WORSE DURING RAINY WEATHER. THE BRAKES GO TO THE FLOOR AND THE CAR DOES NOT STOP. AT TIMES THE BRAKES VIBRATE. THIS CAR HAS HAD A NEW CLOTH TOP, NEW AIR CONDITIONING 2X, 5 CATALYTIC CONVERTERS, NEW CARPET FROM THE AIR LEAKING AND MOLDING, NEW SEAT COVERS AS THEY RIPPED, NEW BRAKES, ROTORS, PADS SEVERAL ITEMS I HAVE LOST COUNT, THE CHECK ENGINE LIGHT COMES ON, THE CAR HAS BEEN RE-WIRED, AT TIMES THE CAR WON'T ACCELERATE IF THE AIR CONDITIONER IS ON. LAST NIGHT THE HIGHWAY PATROL OFFICE WANTED TO KNOW WHY I WOULD ENDANGER MY SON'S LIFE IN A CAR THAT WON'T STOP OR SLIDES. THAT IS A GOOD QUESTION. WHY ARE ANY OF THESE MODELS STILL ON THE HIGHWAY WHEN THERE ARE SO MANY THINGS WRONG WITH THEM. IN LOOKING AT THE COMPLAINTS THERE WERE MANY THAT DEALT WITH THE BRAKES. AT THIS POINT IS THERE ANY RECOURSE WITH THE CAR? I DON'T FEEL THAT I CAN SELL IT OUTRIGHT HONESTLY AND PUT SOMEONES LIFE IN DANGER. THE HIGHWAY PATROL OFFICER MADE ME FEEL LIKE A NEGLECTFUL PARENT BY EVEN LETTING MY SON DRIVE THE CAR. WE EVEN PARKED IT FOR 6 MONTHS TRYING TO DECIDE WHAT TO DO WITH THE CAR. MY SON'S CAR WAS IN THE REPAIR SHOP, SO HE TOOK THE KIA. I FEEL THAT THE CAR IS A DEATH TRAP. *JB

20060827	600345	KIA	SPORTAGE	199	Y	N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION	FL	
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9

COMPONENTS:MASTER CYLINDER

THIS KIA WAS PURCHASED NEW AND IS A ONE OWNER CAR. IT HAS HAD 2 MASTER CYLINDERS, AND 4 SETS OF BRAKE PADS. THE CAR CURRENTLY HAS 50,000 MILES ON IT. THE CAR SLIDES TO THE RIGHT ON WET ROADS AND DOES NOT STOP UNTIL IT HITS SOMETHING OR SLOWS TO A STOP. I HAVE SLID 2 TIMES, REAR ENDED SOMEONE THE 3RD, AND MY SON HIT A LIGHT POLE. THE OTHER TIMES THE BRAKES MAY OR MAY NOT WORK. THE PROBLEM IS WORSE DURING RAINY WEATHER. THE BRAKES GO TO THE FLOOR AND THE CAR DOES NOT STOP. AT TIMES THE BRAKES VIBRATE. THIS CAR HAS HAD A NEW CLOTH TOP, NEW AIR CONDITIONING 2X, 5 CATALYTIC CONVERTERS, NEW CARPET FROM THE AIR LEAKING AND MOLDING, NEW SEAT COVERS AS THEY RIPPED, NEW BRAKES, ROTORS, PADS SEVERAL ITEMS I HAVE LOST COUNT, THE CHECK ENGINE LIGHT COMES ON, THE CAR HAS BEEN RE-WIRED, AT TIMES THE CAR WON'T ACCELERATE IF THE AIR CONDITIONER IS ON. LAST NIGHT THE HIGHWAY PATROL OFFICE WANTED TO KNOW WHY I WOULD ENDANGER MY SON'S LIFE IN A CAR THAT WON'T STOP OR SLIDES. THAT IS A GOOD QUESTION. WHY ARE ANY OF THESE MODELS STILL ON THE HIGHWAY WHEN THERE ARE SO MANY THINGS WRONG WITH THEM. IN LOOKING AT THE COMPLAINTS THERE WERE MANY THAT DEALT WITH THE BRAKES. AT THIS POINT IS THERE ANY RECOURSE WITH THE CAR? I DON'T FEEL THAT I CAN SELL IT OUTRIGHT HONESTLY AND PUT SOMEONES LIFE IN DANGER. THE HIGHWAY PATROL OFFICER MADE ME FEEL LIKE A NEGLECTFUL PARENT BY EVEN LETTING MY SON DRIVE THE CAR. WE EVEN PARKED IT FOR 6 MONTHS TRYING TO DECIDE WHAT TO DO WITH THE CAR. MY SON'S CAR WAS IN THE REPAIR SHOP, SO HE TOOK THE KIA. I FEEL THAT THE CAR IS A DEATH TRAP. *JB

20060827	599704	KIA	SPORTAGE	199	Y	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	FL	
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9

THIS KIA WAS PURCHASED NEW AND IS A ONE OWNER CAR. IT HAS HAD 2 MASTER CYLINDERS, AND 4 SETS OF BRAKE PADS. THE CAR CURRENTLY HAS 50,000 MILES ON IT. THE CAR SLIDES TO THE RIGHT ON WET ROADS AND DOES NOT STOP UNTIL IT HITS SOMETHING OR SLOWS TO A STOP. I HAVE SLID 2 TIMES, REAR ENDED SOMEONE THE 3RD, AND MY SON HIT A LIGHT POLE. THE OTHER TIMES THE BRAKES MAY OR MAY NOT WORK. THE PROBLEM IS WORSE DURING RAINY WEATHER. THE BRAKES GO TO THE FLOOR AND THE CAR DOES NOT STOP. AT TIMES THE BRAKES VIBRATE. THIS CAR HAS HAD A NEW CLOTH TOP, NEW AIR CONDITIONING 2X, 5 CATALYTIC CONVERTERS, NEW CARPET FROM THE AIR LEAKING AND MOLDING, NEW SEAT COVERS AS THEY RIPPED, NEW BRAKES, ROTORS, PADS SEVERAL ITEMS I HAVE LOST COUNT, THE CHECK ENGINE LIGHT COMES ON, THE CAR HAS BEEN RE-WIRED, AT TIMES THE CAR WON'T ACCELERATE IF THE AIR CONDITIONER IS ON. LAST NIGHT THE HIGHWAY PATROL

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TO DO WITH THE CAR. MY SON'S CAR WAS IN THE REPAIR SHOP, SO HE TOOK THE KIA. I FEEL THAT THE CAR IS A DEATH TRAP. *JB

20070327 624548 KIA SEDONA 200 N N 0 0 SEATS:MID/REAR ASSEMBLY AZ
6

DURING HARDER BRAKING IN A KIA SEDONA VAN, THE SECOND ROW SEAT FLIPPED FORWARD AND CLOBBERED THE DRIVER'S (MINE) HEAD. I WAS SO STARTLED THAT I HAD NO CONTROL OF THE VEHICLE FOR A FEW

SECONDS. NOTHING WAS HIT. THIS WAS BECAUSE THE SECOND ROW SEATS FLIP FORWARD TO ALLOW REAR ENTRY BUT THEY DO NOT NECESSARILY RE-LATCH WHEN PUTTING THEM UPRIGHT AGAIN, EITHER FROM A

LACK OF RE-LATCHING FORCE OR DEBRIS/CARPET INTERFERENCE WITH THE LATCH. *JB

KOLCRAFT ENTERPRISES, INC.

20000229 222920 KOLCRAFT CHILD SAFETY SEAT 199 N N CHILD SEAT:HANDLE (INFANT) PA
9

KOLCRAFT MODEL # 43904L-CZ, DOM 05/07/199; RECALL # 99E047000//HANDLE BREAKAGE. ABOUT A MONTH AFTER INSTALLING THE RECALL KIT ON THE CAR SEAT, MOTHER WAS CARRYING THE SEAT BY THE

CARRYING HANDLE AND THE HANDLE RELEASED BY ITSELF, CAUSING THE SEAT TO GO BACKWARDS. THE BABY FELL OUT OF THE CAR SEAT AND LANDED ON ITS HEAD ON THE CARPET. BABY WAS NOT HURT. THIS

HAPPENED ABOUT A MONTH AFTER THE RECALL KIT WAS INSTALLED ON THE CHILD SAFETY SEAT. *AK *ML

K-Z, INC.

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060925	603545	K-Z	NEW VISION	200	N	N			STRUCTURE	FL	
4EZF5362X5S	20060925		500								

5

DT*: THE CONTACT STATED AFTER A RAIN STORM, WATER WAS PRESENT ON THE BUILT IN DRESSER OF THE BEDROOM IN THE FIFTH WHEEL TRAVEL TRAILER. THE DEALER AND MANUFACTURER WERE NOTIFIED. A REPRESENTATIVE FROM THE MANUFACTURER INSPECTED THE VEHICLE, AND DETERMINED THE METAL STRUCTURE BETWEEN THE CEILING AND THE ROOF PUNCTURED THE OUTER ROOF COATING ALLOWING RAINWATER TO ENTER THE TRAILER. ADDITIONALLY, THE WOODEN TRIM ALONG THE FLOOR BEGAN TO SEPARATE WITHOUT WARNING. UPON FURTHER INSPECTION, IT WAS REVEALED, THE WOODEN FLOOR UNDERNEATH THE CARPETING WAS ROTTEN AND WET FROM THE RAINWATER AS WELL. THIS WAS A 2005, KZ MANUFACTURING, NEW VISION.*AK

LAND ROVER

20010815	392697	LAND ROVER	DISCOVERY	199	N	Y	0	0	ENGINE AND ENGINE COOLING:EXHAUST	UT	
SALJ41240SA	20010815										

5

AFTER DRIVING FOR SEVERAL HOURS, MUFFLER OVERHEATED, CAUSING HEAT SHIELD TO OVERHEAT, ALLOWING FLOORBOARD AND CARPETING TO MELT. THIS RESULTED IN A PLASTIC BAG AND TISSUES CATCHING ON FIRE. DEALERSHIP EXAMINED VEHICLE AND MENTIONED THAT THE MUFFLER COULD HAVE BEEN BACKED UP. *AK *YH

SYSTEM:MANIFOLD/HEADER/MUFFLER/TAIL PIPE

20070614	631797	LAND ROVER	LR3	200	N	N		0	ELECTRICAL SYSTEM	CA	
SALAA25485A	20070614		30000								

5

2005 LR3. UNABLE TO UNLOCK DOORS WITH KEY REMOTE. OPENED DOORS MANUALLY. TOOK CAR TO DEALERSHIP. AFTER 6 DAYS, NOTIFIED THAT ELECTRICAL SYSTEM FAILED DUE TO WATER LEAKING INTO CAR.

TWO DRAINS FROM SUNROOF WERE "SPliced" AND WATER DRAINING INTO INTERIOR OF CAR RESULTING IN "MOLD" THROUGHOUT MAT AND CARPET. CARPET AND PAD REMOVED AND TREATED WITH "LYSOL" ONLY,

RECARPETED, AND ELECTRICAL REPAIRED. NOT CONVINCED THAT MOLD PROBLEM RESOLVED COMPLETELY. MOTHER AND 10 YEAR OLD CHILD SUFFERED CHRONIC BRONCHIAL PROBLEMS FOR THE FIRST THREE

MANSFIELD TIRE & RUBBER C

19991129	211425	TRAIL MANOR	BIFOLD TRAILER	999					STRUCTURE	AZ	
				9							

WHEN THE TRAILER IS SET UP, THERE IS A GAP BETWEEN THE SLIDE OUT AND THE RIGHT TRAILER WALL SO LARGE THAT CONSUMER HAS TO INSERT A PIECE OF CARPET PADDING INTO IT. NLM

19991129	211892	TRAIL MANOR	BIFOLD TRAILER	999					STRUCTURE	AZ	
				9							

WHEN THE TRAILER IS SET UP, THERE IS A GAP BETWEEN THE SLIDE OUT AND THE RIGHT TRAILER WALL SO LARGE THAT CONSUMER HAS TO INSERT A PIECE OF CARPET PADDING INTO IT. NLM

19991129	212522	TRAIL MANOR	BIFOLD TRAILER	999					STRUCTURE	AZ	
				9							

WHEN THE TRAILER IS SET UP, THERE IS A GAP BETWEEN THE SLIDE OUT AND THE RIGHT TRAILER WALL SO LARGE THAT CONSUMER HAS TO INSERT A PIECE OF CARPET PADDING INTO IT. NLM

19991214	189319	TRAIL MANOR	BIFOLD TRAILER	999					STRUCTURE	AZ	
				9							

WHEN THE TRAILER IS SET UP, THERE IS A GAP BETWEEN THE SLIDE OUT AND THE RIGHT TRAILER WALL SO LARGE THAT CONSUMER HAS TO INSERT A PIECE OF CARPET PADDING INTO IT. NLM

MASERATI NORTH AMERICA, INC.

19990325	154145	MASERATI	MASERATI	198					VISIBILITY:GLASS, SIDE/REAR	TX	
ZC2FP1108KB	19990322										

9

POOR DESIGN OF OPERA GLASS WINDOWS CAUSED BURN MARK IN CARPET.

MAZDA MOTOR CORP

20060601 590365	MAZDA	626	199	N	N	POWER TRAIN:AUTOMATIC TRANSMISSION	OH
1YVGE22C8V5	20060601	118000					

7

THE TRANSMISSION IN MY 1997 MAZDA 626 HAS GONE OUT AND WOULD NOT APPEAR TO BE AS A RESULT OF ANY ABUSE ON MY PART. MY DAUGHTER HAD BEEN DRIVING THE CAR WHEN THE OVER DRIVE LIGHT STARTED BLINKING AND THE MOTOR WAS REVVING HIGHER THAN NORMAL. AFTER VISITING A MAZDA DEALERSHIP IN FT. BRAGG, NC THEY ESTIMATE THE COST TO BE APPROXIMATELY \$3,600.00. AFTER CONSULTING A NATIONALLY KNOWN TRANSMISSION REPAIR SHOP, I HAVE FOUND THAT THESE TRANSMISSIONS WERE DEFECTIVE TO BEGIN WITH IN THAT THEY WERE COMPLETELY UNDERSIZED FOR THE MOTORS THEY WERE ATTACHED TO. THIS HAS BEEN A PROBLEM WITH COUNTLESS MAZDAS I NOW KNOW AND MAZDA HAS NOT AND WILL NOT ACKNOWLEDGE THE PROBLEM. THIS WAS AN APPARENT DESIGN PROBLEM. TO HAVE ONE OF THEIR DEALERSHIPS TRYING CHARGE AN EXORBITANT PRICE FOR REPAIRING THE DEFECT IS SLAP IN THE FACE TO THE PUBLIC WHEN ANOTHER TRANSMISSION SHOP CAN REPAIR IT FOR APPROXIMATELY HALF OF THE MAZDAS PRICE. THE PROBLEM IS SO BAD, I UNDERSTAND, THAT NO ONE WILL INSTALL A USED TRANSMISSION BECAUSE THE USED ONES ARE JUST AS BAD. YOU HAVE TO REPAIR THE ONE YOU HAVE UNLESS YOU WANT TO BE EXTORTED INTO BUYING A NEW ONE FROM A DEALERSHIP THAT IS STILL UNDERSIZED FOR ITS PRIMARY USE. I STRONGLY BELIEVE THAT MAZDA IS WELL AWARE OF THIS PROBLEM AND IS DOING ITS BEST TO HIDE IT. GIVEN THE NUMBER OF COMPLAINTS I'VE WITNESSED ON VARIOUS WEBSITES AND FORUMS ETC.. IT IS QUITE OBVIOUS THAT MAZDA NEEDS TO BE CALLED ON THE CARPET FOR SELLING KNOWN DEFECTIVE MACHINERY. ITS AMAZING HOW MOST OF THESE FAILURES OCCUR JUST OUTSIDE OF WARRANTY. I REALIZE THAT I MAY NOT BE ENTITLED TO ANY TYPE OF COMPENSATION FOR MY CAR'S PROBLEM GIVEN ITS MILEAGE, BUT I WOULD APPRECIATE IF SOMEONE COULD FORCE MAZDA TO RECONCILE ITS MARKETING OF DEFECTIVE PRODUCTS TO HELP SOMEONE ELSE FROM HAVING TO

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060815	598404	MAZDA	MX-5 MIATA	200	N	N	0	0	STRUCTURE	TN	

I HAVE NOTICED A "SQUEAK" IN THE CONSOLE BETWEEN THE 2 SEATS, AND A HUGE LEAK ON THE DRIVER'S SIDE (ENTIRE FLOOR CARPET WAS SOAKED FROM THE FRONT TO UNDERNEATH THE DRIVER'S SEAT) OF OUR NEW MIATA MS-5 (LESS THAN 5,000 MILES). *JB

MAZDA NORTH AMERICAN OPERATIONS

19980526	104601	MAZDA	MIATA	199	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	VA	
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CONSUMER NOTICED THE ACCELERATOR PEDAL CUT A SLIT INTO THE CARPET,CAUSING THE PEDAL TO STICK, LEAVING THE THROTTLE IN A WIDE OPEN POSITION, WHICH CAN CAUSE THE VEHICLE TO TAKE OFF. *AK

19990727	174496	MAZDA	MIATA	199		N			EQUIPMENT	MO	
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DRIVER'S FLOORMAT IS CONSTANTLY WORKING WAY ONTO GAS PEDDLE CAUSING ACCELLORATOR TO STAY ON FLOOR, HOOK WOULD SOLVE PROBLEM, SEVERAL NEAR ACCIDENTS

20000630	215870	MAZDA	PROTEGE	199		N	0	0	ELECTRICAL SYSTEM	CA	
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I AM HAVING ALL OF THESE LOOKED AT WHEN I TURN IT IN FOR REPAIRS; THE CARPET/ELECTRICAL PROBLEM CAUSES A MAJOR SHOCK UPON LEAVING THE VEHICLE. *AK

20000630	215869	MAZDA	PROTEGE	199		N	0	0	OTHER	CA	
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I AM HAVING ALL OF THESE LOOKED AT WHEN I TURN IT IN FOR REPAIRS; THE CARPET/ELECTRICAL PROBLEM CAUSES A MAJOR SHOCK UPON LEAVING THE VEHICLE. *AK

20010621	297221	MAZDA	MIATA	200		N			OTHER	CA	
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AFTER DRIVING THE CAR FOR A FEW MONTHS, I BEGAN TO NOTICE A DEVELOPING PROBLEM WITH HOT AIR INFILTRATING THE PASSENGER COMPARTMENT THROUGH THE SLOT IN THE CARPET AT THE HANDBRAKE.

THIS HAPPENS WHENEVER THERE IS NEGATIVE PRESSURE WITHIN THE COMPARTMENT (WINDOWS OPEN OR TOP DOWN), BUT NOT WHEN THERE IS POSITIVE INTERIOR PRESSURE (WINDOWS CLOSED, TOP UP, FAN ON).

THIS INDICATES TO ME THAT AIR PASSING THROUGH THE ENGINE COMPARTMENT AND OVER THE EXHAUST SYSTEM IS BEING DRAWN INTO THE PASSENGER COMPARTMENT. THIS NOT ONLY MAKES DRIVING THE

CAR UNCOMFORTABLE, BUT ALSO REPRESENTS A SERIOUS SAFETY CONCERN. *AK

20010628	301486	MAZDA	TRIBUTE	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IL	
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VEHICLE WAS GOING 10-15MPH AND STEPPED ON GAS TO GO 20-25MPH. AND RPMS WERE STICKING,AND BRAKING MADE IT 80-85% LESS EFFECTIVE. DEALER IS CONVINCED THE PROBLEM IS THE FLOOR MATS.

20010628	301487	MAZDA	TRIBUTE	200	N	N			SERVICE BRAKES, HYDRAULIC:ANTILOCK	IL	
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20010924	316582	MAZDA	TRIBUTE	200	N	N			ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS	GA	
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WHEN DRIVING AT HIGHWAY SPEEDS SPEEDOMETER GOES UP AND DOWN. WHEN DRIVING AND LETTING UP ON ACCELERATOR PEDAL, VEHICLE SHIFTS INTO LOWER GEAR. FEELS LIKE BRAKES WERE APPLIED VERY

HARD. VEHICLE TAKEN TO DEALER 3 TIMES, CANNOT FIND CAUSE OF PROBLEM. *AK CONSUMER STATES THE CLUSTER GAUGES ARE ERRATIC, THEN THE TRANSMISSION SHIFTS LONG OR SLOW, ON THREE DIFFERENT OCCASIONS, THE TRANSMISSION SHIFTED FROM OVER DRIVE TO FIRST, WHEN LETTING UP ON THE GAS PEDAL IT FELT LIKE THE BRAKES WERE APPLIED VERY HARD, DEALER STATED THE TRANSMISSION WAS REPLACED. VEHICLE HAS BEEN WORKED ON FOR WATER INTRUSION, CARPET HAD TO BE REPLACED, DEALER REMOVED AND RESEALED THE WINDSHIELD AND REPAIRED THE RUST IN THE WINDSHIELD FRAME, RUST ALSO FORMED ON THE MOUNTING BRACKETS UNDER THE DASH DUE TO WATER LEAK, DEALER REMOVED AND REFIT THE LEFT FRONT FENDER TO GAIN ACCESS TO WATER LEAKAGE THROUGH THE MISSED BODY SEAM AND WIRING HARNESS. DEALER REPLACED THE FUSE BOX TO REPAIR THE RADIO AND CLUSTER GAUGES. TURN SIGNALS ARE INOPERABLE. CONSUMER STATES THE ONLY REPAIR COMPLETED WAS THE

20010924	316453	MAZDA	TRIBUTE	200	N	N	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	GA
4F2YU06191K		20010924						

1

WHEN DRIVING AT HIGHWAY SPEEDS SPEEDOMETER GOES UP AND DOWN. WHEN DRIVING AND LETTING UP ON ACCELERATOR PEDAL, VEHICLE SHIFTS INTO LOWER GEAR. FEELS LIKE BRAKES WERE APPLIED VERY HARD. VEHICLE TAKEN TO DEALER 3 TIMES, CANNOT FIND CAUSE OF PROBLEM. *AK CONSUMER STATES THE CLUSTER GAUGES ARE ERRATIC, THEN THE TRANSMISSION SHIFTS LONG OR SLOW, ON THREE DIFFERENT OCCASIONS, THE TRANSMISSION SHIFTED FROM OVER DRIVE TO FIRST, WHEN LETTING UP ON THE GAS PEDAL IT FELT LIKE THE BRAKES WERE APPLIED VERY HARD, DEALER STATED THE TRANSMISSION WAS REPLACED. VEHICLE HAS BEEN WORKED ON FOR WATER INTRUSION, CARPET HAD TO BE REPLACED, DEALER REMOVED AND RESEALED THE WINDSHIELD AND REPAIRED THE RUST IN THE WINDSHIELD FRAME, RUST ALSO FORMED ON THE MOUNTING BRACKETS UNDER THE DASH DUE TO WATER LEAK, DEALER REMOVED AND REFIT THE LEFT FRONT FENDER TO GAIN ACCESS TO WATER LEAKAGE THROUGH THE MISSED BODY SEAM AND WIRING HARNESS. DEALER REPLACED THE FUSE BOX TO REPAIR THE RADIO AND CLUSTER GAUGES. TURN SIGNALS ARE INOPERABLE. CONSUMER STATES THE ONLY REPAIR COMPLETED WAS THE

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010924	316451	MAZDA 20010924	TRIBUTE	200	N	N			POWER TRAIN:AUTOMATIC TRANSMISSION	GA	

1

WHEN DRIVING AT HIGHWAY SPEEDS SPEEDOMETER GOES UP AND DOWN. WHEN DRIVING AND LETTING UP ON ACCELERATOR PEDAL, VEHICLE SHIFTS INTO LOWER GEAR. FEELS LIKE BRAKES WERE APPLIED VERY HARD. VEHICLE TAKEN TO DEALER 3 TIMES, CANNOT FIND CAUSE OF PROBLEM. *AK CONSUMER STATES THE CLUSTER GAUGES ARE ERRATIC, THEN THE TRANSMISSION SHIFTS LONG OR SLOW, ON THREE DIFFERENT OCCASIONS, THE TRANSMISSION SHIFTED FROM OVER DRIVE TO FIRST, WHEN LETTING UP ON THE GAS PEDAL IT FELT LIKE THE BRAKES WERE APPLIED VERY HARD, DEALER STATED THE TRANSMISSION WAS REPLACED. VEHICLE HAS BEEN WORKED ON FOR WATER INTRUSION, CARPET HAD TO BE REPLACED, DEALER REMOVED AND RESEALED THE WINDSHIELD AND REPAIRED THE RUST IN THE WINDSHIELD FRAME, RUST ALSO FORMED ON THE MOUNTING BRACKETS UNDER THE DASH DUE TO WATER LEAK, DEALER REMOVED AND REFIT THE LEFT FRONT FENDER TO GAIN ACCESS TO WATER LEAKAGE THROUGH THE MISSED BODY SEAM AND WIRING HARNESS. DEALER REPLACED THE FUSE BOX TO REPAIR THE RADIO AND CLUSTER GAUGES. TURN SIGNALS ARE INOPERABLE. CONSUMER STATES THE ONLY REPAIR COMPLETED WAS THE

20010924	316581	MAZDA 20010924	TRIBUTE	200	N	N			VISIBILITY:WINDSHIELD	GA	
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1

WHEN DRIVING AT HIGHWAY SPEEDS SPEEDOMETER GOES UP AND DOWN. WHEN DRIVING AND LETTING UP ON ACCELERATOR PEDAL, VEHICLE SHIFTS INTO LOWER GEAR. FEELS LIKE BRAKES WERE APPLIED VERY HARD. VEHICLE TAKEN TO DEALER 3 TIMES, CANNOT FIND CAUSE OF PROBLEM. *AK CONSUMER STATES THE CLUSTER GAUGES ARE ERRATIC, THEN THE TRANSMISSION SHIFTS LONG OR SLOW, ON THREE DIFFERENT OCCASIONS, THE TRANSMISSION SHIFTED FROM OVER DRIVE TO FIRST, WHEN LETTING UP ON THE GAS PEDAL IT FELT LIKE THE BRAKES WERE APPLIED VERY HARD, DEALER STATED THE TRANSMISSION WAS REPLACED. VEHICLE HAS BEEN WORKED ON FOR WATER INTRUSION, CARPET HAD TO BE REPLACED, DEALER REMOVED AND RESEALED THE WINDSHIELD AND REPAIRED THE RUST IN THE WINDSHIELD FRAME, RUST ALSO FORMED ON THE MOUNTING BRACKETS UNDER THE DASH DUE TO WATER LEAK, DEALER REMOVED AND REFIT THE LEFT FRONT FENDER TO GAIN ACCESS TO WATER LEAKAGE THROUGH THE MISSED BODY SEAM AND WIRING HARNESS. DEALER REPLACED THE FUSE BOX TO REPAIR THE RADIO AND CLUSTER GAUGES. TURN SIGNALS ARE INOPERABLE. CONSUMER STATES THE ONLY REPAIR COMPLETED WAS THE

20010924	316580	MAZDA 20010924	TRIBUTE	200	N	N			STRUCTURE:BODY	GA	
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1

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20010924	316579	MAZDA 20010924	TRIBUTE	200	N	N			EXTERIOR LIGHTING:TURN SIGNAL	GA	
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1

WHEN DRIVING AT HIGHWAY SPEEDS SPEEDOMETER GOES UP AND DOWN. WHEN DRIVING AND LETTING UP ON ACCELERATOR PEDAL, VEHICLE SHIFTS INTO LOWER GEAR. FEELS LIKE BRAKES WERE APPLIED VERY HARD. VEHICLE TAKEN TO DEALER 3 TIMES, CANNOT FIND CAUSE OF PROBLEM. *AK CONSUMER STATES THE CLUSTER GAUGES ARE ERRATIC, THEN THE TRANSMISSION SHIFTS LONG OR SLOW, ON THREE

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20010924 316452 MAZDA TRIBUTE 200 N N ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH GA
4F2YU06191K 20010924

1

WHEN DRIVING AT HIGHWAY SPEEDS SPEEDOMETER GOES UP AND DOWN. WHEN DRIVING AND LETTING UP ON ACCELERATOR PEDAL, VEHICLE SHIFTS INTO LOWER GEAR. FEELS LIKE BRAKES WERE APPLIED VERY HARD. VEHICLE TAKEN TO DEALER 3 TIMES, CANNOT FIND CAUSE OF PROBLEM. *AK CONSUMER STATES THE CLUSTER GAUGES ARE ERRATIC, THEN THE TRANSMISSION SHIFTS LONG OR SLOW, ON THREE

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20030716 414605 MAZDA MPV 200 N N STRUCTURE:BODY MN

1

CONSUMER STATES THAT WHILE DRIVING AND WITH NO WARNING FLOOR MATS WERE SMOKING. DEALER NOTIFIED.*AK

20031216 442156 MAZDA MAZDA6 200 N N 0 0 VEHICLE SPEED CONTROL LA
1YVFP80C735 20031216

3

WAS LEFT STRANDED WHEN CHECK ENGINE LIGHT AND AT LIGHT CAME ON. CAR WOULD NOT ACCELERATE ABOVE 20 MPH AND HAD SOME JERKING. HAD CAR TOWED IN. SERVICE DEPT REPLACED THROTTLE BODY AND SENSOR. CAR STILL REPEATEDLY HAS A JERK/HESITATION WHEN HOLDING STEADY BETWEEN THE SPEEDS OF 40MPH AND 50MPH. HAVE BROUGHT THE CAR IN THREE TIMES FOR THE JERKING/HESITATION AND THE SERVICE MECHANIC DOES NOT KNOW WHAT ELSE TO DO. THEY TRIED REDOWNLOADING THE COMPUTER WHICH WORKED FOR ABOUT 1 WEEK AND THEN THE JERKING/HESITATION PROCEEDED. MY SERVICE DEPT HAS SPOKEN TO CUSTOMER SERVICE OF CALIFORNIA AND THEY SAY THEY HAVE NOT HEARD OF ANY OF THESE PROBLEMS WITH ANY OTHER MAZDA 6'S AND THEY HAVE NO IDEA WHAT IT IS. I HAVE ALSO EXPERIENCED A WATER LEAK IN MY VEHICLE ABOUT A MONTH AFTER I BOUGHT IT WHICH FLOODED MY WHOLE PASSENGER SIDE. CARPET HAD TO BE REPLACED. MY BRAKES HAVE A SQUEAKY, GRINDING NOISE WHEN TURNING. MY BACK SEAT SEAMS ARE COMING UNSEWED. WILL HAVE TO GET THE FABRIC REPLACED. MY QUESTION IS, "WHAT'S NEXT?" I HAVE ALREADY RECIEVED LEGAL ADVICE AND MY LAWYER THINKS I HAVE A PRETTY GOOD CASE. IF NOTHING CAN BE DONE, THEN WHY NOT REPLACE THE VEHICLE. I AM FED UP WITH SPENDING MY TIME AT THE MAZDA DEALERSHIP. I BOUGHT A NEW VECHICLE TO STAY AWAY FROM

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040525	479585	MAZDA	626	199	N	N	1		EQUIPMENT:ELECTRICAL:AIR CONDITIONER	MD	
	1YVGE22D6R5	20040525									

4

AIR CONDITIONER LEAKS INSIDE THE PASSENGER SIDE FLOOR WELL, WHEREIN IT ACTUALLY FILLS THE FLOOR AND SPILLS BACK INTO THE BACK SEAT FLOOR WELL. SEVERAL INCHES OF WATER. MOLD AND MILDEW PROBLEM ON FLOORING, FLOOR MATS, ETC. EVERY YEAR TAKE TO DEALER OR OTHER AUTO BODY TO CLEAN OUT A/C DRAINAGE AREA, STILL CONTINUES TO HAPPEN. MOLD SMELL CAUSES HEADACHES WHEN IN VEHICLE LONG PERIODS OF TIME. *NM

20060212	577151	MAZDA	B4000	200	N	N	0	0	ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS	FL	
	4F4YR46E33T	20060212	31880								

3

12/07/05 ENGINE DIED ON 4 LANE HWY, 42 MILES FROM HOME IN RUSH HOUR TRAFFIC. TOWED TO DEALER, WHO TWO DAYS LATER STATED PROBLEM WAS FUEL PUMP RELAY, AND IT WAS FIXED. 01/25/05 TRUCK DIED IN INTERSECTION AT 4:30 P.M. HUSBAND TAPED WIRES AND WIRE-TIED CONNECTOR TO RELAY. DEALER ORDERED FUEL CUT-OFF SWITCH 01/27/05 AND DID NOT INSTALL UNTIL 02/03/06, BECAUSE WAITING FOR PART. DEALER RELOCATED THE RELAY FROM FLOOR BOARD TO BEHIND THE PASSENGER KICK PANEL AND WIRE-TIED THE CONNECTOR TO THE RELAY AND SWORE THIS WOULD SOLVE PROBLEM. ON 02/10/06 THE ENGINE DIED AT 1:00 P.M., 50 MILES FROM HOME. BECAUSE OF PREVIOUS HISTORY, I MANAGED TO RESET AND CONTINUE HOME AND LEFT MESSAGE WITH SERVICE MANAGER. MY HUSBAND DECIDED TO INSPECT SITUATION, AND DISCOVERED THE WIRE CONNECTOR THAT PLUGS INTO THE RELAY IS BROKEN AND IS THE CAUSE FOR FAILURE. WE BELIEVE THIS DAMAGE WAS PROBABLY CAUSED BY THE ORIGINAL LOCATION OF ASSEMBLY UNDERNEATH PASSENGER FLOOR MAT. PRESENTLY AWAITING CALL BACK FROM SERVICE MANAGER. *JB

MERCEDES-BENZ USA, LLC.

20011115	323217	MERCEDES BENZ	CLK320	199	Y	N	0	0	OTHER	PA	
	WDBLK65G5XT	20011109									

9

MERCEDES-BENZ, DEVON, PA, SAYS FLOOR MAT JAMMED ACCELERATOR AS DRIVER BRAKED.*AK

20031022	440863	MERCEDES BENZ	C230	200	N	Y			OTHER	NY	
	WDBRN47J62A	20031015									

2

VEHICLE FIRE WITH 2002 MERCEDES BENZ C230.*MR CONSUMER NOTED FOUR FACTUAL ERRORS WITH THE REPORT PROVIDED TO MERCEDES-BENZ CORPORATE OFFICE. THE CONSUMER CORRECTED THE FACT THAT THERE WAS DAMAGE BENEATH THE CARPET AREA AND THE IDLE TEST THAT WAS PERFORMED WAS IRRELEVANT. THE CONSUMER STATED EXCESS HEAT CAUSED OR CONTRIBUTED TO THE FIRE IN THE TRUNK

MICHELIN TIRE CORP.

20050707	545015	MICHELIN	MICHELIN	199	Y	Y			TIRES:SIDEWALL	FL	

7

THE BRAKES FAILED WHILE DRIVING. THE CONSUMER FOUND THE BRAKES RESERVOIR EMPTY, THEN INSPECTED THE BRAKE LINES AND SAW A HOLE IN THE REAR BRAKE LINE. *NM CONSUMER LOST CONTROL OF VEHICLE WHEN BRAKES WENT OUT AND WENT OVER A CURB, OVER PARKING LOTS, INTO A PARKING LOT, AND CAUSED FUEL TANK AND STRAP DAMAGE, FRONT END AND REAR TAD AXLE OUT OF THE ALIGNMENT. CONSUMER FOUND WEAR HOLE IN REAR BRAKE LINE, EGR TUBE CORRODED, BURNT ENGINE COVER, AND CARPET. *SB *NM

MINISUBISHI CARIBBEAN

20041123	505959	MINISUBISHI	ECLIPSE	199	N	N	0	0	STRUCTURE:BODY:ROOF AND PILLARS	PA	
	4A3AX35GXXE	20041123									

9

THE CONSUMER NOTICED WATER LEAKING FROM THE ROOF ONTO THE CARPET OF THE VEHICLE. *JB. WHILE DRIVING IN POURING RAIN WATERER LEAKED FROM THE CONVERTIBLE TOP FROM THE BOTH SIDES

RIGHT/LEFT WINDOWS, AN DIN THE BACK WINDOWS AND THE SEATS. TOOK VEHICLE TO DEALER, WHO DEMANDED \$500.00 TO FIX THE PROBLEM.

MINITUBISHI MOTORS NORTH AMERICA, INC.

19950803 48939	MINITUBISHI	3000GT	199	Y	N	1	0	VEHICLE SPEED CONTROL	SC
JA3AM54J7RY	19950803								

4

FLOOR MAT IS SUPPOSED TO BE ANCHORED WITH LOCKING CLIP TO KEEP FROM TRAVELING; CLIP IS NOT INSTALLED, CAUSED SUDDEN ACCELERATION; CAR HIT GUARD RAIL/EMBANKMENT.

19971208 58377	MINITUBISHI	3000GT	199	N	N			OTHER	IN
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3

FLOOR MAT HOLDING CLIP BROKE, REPLACED SEVERAL TIMES. *AK

19981012 90036	MINITUBISHI	MIRAGE	199					OTHER	NY
JA3AA26AOSU	19981012								

5

NO DEPLOYMENT OF DRIVER/PASSENGER'S AIR BAGS DURING A COLLISION. ALSO, DISTRIBUTOR HOUSING NOT OPERATING PROPERLY/ AIR CONDITIONER CLUTCH WENT OUT/CARPET ON FLOORBOARD WILL NOT STAY ATTACHED, AND ARM REST CRACKED AND BROKE OFF. *AK

19981012 90037	MINITUBISHI	MIRAGE	199					STRUCTURE:BODY	NY
JA3AA26AOSU	19981012								

5

NO DEPLOYMENT OF DRIVER/PASSENGER'S AIR BAGS DURING A COLLISION. ALSO, DISTRIBUTOR HOUSING NOT OPERATING PROPERLY/ AIR CONDITIONER CLUTCH WENT OUT/CARPET ON FLOORBOARD WILL NOT STAY ATTACHED, AND ARM REST CRACKED AND BROKE OFF. *AK

Friday, August 24, 2007

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19981012	90035	19981012	MITSUBISHI	MIRAGE	199				EQUIPMENT:ELECTRICAL:AIR CONDITIONER	NY	
<p>5 NO DEPLOYMENT OF DRIVER/PASSENGER'S AIR BAGS DURING A COLLISION. ALSO, DISTRIBUTOR HOUSING NOT OPERATING PROPERLY/ AIR CONDITIONER CLUTCH WENT OUT/CARPET ON FLOORBOARD WILL NOT STAY ATTACHED, AND ARM REST CRACKED AND BROKE OFF. *AK</p>											
19981012	90034	19981012	MITSUBISHI	MIRAGE	199				ELECTRICAL SYSTEM:IGNITION	NY	
<p>5 NO DEPLOYMENT OF DRIVER/PASSENGER'S AIR BAGS DURING A COLLISION. ALSO, DISTRIBUTOR HOUSING NOT OPERATING PROPERLY/ AIR CONDITIONER CLUTCH WENT OUT/CARPET ON FLOORBOARD WILL NOT STAY ATTACHED, AND ARM REST CRACKED AND BROKE OFF. *AK</p>											
19981012	90033	19981012	MITSUBISHI	MIRAGE	199				AIR BAGS:FRONTAL	NY	
<p>5 NO DEPLOYMENT OF DRIVER/PASSENGER'S AIR BAGS DURING A COLLISION. ALSO, DISTRIBUTOR HOUSING NOT OPERATING PROPERLY/ AIR CONDITIONER CLUTCH WENT OUT/CARPET ON FLOORBOARD WILL NOT STAY ATTACHED, AND ARM REST CRACKED AND BROKE OFF. *AK</p>											
19981012	89857	19981012	MITSUBISHI	MIRAGE	199				AIR BAGS:FRONTAL	NY	
<p>5 NO DEPLOYMENT OF DRIVER/PASSENGER'S AIR BAGS DURING A COLLISION. ALSO, DISTRIBUTOR HOUSING NOT OPERATING PROPERLY/ AIR CONDITIONER CLUTCH WENT OUT/CARPET ON FLOORBOARD WILL NOT STAY ATTACHED, AND ARM REST CRACKED AND BROKE OFF. *AK</p>											
20000302	226595	20000302	MITSUBISHI	ECLIPSE	199		N		STRUCTURE:BODY:ROOF AND PILLARS	NC	
<p>7 CONVERTIBLE TOP ALLOWS WATER TO LEAK UNDER SEAL , WHEN VEHICLE IS DRIVEN THEN WATER SPILLS ONTO DRIVER WHICH CAUSES AN UNSAFE CONDITION / MITSUBISHI IS UNCOOPERATIVE IN CORRECTING PROBLEM ALSO, WE HAVE DISCUSSED PROBLEM WITH OTHER ECLIPSE OWNERS AND THEY HAVE REPORTED SAME PROBLEM(S) . THE FAULTY TOP APPEARS AS THOUGH MITSUBISHI HAS A SERIOUS DESIGN PROBLEM. BESIDES THE SAFETY ISSUE I HAVE HAD TO REPLACE THE RADIO , CARPET AND MATS AT ONLY 30,000 MILES .A HIGH AND UNNECESSARY EXPENSE DUE TO WATER DAMAGE . AFTER REPORTING SAFETY ISSUE TO MITSUBISHI NO-ONE HAS CONTACTED ME .CLEARLY WE HAVE A CAR COMPANY THAT JUST DOES NOT CARE ABOUT ITS CUSTOMERS . *AK</p>											
20001004	243789	20001004	MITSUBISHI	GALANT	199	Y	N		OTHER	TX	NOT
<p>5 CONSUMER WAS TRAVELING ABOUT 35MPH. FLOOR MAT GOT STUCK UNDERNEATH THE ACCELERATOR. CONSUMER RAN INTO SOME BRICK, AND AIRBAGS DIDN'T DEPLOY.*AK</p>											
20001004	243788	20001004	MITSUBISHI	GALANT	199	Y	N		AIR BAGS:FRONTAL	TX	NOT
<p>5 CONSUMER WAS TRAVELING ABOUT 35MPH. FLOOR MAT GOT STUCK UNDERNEATH THE ACCELERATOR. CONSUMER RAN INTO SOME BRICK, AND AIRBAGS DIDN'T DEPLOY.*AK</p>											
20010228	282169	20010214	MITSUBISHI	DIAMANTE	199			1	VISIBILITY:DEFROSTER/DEFOGGER	CA	
<p>8 HEATER CORE FAILED TO WORK FOR SIX WEEKS, FUMES WENT THROUGH THE VENTS AND ANTI FREEZE LEAKED INTO THE PASSENGER'S SIDE CARPET AND PADDING, VEHICLE TAKEN TO DEALERSHIP ON 12/12/00, VEHICLE RETURNED TO DEALERSHIP ON 1/3/01 FOR THE SAME PROBLEM, ON 1/10/00 OWNER WENT INTO RESPIRATORY ARREST, ON 2/3/00 OWNER FOUND HEATER CORE DUCK TAPED, HEATER CORE BOX CRACKED,</p>											

PUNGENT ODOR STILL EXISTS WHICH HAZARDOUS TO HEALTH. CJ
 20010323 291426 MITSUBISHI ECLIPSE 200 N STRUCTURE:FRAME AND MEMBERS NY
 4A3AC44G7YE 20010312

0
 THE CAR HAS A WATER LEAK ON THE FRONT AND REAR PASSENGER SIDE. THE WATER POOLS ON THE CARPET AND REACHES 1" DEEP ON OCCASION. DUE TO THE RADIO AMPLIFIER BEING UNDER THE PASSENGER FRONT SEAT, THE WATER PENETRATES THE AMPLIFIER AND SHORTS OUT SOME OF THE RADIO SPEAKERS. THE CAR HAS BEEN TAKEN BACK TO THE DEALERSHIP AND TO THEIR SUBCONTRACTED BODY SHOP MORE THAN 6 TIMES IN 3 MONTHS AND PROBLEM STILL EXISTS. THE PROBLEM HAS GOTTEN WORSE SINCE THE LAST REPAIR.

20020716 372621 MITSUBISHI MONTERO 199 OTHER PA
 JA4MR4187TJ 20020716

6
 CONSUMER RECEIVED RECALL 98V205000 ON FLOOR MATS FOR 3RD ROW SEAT. HAD IT SERVICED. HOWEVER, 2ND ROW SEAT ALSO HAD SAME PROBLEM. DEALER HAS BEEN NOTIFIED.*AK

20040422 478358 MITSUBISHI LANCER 200 1 SEAT BELTS WA
 JA3AJ26E03U 20040115 500

3
 I AM A CHEMICALLY SENSITIVE INDIVIDUAL HAVING BEEN POISONED 9 YEARS AGO. I DID NOT RECOGNIZE THE HAZARDS BECAUSE THE DEALERSHIP COMPLIED WITH MY REQUEST TO NOT DETAIL CAR WITH CHEMICALS, BUT THE OFF GASSING OF THE PLASTICS, VINYLs, CARPETS, MATERIALS AND ? (I DO NOT KNOW IF I HAVE OVER LOOKED SOMETHING ELSE) HAS CAUSED MUSCLE PAIN, HEADACHES, NAUSEA, FATIGUE, PASSING OUT AT THE WHEEL, WEAKNESS IN MY LIMBS, INTERNAL CRAMPING AND ECZEMA ON MY HANDS. THE SEAT IS TOTALLY INCORRECTLY DESIGNED FOR SHORTER PEOPLE AND THE ADJUSTMENT IN THE SEAT DOES NOT WORK TO COMPENSATE CAUSING EXTREMELY LOWER TO MID BACK PAIN SO SEVERE IT CAUSES DIFFICULTY IN WALKING, SITTING AND NAUSEA. THE DEALERSHIP AND THE MANUFACTURER ARE NOT WILLING TO TAKE RESPONSIBILITY FOR THE INADEQUATE, UNSAFE CONDITION OF THE PRODUCT.

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040422	478357	20040115	LANCER	200			1		OTHER	WA	

3

I AM A CHEMICALLY SENSITIVE INDIVIDUAL HAVING BEEN POISONED 9 YEARS AGO. I DID NOT RECOGNIZE THE HAZARDS BECAUSE THE DEALERSHIP COMPLIED WITH MY REQUEST TO NOT DETAIL CAR WITH CHEMICALS, BUT THE OFF GASSING OF THE PLASTICS, VINYLs, CARPETS, MATERIALS AND ? (I DO NOT KNOW IF I HAVE OVER LOOKED SOMETHING ELSE) HAS CAUSED MUSCLE PAIN, HEADACHES, NAUSEA, FATIGUE, PASSING OUT AT THE WHEEL, WEAKNESS IN MY LIMBS, INTERNAL CRAMPING AND ECZEMA ON MY HANDS. THE SEAT IS TOTALLY INCORRECTLY DESIGNED FOR SHORTER PEOPLE AND THE ADJUSTMENT IN THE SEAT DOES NOT WORK TO COMPENSATE CAUSING EXTREMELY LOWER TO MID BACK PAIN SO SEVERE IT CAUSES DIFFICULTY IN WALKING, SITTING AND NAUSEA. THE DEALERSHIP AND THE MANUFACTURER ARE NOT WILLING TO TAKE RESPONSIBILITY FOR THE INADEQUATE, UNSAFE CONDITION OF THE PRODUCT.

20040607	483136	20040607	DIAMANTE	200	N	N			VISIBILITY:DEFROSTER/DEFOGGER	CT	
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1

NOTICED FAINT SMELL OF ANTI FREEZE APPROXIMATELY 9 MONTHS AGO. HAD PROBLEMS WITH DEFROSTER CLEARING WINDOWS. ALSO, SEEMED TO GET BETTER (OR MAYBE I GOT USED TO THE SMELL). NOW NOTICED PASSANGER SIDE FLOOR CARPET IS SOAKED WITH ANTI FREEZE. OBVIOUSLY A PROBLEM WITH THE HEATER CORE OR THE HOSE(S) WHICH CONNECT TO IT ARE LEAKING. CAR HAS 92000 MILES, AND IS WELL MAINTAINED. I WILL BE CALLING LOCAL MITSUBISHI DEALER TO SCHEDULE A REPAIR. HOPEFULLY THEY CAN REPAIR THIS AT LITTLE OR NO COST TO ME AS THIS IS AN OBVIOUS DEFECT IN PARTS OR INSTALLATION.

20040816	500837	20040816	DIAMANTE	200	N	N	0		VISIBILITY:DEFROSTER/DEFOGGER	VA	
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0

NOTICED FAINT SMELL OF ANTI FREEZE IN OCT 2003. HAD PROBLEMS WITH DEFROSTER CLEARING WINDOWS, VERY HARD TO CLEAN. NOTICED PASSANGER SIDE FLOOR CARPET IS SOAKED WITH ANTI FREEZE. OBVIOUSLY A PROBLEM WITH THE HEATER CORE OR THE HOSE(S) WHICH CONNECT TO IT ARE LEAKING. CAR HAS 60000 MILES, AND IS WELL MAINTAINED. THIS HEATER CORE LEAKS DIRECTLY OVER COMPUTERS WHICH, AS FAR AS I KNOW, CONTROL THE ENGINE - AND COULD CAUSE IT TO ACT UNPREDICTABLY OR CUT OUT ALTOGETHER WHEN DRIVING. HEATER CORE GASKET WAS THE PROBLEM ACCORDING TO DEALER AND

20041004	498839	20041004	DIAMANTE	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	CA	
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0

I PURCHASED THE CAR USED FROM A MITSUBISHI DEALER, A MONTH OR SO LATER I NOTICED A MAPLE SYRUP TYPE SMELL. THE PROCEEDING MONTHS THE PROBLEM GOT WORSE AND NOTICED THAT MY WINDSHIELD KEPT FOGGING UP. I TOOK IT TO MY LOCAL REPAIR GUY WHO GAVE ME AN ESTIMATE OF ONE THOUSAND DOLLARS TO REPLACE THE HEATER CORE AND INFORMED ME THAT IF I DONT I COULD HAVE A COMPUTER FAILURE BECAUSE IT IS RIGHT UNDER THE HEATER CORE WHICH IN TURN MAY CAUSE AN ACCIDENT DUE TO LOSS OF CONTROL. MY PASSENGER SIDE CARPET IS NOW SOAKED WITH COOLANT AND THE SMELL IS HORRIBLE COMING FROM THE VENTS. I HAVE HEARD THAT THE COOLANT IS TOXIC AND CAN CAUSE PROBLEMS IN YOUR RESPIRATORY SYSTEM WHICH CONCERNS ME EVEN MORE.*AK

20041004	498840	20041004	DIAMANTE	200	N	N	0	0	STRUCTURE:BODY	CA	
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0

I PURCHASED THE CAR USED FROM A MITSUBISHI DEALER, A MONTH OR SO LATER I NOTICED A MAPLE SYRUP TYPE SMELL. THE PROCEEDING MONTHS THE PROBLEM GOT WORSE AND NOTICED THAT MY WINDSHIELD KEPT FOGGING UP. I TOOK IT TO MY LOCAL REPAIR GUY WHO GAVE ME AN ESTIMATE OF ONE THOUSAND DOLLARS TO REPLACE THE HEATER CORE AND INFORMED ME THAT IF I DONT I COULD HAVE A COMPUTER FAILURE BECAUSE IT IS RIGHT UNDER THE HEATER CORE WHICH IN TURN MAY CAUSE AN ACCIDENT DUE TO LOSS OF CONTROL. MY PASSENGER SIDE CARPET IS NOW SOAKED WITH COOLANT AND THE SMELL IS HORRIBLE COMING FROM THE VENTS. I HAVE HEARD THAT THE COOLANT IS TOXIC AND CAN CAUSE PROBLEMS IN YOUR RESPIRATORY SYSTEM WHICH CONCERNS ME

EVEN MORE.*AK

20041231	524378	20041231	MITSUBISHI	DIAMANTE	200	N	N			ENGINE AND ENGINE COOLING:ENGINE	TX
6MMP67P71T				59750							

1
 HEATER CORE FAILURE/LEAK IN 2001 MITSUBISHI DIAMANTE LS; LEAKED ON CARPET; CONTINUOUS ODOR. DEALER MCGINNIS MITSUBISHI SAID IT WOULD COST OVER \$1000 IN LABOR COSTS TO REPLACE.*AK

20050126	531687	20050126	MITSUBISHI	DIAMANTE	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	TX
6MMP67P11T				46800							

1
 SYSTEM:WINDSHIELD:HEATER CORE
 SMELLED ANITFREEZE IN THE CAR, SUBSEQUENTLY FOUND CARPET SOAKED WITH ANTIFREEZE CALLED DEALERSHIP IN ARLINGTON AND WAS TOLD THAT THEY HAVE HAD SEVERAL PROBLEMS WITH THE HEATER CORE. ESTIMATED COST TO REPAIR \$930. CAR IS OUT OF FACTORY WARRANTY BUT HAS EXTENDED WARRANTY W/ \$500 DEDUCTIBLE. WAS TOLD TO CALL WARRANTY PEOPLE AND TELL THEM WAS "CRACKED" AND THAT IT WOULD BE COVERED. MILEAGE IS ONLY 47,000. *AK

20050126	531786	20050126	MITSUBISHI	DIAMANTE	200	N	N	0	0	ENGINE AND ENGINE COOLING:COOLING SYSTEM:RADIATOR	TN
6MMP67P02T				54000							

2
 ASSEMBLY
 THIS HEATER CORE LEAKS DIRECTLY OVER COMPUTERS WHICH CONTROL THE ENGINE - AND COULD CAUSE IT TO ACT UNPREDICTABLY OR CUT OUT ALTOGETHER WHEN DRIVING.
 *AK * ANTI-FREEZE CONTAINS ETHYLENE GYLCOL WHICH CAN CAUSE SERIOUS RESPIRATORY DAMAGE * THE LEAKING ANTI-FREEZE CAUSES A FILM TO FORM ON THE WINDSHIELD, WHICH CAN CAUSE THE WINDSCREEN TO FOG UP SUDDENLY, OBSCURING THE VIEW OF THE ROAD AND POTENTIALLY CAUSING A COLLISION IT WILL COST ME MORE THAN 900.00 TO REPAIR THIS ITEM, PLUS THE COST TO REPLACE MY CARPET AND TO CLEAN THE INTERIOR OF MY VEHICLE. PLUS I DO NOT KNOW IF I WILL EVERGET RID OF THE SMELL AND THIS WILL MOST LIKELY LOWER THE RESALE VALUE COSTING ME EVEN MORE IN THE LONG TERM.I WOULD EXPECT THIS KIND OF THING TO HAPPEN TO A CAR THAT IS MORE THAN 10 YEARS OR OLD. BUT IN A CAR THAT WAS MADE IN 2001 AND HAS ONLY 54,000 MILES AND WAS SERVICED REGULARLY AT THE COMPANY'S OWN DEALER SERVICE CENTER IS ABSURD. I FOLLOWED ALL THE MANUFACTURERS SERVICE INTERVALS AND AM BEING TOLD THAT THIS USUALLY HAPPENS WHEN THE COOLANT IS NOT CHANGED, THIS MAKES ME QUESTION THE DEALERS' AND MANUFACTURERS' COMMITMENT TO SAFETY. I AM SAVING THE PARTS THAT ARE BEING REPLACED AND WILL MAKE THEM AVAILABLE FOR INSPECTION IF NEED BE.

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050223	526161	20050223	DIAMANTE	199	N	N			VISIBILITY:DEFROSTER/DEFOGGER	MI	
	6MMP37P8WT	MITSUBISHI	78000	8					SYSTEM:WINDSHIELD:HEATER CORE		
<p>WINDOWS FOG UP AND CANNOT BE CLEARED BY THE DEFROSTER. VERY STRONG SMELL OF ANTI-FREEZE INSIDE THE CAR. SMOKEY VAPORS COME OUT OF THE HEATING VENTS. I'M HAVING DIFFICULTY BREATHING WHILE DRIVING MY CAR, AND BELIEVE THE CAUSE OF MY NAUSEA AND HEADACHE IS DUE TO BREATHING ANTI-FREEZE VAPORS. STAIN ON PASSENGER SIDE OF CARPET. ALL THESE SYMPTOMS INDICATE A HEATER</p>											
20050225	527360	20050425	DIAMANTE	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	VA	
	6MMP67P21T	MITSUBISHI		1					SYSTEM:WINDSHIELD:HEATER CORE		
<p>THE DRIVER NOTICED THAT THE PASSENGER SIDE DEFROSTER WAS INOPERATIVE. ANTIFREEZE WAS LEAKING FROM THE PASSENGER SIDE DOOR. THE PASSENGER SIDE WINDOW FOGGED AND CAUSED POOR VISIBILITY TO THE DRIVER. THE DRIVER CONTACTED THE DEALER AND WAS INFORMED THAT THE HEATER COIL NEEDED TO BE REPLACED. PLEASE PROVIDE FURTHER DETAILS. *NM ANTIFREEZE SMELLS THE CAR UP AND LEAKS ONTO THE FLOOR CARPET DAMP. DANGEROUS TO DRIVE BECAUSE OF FOG UP. *BF</p>											
20050311	530625		DIAMANTE	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	KS	
		MITSUBISHI		2					SYSTEM:WINDSHIELD:HEATER CORE		
<p>WINDOWS FOGGED UP AND WOULD NOT CLEAR UP. THERE WAS A KIND OF SWEET BURNING SMELL. DID RESEARCH ON THE INTERNET AND FOUND THAT IS WAS THE HEATERCORE LEAKING ANTIFREEZE AND ALL THE SYMTOMS LISTED ON SITE MATCHED MY CAR. CHECKED THE PASSENGER SIDE AND FOUND PUDDLE OF ANTIFREEZE SOAKED IN THE CARPET. ALSO THE ANTIFREEZE IN THE RADIATOR WAS VERY LOW. MY WIFE DRIVES THIS CAR AND SHE IS 8 MONTHS PREGNANT! SHE HAD BEEN UNKNOWINGLY INHALING THE ANTIFREEZE VAPORS SINCE THE LEAKAGE. TOOK IT TO THE DEALERSHIP AND IT COST ME \$690 TO FIX (3/10/05). I HAD TO WAIT 3 DAYS BEFORE THE PARTS CAME IN AND 1 DAY TO HAVE IT FIXED. THIS CAR IS ONLY A 2002 AND HAS 52,000 MILES! WHAT A COINCEDENCE THAT THE WARRANTY EXPIRED. I AM CURRENTLY DRIVING THE CAR SINCE MY WIFE IS PREGNANT AND THE CAR STILL SMELLS LIKE ANTIFREEZE! I HAVE TO DRIVE IT WITH THE WINDOWS DOWN SINCE THE SMELL OF ANTIFREEZE VAPORS ARE STILL STRONG. I AM VERY CONCERNED ABOUT THE AFFECTS OF BREATHING THE ANTIFREEZE VAPORS.*AK</p>											
20050425	535730	20050425	DIAMANTE	200	N	N	1	0	VISIBILITY:DEFROSTER/DEFOGGER	CA	
	6MMP67P62T	MITSUBISHI	35000	2					SYSTEM:WINDSHIELD:HEATER CORE		
<p>I PURCHASED 2002 MITUSBISHI DIAMANTE LS WITH 35000 MILES FROM THE MITSUBISHI DEALER IN SAN BERNARDINO, CALIFORNIA. AFTER DRIVING OFF I NOTICED A SMELL OF MAPLE SYRUP. I ALSO NOTICED THAT MY EYES BURNED AND ITCHED WHEN THE HEATER WAS ON. THIS WAS LIKELY DUE TO THE WHITE CLOUD THAT CAME FROM THE HEATER DUCT. IT WAS ALSO CAUSING CLOUDY WINDOWS THAT MADE SAFE NAVIGATION IMPOSSIBLE. THE CARPET I STARTING TO PUDDLE WITH ANTIFREEZE ON THE PASSENGER SIDE. I TOOK IT IN FOR A ROUTINE OIL CHANGE, AND HAD THE DEALER MECHANIC CHECK THE SMELL. THEY INFORMED ME THAT THE HEATER CORE WAS LEAKING, AND WOULD NEED TO BE REPLACED. THEIR QUOTE WAS \$1060 AND WAS NOT COVERED BY MY BUMPER TO BUMPER WARRANTY. THIS IS A HEALTH HAZARD AND THE LEAKY HEATER CORE COULD CAUSE MASSIVE DAMAGE TO THE COMPUTER THAT CONTROLS THE ENGINE. THEY WILL NOT CORRECT THE PROBLEM EVEN THOUGH IT WA A PROBLEM AT DRIVE OFF.*AK</p>											
20050626	542743	20050626	DIAMANTE	200	N	N	0	0	ENGINE AND ENGINE COOLING:COOLING SYSTEM	NY	
	6MMP57P01T	MITSUBISHI	54300	1							
<p>NOTICED A SMELL OF ANTIFREEZE COMMING OUT OF THE CLIMATE CONTROL VENTS. UPON FURTHER INVESTIGATION, I NOTICED ANTIFREEZE/ENGINE COOLANT LEAKING FROM THE HEATER CORE DOWN ONTO FLOOR MATTS, CLIMATE CONTROL INTAKE, ELECTRICAL WIRING INSIDE DASHBOARD, AND MORE IMPORTANTLY AUTOMATIC TRANSMISSION COMPUTER. THIS IS A SIGNIFICANT SAFETY AND HEALTH ISSUE AND NEEDS TO BE ADDRESSED IMMEDIATELY. WHERE IS MANUFACTURER'S RECALL.</p>											
20051031	565594		DIAMANTE	200	N	N			VISIBILITY:DEFROSTER/DEFOGGER	TX	

6MMP67P72T 20051031 68500

2

SYSTEM:WINDSHIELD:HEATER CORE

FOG AND MIST ON THE INSIDE OF THE WINDSHIELD. COOLANT LEVELS DROPPED AND REFILLS WERE REQUIRED, FOLLOWED BY A PROBLEM IN THE AUTOMATIC TRANSMISSION SHIFTING AND FINALLY A CHECK ENGINE

LIGHT WARNING. MECHANIC FOUND THAT THE AUTOMATIC TRANSMISSION RELAY HAD BEEN DAMAGED BY COOLANT LEAKING ONTO THE ECU FROM THE HEATER CORE. COOLANT WAS ALSO FOUND TO HAVE LEAKED UNDER THE PASSENGER SIDE CARPETING. *JB

20051121 569322 MITSUBISHI DIAMANTE 200 N N 0 0 VISIBILITY:DEFROSTER/DEFOGGER IL
 6MMP57P42T 20051121 97572

2

SYSTEM:WINDSHIELD:HEATER CORE

HEATER CORE LEAKING AND FOGGING UP WINDOWS. INHALING OF RADIATOR FLUID FUMES IS NOXIOUS. CAN NOT KEEP WINDOW CLEAN, IT'S GREASY, AND CAN'T SEE TO DRIVE WITHOUT WIPING OFF FILM.

PASSENGER SIDE CARPET IS WET FROM RADIATOR FLUID AND I'M AFRAID SMELL WILL NOT GO AWAY. *JB

20051218 571209 MITSUBISHI LANCER 200 N N 0 0 VEHICLE SPEED CONTROL AZ

4

WHILE DRIVING ON A LOCAL FREEWAY AT POSTED SPEED, I WAS APPROACHING A OFF-RAMP AND APPLIED A GENTLY PUSH ON THE BRAKE TO TRANSITION TO THE OFF-RAMP. ALL OF THE SUDDEN THE VEHICLE

ACCELERATOR INCREASED ITS PRESSURE AND STARTED TO INCREASE THE SPEED OF TRAVEL. I THEN ATTEMPTED TO TAP ON THE BRAKE MORE VIGUOUSLY WITH NO SUCCESS. NEXT ATTEMPT WAS TO TAP ON

THE ACCELERATOR TO CLEAR IT FROM BEING STUCK, NEXT I MOVED THE FLOOR MAT THINKING IT MIGHT HAVE CAUGHT UP UNDER THE PEDAL AT WHICH POINT THE VEHICLE CONTINUED TO ACCELERATE. I HAD TO

MOVE THE AUTOMATIC SHIFTER FROM DRIVE TO NEUTRAL AND BACK INTO DRIVE WHILE STILL APPLYING THE BRAKE AND THEN I TAPPED THE THROTTLE PEDAL A FEW MORE TIMES AT WHICH POINT FINALLY

CLEARED THE PROBLEM AND THE VEHICLE PERFORMED AS NORMAL. SERVICE IS BEING SCHEDULED FOR THIS PROBLEM. *NM

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060102	574164 4A4MN41S55E	MITSUBISHI 20060102	ENDEAVOR 80	200	N	N	0	0	STRUCTURE:BODY	NJ	
<p>5 2005 MITSUBISHI ENDEAVOR. HAD THE VEHICLE FOR 3 DAYS DROVE AROUND TOWN IN A MILD SNOW AND RAIN. THE NEXT DAY NOTICED WATER HAD LEAKED INTO THE INTERIOR CABIN UNDER DRIVER SIDE CARPETING. TOOK TWO LARGE TOWELS TO SOAK UP WATER. CALLED DEALER. BRINGING IT TO SERVICE DEPT TOMMOROW. I NOTED THERE ARE PREVIOUS TSB'S CONCERNING THE PROBLEM. *JB</p>											
20060108	573541 6MMA67P82T	MITSUBISHI 20060108	DIAMANTE 50070	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM:WINDSHIELD:HEATER CORE	CA	
<p>2 COULD NOT CLEAR THE INSIDE OF THE WINDSHIELD. SMELL LIKE ROTTEN EGGS WHEN I TURN ON THE HEATER. THE CHECK ENGINE LIGHT CAME ON. THE LIGHTS INDICATOR ON BOTH THE N AND D WERE FLASHING. THE AUTOMATIC TRANSMISSION SHIFTING WAS DIFFICULT. DEALER'S MECHANIC FOUND THAT THE AUTOMATIC TRANSMISSION RELAY HAD BEEN DAMAGED BY COOLANT LEAKING ONTO THE ECU FROM THE HEATER CORE. COOLANT WAS ALSO FOUND TO HAVE LEAKED UNDER THE PASSENGER SIDE CARPETING. REPLACED THE HEATER CORE AND THE RELAY TO A TUNE OF \$1,500 BILL. CAR HAS 50,000 MILES .DH. *NM</p>											
20060222	579426 6MMA67P82T	MITSUBISHI 20060222	DIAMANTE 35000	200	N	N	0	0	TIRES	NC	
<p>2 HEATER CORE HOSES LEAKED BY 34K MILES - SEEPING ANTI FREEZE INTO PASSENGER SIDE CARPET, SMELLING OF SYRUP, AND FOGGING UP WINDOWS WHEN THEY NEEDED TO BE DEFOGGED. ALSO, TIRES WERE NOISY FROM FIRST DRIVE. AT 36.5K MILES THEY ARE VERY BAD, VIBRATING ENTIRE CAR AND MAKING EXTREME ROAD NOISE. *NM</p>											
20060222	579425 6MMA67P82T	MITSUBISHI 20060222	DIAMANTE 35000	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER SYSTEM:WINDSHIELD:HEATER CORE	NC	
<p>2 HEATER CORE HOSES LEAKED BY 34K MILES - SEEPING ANTI FREEZE INTO PASSENGER SIDE CARPET, SMELLING OF SYRUP, AND FOGGING UP WINDOWS WHEN THEY NEEDED TO BE DEFOGGED. ALSO, TIRES WERE NOISY FROM FIRST DRIVE. AT 36.5K MILES THEY ARE VERY BAD, VIBRATING ENTIRE CAR AND MAKING EXTREME ROAD NOISE. *NM</p>											
20060301	579673	MITSUBISHI	LANCER	200	N	N			POWER TRAIN:MANUAL TRANSMISSION	OH	
<p>3 CAR HAD MANUAL TRANSMISSION PROBLEMS ROUGHLY AT 30K, TRANSMISSION PROBLEMS AGAIN, NEEDED TO BE REPLACED, NOT COVERED UNDER WARRANTY. CAR IS RUSTING ON FRAME, ON EXTERIOR, CARPET INSIDE IS PAPER THIN, ROAD SALT HAD EATEN THROUGH IT - ALREADY HAVE VISIBLE RUST ON WHEEL WELL. THIS CAR IS PATHETIC, WOULDN'T GIVE THIS MAKE TO MY WORSE ENEMY. I WILL BE MAKING ANOTHER PHONE CALL TO MITSUBISHI MOTORS. DEFINITELY A LEMON IN EVERY SENSE OF THE WORD. *NM</p>											
20060301	579674	MITSUBISHI	LANCER	200	N	N			STRUCTURE:FRAME AND MEMBERS	OH	
<p>3 CAR HAD MANUAL TRANSMISSION PROBLEMS ROUGHLY AT 30K, TRANSMISSION PROBLEMS AGAIN, NEEDED TO BE REPLACED, NOT COVERED UNDER WARRANTY. CAR IS RUSTING ON FRAME, ON EXTERIOR, CARPET INSIDE IS PAPER THIN, ROAD SALT HAD EATEN THROUGH IT - ALREADY HAVE VISIBLE RUST ON WHEEL WELL. THIS CAR IS PATHETIC, WOULDN'T GIVE THIS MAKE TO MY WORSE ENEMY. I WILL BE MAKING ANOTHER PHONE CALL TO MITSUBISHI MOTORS. DEFINITELY A LEMON IN EVERY SENSE OF THE WORD. *NM</p>											
20060629	592642 4A3AA46G81E	MITSUBISHI 20060629	GALANT 48214	200	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	LA	
<p>1 AIR CONDITIONER LEAKS INSIDE THE CAR ON DRIVERS SIDE AND IN FRONT AND BEHIND DRIVERS SEAT FLOOR MATS LITERALLY DRIPS WITH WATER AND FLOOR IS SOAKING WET. WE PURCHASED THE CAR WITH A BUMPER TO BUMPER 100,000 MILE EXTENDED WARRANTY FROM HAMPTON MITSUBISHI 4895 JOHNSTON ST LAFAYETTE, LA 70503. THEY TOLD US THIS PROBLEM IS NOT COVERED BY EXTENDED WARRANTY. I AM SO FRUSTRATED AND FEEL SO DECEIVED AND HAVE VOWED TO NEVER PURCHASE ANOTHER MITSUBISHI CAR AND WILL NOT RECOMMEND MISUBISHI CARS TO ANYONE. *JB</p>											

20060721 594060 DIAMOND CARE DIAMOND CARE 999 N N 0 0 EQUIPMENT:ELECTRICAL:AIR CONDITIONER MD

9

THIS IS THE SECOND TIME I AM COMPLAINING ABOUT THE SAME PROBLEM. THE END OF JUNE 2006 I DROVE TO WORK AND REACHED DOWN TO PICK SOME STUFF UP OFF THE PASSENGER SIDE FLOOR MAT. IT

ENDED UP BEING SOAKED. AT FIRST I THOUGHT SOME WATER HAD COME IN BECAUSE THE PAST FEW DAYS OUR AREA HAD TORRENTIAL RAINS. WHEN I GOT HOME THE NEXT DAY I TOOK UP THE FLOOR MAT TO DRY

IT OUT AND NOTICE ALL THE LIQUID UNDER IT WAS GREENISH YELLOW. IN MY MIND I WENT CRAZY BECAUSE THE SAME THING HAD HAPPENED TO ME A YEAR AND 2 WEEKS EARLIER. ONCE AGAIN THE HEATER CORE

BECAME FAULTY AND Poured THE ENGINE COOLANT INTO THE PASSENGER SPACES. WONDERFUL, SINCE MY WIFE WAS 8 MONTHS PREGNANT, GREAT FOR HER TO BE BREATHING THOSE CHEMICALS. I HAVE TO SAY

I WAS FORTUNATE THAT IT DIDN'T LEAK ON ANY OF THE COMPUTER COMPONENTS, LIKE HAS HAPPENED TO OTHERS, ESPECIALLY WHILE I WAS DRIVING. WOULD HAVE DEFINITELY CAUSED A SAFETY ISSUE. IT JUST

BLOWS MY MIND THAT I HAVE HAD TO PAY FOR THE SAME SERVICE TWICE IN ABOUT A YEAR, ON A CAR THAT HAS LESS THAN 80,000 MILES ON IT. I REALLY HOPE THE NHTSA LOOKS INTO MAKING THIS A RECALL

ISSUE, BECAUSE IT IS JUST HAPPENING TO TOO MANY CONSUMERS. JUST IMAGINE ALL THOSE PEOPLE WHO DON'T EVEN KNOW THEY CAN FILE A COMPLAINT. YES, I KNOW THERE WERE NO DEATHS OR INJURIES IN

MY CASE, BUT WHEN THE COOLANT LEAKS ON THE COMPUTER BRAIN OF THE CAR, IT COULD BECOME A REAL ISSUE IF DRIVING ON THE HIGHWAY OR NAVIGATING CROWDED STREETS IN TOWN. THE POWER STEERING

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060721	594059	DIAMOND CARE	DIAMOND CARE	999	N	N	0	0	EQUIPMENT:MECHANICAL	MD	

9

THIS IS THE SECOND TIME I AM COMPLAINING ABOUT THE SAME PROBLEM. THE END OF JUNE 2006 I DROVE TO WORK AND REACHED DOWN TO PICK SOME STUFF UP OFF THE PASSENGER SIDE FLOOR MAT. IT ENDED UP BEING SOAKED. AT FIRST I THOUGHT SOME WATER HAD COME IN BECAUSE THE PAST FEW DAYS OUR AREA HAD TORRENTIAL RAINS. WHEN I GOT HOME THE NEXT DAY I TOOK UP THE FLOOR MAT TO DRY IT OUT AND NOTICE ALL THE LIQUID UNDER IT WAS GREENISH YELLOW. IN MY MIND I WENT CRAZY BECAUSE THE SAME THING HAD HAPPENED TO ME A YEAR AND 2 WEEKS EARLIER. ONCE AGAIN THE HEATER CORE BECAME FAULTY AND POURED THE ENGINE COOLANT INTO THE PASSENGER SPACES. WONDERFUL, SINCE MY WIFE WAS 8 MONTHS PREGNANT, GREAT FOR HER TO BE BREATHING THOSE CHEMICALS. I HAVE TO SAY I WAS FORTUNATE THAT IT DIDN'T LEAK ON ANY OF THE COMPUTER COMPONENTS, LIKE HAS HAPPENED TO OTHERS, ESPECIALLY WHILE I WAS DRIVING. WOULD HAVE DEFINITELY CAUSED A SAFETY ISSUE. IT JUST BLOWS MY MIND THAT I HAVE HAD TO PAY FOR THE SAME SERVICE TWICE IN ABOUT A YEAR, ON A CAR THAT HAS LESS THAN 80,000 MILES ON IT. I REALLY HOPE THE NHTSA LOOKS INTO MAKING THIS A RECALL ISSUE, BECAUSE IT IS JUST HAPPENING TO TOO MANY CONSUMERS. JUST IMAGINE ALL THOSE PEOPLE WHO DON'T EVEN KNOW THEY CAN FILE A COMPLAINT. YES, I KNOW THERE WERE NO DEATHS OR INJURIES IN MY CASE, BUT WHEN THE COOLANT LEAKS ON THE COMPUTER BRAIN OF THE CAR, IT COULD BECOME A REAL ISSUE IF DRIVING ON THE HIGHWAY OR NAVIGATING CROWDED STREETS IN TOWN. THE POWER STEERING

20060721	594875	6MMAP87PX2T	20060721	200	N	N	0	0	ENGINE AND ENGINE COOLING:COOLING SYSTEM	MD	
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2

THIS IS THE SECOND TIME I AM COMPLAINING ABOUT THE SAME PROBLEM. THE END OF JUNE 2006 I DROVE TO WORK AND REACHED DOWN TO PICK SOME STUFF UP OFF THE PASSENGER SIDE FLOOR MAT. IT ENDED UP BEING SOAKED. AT FIRST I THOUGHT SOME WATER HAD COME IN BECAUSE THE PAST FEW DAYS OUR AREA HAD TORRENTIAL RAINS. WHEN I GOT HOME THE NEXT DAY I TOOK UP THE FLOOR MAT TO DRY IT OUT AND NOTICE ALL THE LIQUID UNDER IT WAS GREENISH YELLOW. IN MY MIND I WENT CRAZY BECAUSE THE SAME THING HAD HAPPENED TO ME A YEAR AND 2 WEEKS EARLIER. ONCE AGAIN THE HEATER CORE BECAME FAULTY AND POURED THE ENGINE COOLANT INTO THE PASSENGER SPACES. WONDERFUL, SINCE MY WIFE WAS 8 MONTHS PREGNANT, GREAT FOR HER TO BE BREATHING THOSE CHEMICALS. I HAVE TO SAY I WAS FORTUNATE THAT IT DIDN'T LEAK ON ANY OF THE COMPUTER COMPONENTS, LIKE HAS HAPPENED TO OTHERS, ESPECIALLY WHILE I WAS DRIVING. WOULD HAVE DEFINITELY CAUSED A SAFETY ISSUE. IT JUST BLOWS MY MIND THAT I HAVE HAD TO PAY FOR THE SAME SERVICE TWICE IN ABOUT A YEAR, ON A CAR THAT HAS LESS THAN 80,000 MILES ON IT. I REALLY HOPE THE NHTSA LOOKS INTO MAKING THIS A RECALL ISSUE, BECAUSE IT IS JUST HAPPENING TO TOO MANY CONSUMERS. JUST IMAGINE ALL THOSE PEOPLE WHO DON'T EVEN KNOW THEY CAN FILE A COMPLAINT. YES, I KNOW THERE WERE NO DEATHS OR INJURIES IN MY CASE, BUT WHEN THE COOLANT LEAKS ON THE COMPUTER BRAIN OF THE CAR, IT COULD BECOME A REAL ISSUE IF DRIVING ON THE HIGHWAY OR NAVIGATING CROWDED STREETS IN TOWN. THE POWER STEERING

20060816	599483	6MMAP67P63T	20060816	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	WA	
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3

SYSTEM:WINDSHIELD:HEATER CORE

MAKE : MITSUBISHI MODEL : DIAMANTE LS YEAR: 2003 JUST PURCHASED CAR FROM DEALER STATING CAR IN EXCELLENT MECHANICAL CONDITION. UPON DELIVERY OF CAR FROM TRANSPORTER, GOT IN THE CAR KNEW IMMEDIATELY THERE WAS FILM ON WINDOW AND COULD SMELL COOLANT IN THE AIR. TURNED CAR ON, STRONG SMELL OF COOLANT COMING THROUGH VENTS WITH COOLANT LEAKING ONTO PASSENGER FLOOR. TEXAS AUTO GROUP, THE SELLER, REFUSED TO ACCEPT RESPONSIBILITY DESPITE REPRESENTING CAR IN EXCELLENT MECHANICAL CONDITION. TOOK TO A MITSUBISHI REPAIR SERVICE AND HAD TO HAVE HEATER CORE REPLACED AT A COST OF \$1167.92. THIS REPAIR SERVICE 40 MILES AWAY AND IT TOOK 7 DAYS TO COMPLETE. HAD TO HAVE CARPET AND CAR DETAILED TO GET RID OF COOLANT SMELL. RESEARCHED ON INTERNET AND FOUND OUT THIS IS A PROBLEM THAT HAS BEEN GOING ON SINCE 1998 WITH THESE HEATER CORES WITH MITSUBISHI VERY MUCH AWARE OF IT, AND OBVIOUSLY NOTHING HAS BEEN DONE TO CHANGE THIS PROBLEM. THIS CAR ONLY HAS 61145 MILES ON IT AND THERE IS NO EXCUSE FOR THIS IRRESPONSIBILITY OR COSTS TO THE CONSUMERS OF THESE CARS,INCLUDING PROPERTY DAMAGE AS

WELL AS HEALTH RISKS TO THE CONSUMERS AS COOLANT IS TOXIC TO BREATH. MITSUBISHI SHOULD BE FORCED TO DO A RECALL AND REIMBURSE THEIR CUSTOMERS AS THEY HAVE KNOW OF THIS PROBLEM AND HAVE DONE NOTHING ABOUT IT. UPON RESEARCHING MORE, HAVE FOUND THAT SOME FOLKS HAVE HAD TO HAVE IT REPAIRED MORE THAN ONCE. THERE IS NOW STARTING TO SHOW COMPLAINTS OF THE 2003 MODELS. VERY UNHAPPY CONSUMER AND FEEL TAKEN ADVANTAGE OF AND HAVE NOW PAID MORE FOR THIS CAR THEN IT IS WORTH. HOPE THIS WILL HELP ANOTHER UNSUSPECTING CUSTOMER OF THE MITSUBISHI

20061017	605137	MITSUBISHI	ENDEAVOR	200	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	LA
4A4MM41S95E		20061017	12							

5

DT*: THE CONTACT STATED WHILE PARKED, IT WAS NOTICED THAT WATER HAD LEAKED ON THE FRONT DRIVER SIDE FLOOR MAT. THE VEHICLE HAD BEEN TO THE DEALER A TOTAL OF 7 TIMES FOR THE SAME PROBLEM. THE AIR CONDITIONER LINE WAS FLUSHED ON EVERY VISIT. ALSO, AN UNKNOWN PART WAS ORDERED AND INSTALLED ON THE VEHICLE, BUT THE PROBLEM PERSISTED. CURRENTLY, THE VEHICLE HAD A MOLD ODOR, AND THE DRIVER FLOORMAT WAS FLATTENED BECAUSE OF THE WATER.

20061017	605136	MITSUBISHI	ENDEAVOR	200	N	N			STRUCTURE	LA
4A4MM41S95E		20061017	12							

5

DT*: THE CONTACT STATED WHILE PARKED, IT WAS NOTICED THAT WATER HAD LEAKED ON THE FRONT DRIVER SIDE FLOOR MAT. THE VEHICLE HAD BEEN TO THE DEALER A TOTAL OF 7 TIMES FOR THE SAME PROBLEM. THE AIR CONDITIONER LINE WAS FLUSHED ON EVERY VISIT. ALSO, AN UNKNOWN PART WAS ORDERED AND INSTALLED ON THE VEHICLE, BUT THE PROBLEM PERSISTED. CURRENTLY, THE VEHICLE HAD A MOLD ODOR, AND THE DRIVER FLOORMAT WAS FLATTENED BECAUSE OF THE WATER.

20070225	619798	MITSUBISHI	DIAMANTE	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	UT
6MMP67P63T		20070225	62500							

3

THE CAR ONLY HAS 63,000 MILES. AN ANTIFREEZE ODOR WAS NOTICED INITIALLY AND BEGAN TO INTENSIFY WITH TIME. WHEN THE DEFROSTER IS RUNNING THE WINDSHIELD WILL FOG UP AND THE ANTI-FREEZE SMELL IS SO INTENSE THAT IT NAUSEATES MY WIFE AND KIDS. I HAVE ALSO NOTICED THAT THE CARPET ON THE PASSENGER SIDE IS DAMP. IT APPEARS THAT THIS IS A VERY COMMON PROBLEM WITH THE DIAMANTE DUE TO A FAILURE WITH THE HEATER CORE AND ITS CONNECTIONS. *JB

20070318	622503	MITSUBISHI	DIAMANTE	200	N	N	1		VISIBILITY:DEFROSTER/DEFOGGER	NJ
6MMP67P12T		20070318	40000							

2

NOTICE THICK RESIDUE ON FRONT WINDOW AND WAS NOT ABLE TO REMOVE IT WITH DEFOGGER. NOTICE LOSE OF ANTIFREEZE WHICH CAUSED OVER HEATING AND POTENTIAL ENGINE CEASING. THEN NOTICED PASSENGER SIDE CARPET WAS FULL OF ANTI-FREEZE. AFTER INTENSE CLEANING AND ATTEMPTS TO FIX THE PROBLEM, IT STILL EMITS A MAPLE SYRUP ANTI FREEZE TOXIC FUME

DATEA	CMPLID	MAKETXT	MODELTXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070406	625652	20070406	DIAMANTE	200	N	N	0	0	VISIBILITY:DEFROSTER/DEFOGGER	TX	
1111111111			63125								
				3					SYSTEM:WINDSHIELD:HEATER CORE		

I NOTICED THE SMELL OF MAPLE SYRUP ABOUT TWO WEEKS AGO. TODAY, THE INSIDE WINDSHIELD AND SIDE WINDOWS OF THE DIAMANTE FOGGED UP WITH A GREASE FILM THAT WOULD NOT CLEAR. I WENT TO MY LOCAL MOBILE 1 AND HAD THE COOLANT SYSTEM FLUSHED. WHEN I DROVE OFF IT WAS ACTUALLY WORSE. IT GOT TO THE POINT THAT I COULD NOT SEE. I HAVE SUFFERED SEVERE HEADACHES FOR THE LAST TWO WEEKS AS WELL AS NAUSEA. I IMMEDIATELY DROVE TO MY MITSUBISHI DEALER. AFTER ANALYSIS, IT WAS DETERMINED THAT THE HEATER CORE WENT OUT. AS WELL, AN OIL LEAK HAD FORMED AND THE TIMING BELT WAS GOING BAD. THEY SAID THAT COOLANT WAS LEAKING IN THE RIGHT PASSENGER FLOOR, I FELT IT AND NEVER ONCE DID IT FEEL DAMP, AND THEY NEEDED TO CLEAN THE CARPET AND REPLACE THE FLUX FOR \$237.00. THE COST TO REPAIR THE HEATER CORE AND OIL LEAK, \$1300.00. THE TIMING BELT REPAIR IS \$700.00. THANK GOD I BOUGHT THE EXTENDED WARRANTY. ALL BUT THE TIMING BELT IS COVERED WITH A \$100.00 DEDUCTIBLE. I ONLY HAVE 63,000 MILES ON THIS CAR. THIS IS MY FOURTH MITSUBISHI AND MAY POSSIBLY BE MY LAST, ESPECIALLY IF MY HEALTH IS JEOPARDIZED. *AK

20070518	629626	20070518	DIAMANTE	200	N	N			VISIBILITY:DEFROSTER/DEFOGGER	DE	
6MMP87P62T			73738								
				2					SYSTEM:WINDSHIELD:HEATER CORE		

FOGGY SPOTS ON FRONT WINDSHIELD, SYRUP LIKE SMELL, AND VAPORS BLOWN THROUGH FRONT VENTS. HEATER CORE GASKET LEAKED COOLANT FLUID INTO CAR DRIPPING ON PASSENGER SIDE, FOUND FLUID UNDERNEATH CARPET. MITSUBISHI DEALERSHIP REPLACED HEATER CORE. *AK

20070618	631040	20070618	DIAMANTE	200	N	N			ENGINE AND ENGINE COOLING:COOLING SYSTEM:HOSE	NE	
				3							

FIRST THE WINDSHIELD ON THE MITSUBISHI DIAMANTE 2003 LS FOGGED UP, LATER FUMES STARTED TO COME OUT OF THE VENTS. ALSO, NOTICED DAMP CARPET ON FRONT PASSENGER SIDE. CLOSE INSPECTION INDICATED COOLENT WAS LEAKING ON THE CARPET. *AK I TOOK THE CAR TO LOCAL DEALERSHIP FOR REPAIRS. SERVICE TECHNICIAN AT THE DEALERSHIP DIAGNOSED THE PROBLEM WITH HEATER CORE AND THE HOSE CONNECTING TO THE HEATING SYSTEM FAULTY. COOLENT FUMES ARE TOXIC AND CAN CAUSE SEVERE INJURY. I AM HOPING THAT NHTSA WILL TAKE ACTION AND MITSUBHI WILL REIMBURSE ME AND OTHERS FOR THE CHARGES TO REPLACE FAULTY EQUIPMENT.

20070710	635115	20070710	DIAMANTE	200	N	N	0	0	ENGINE AND ENGINE COOLING:COOLING SYSTEM	OK	
6MMP67P93T			42900								
				3							

MAPLE SYRUP SMELL FROM AIR VENTS THEN CAR STARTED TO OVERHEAT HEATERCORE FAILURE, ANTIFREEZE IN FLOORBOARDS ON WINDSHIELD AND COMING THROUGH AIR VENTS. A NEW HEATERCORE INSTALLED VERY COSTLY HAD TO DO WORK MYSELF BECAUSE WARRANTY EXPIRED. HAD TO SHAMPOO CARPETS AND BUY NEW FLOORMATS BECAUSE THE ANITFREEZE RUINED THEM. AFTER READING MANY COMPLAINTS YOU WOULD THINK THAT A RECALL WOULD BE MADE. JUST BECAUSE NO DEATHS THE CONSUMER SHOULD SUFFER. WHAT ABOUT THE MONEY THAT IT TOOK TO MAKE THE REPAIR. THAT WAS MONEY TAKEN FROM MY FAMILY THAT WE USE TO FEED US AND HAVE SHELTER. COME ON YOU HAVE TO AUTHORITY TO DO SOMETHING SO WHY DON'T YOU. *TR

MONACO COACH CORPORATION

20050830	558058	20050830	ADMIRAL	200	N	N			STRUCTURE	TX	
			RAMBLER								
				0							

2000 ADMIRAL MOTOR HOME DEVELOPED VARIOUS PROBLEMS.***NO ANSWER REQUIRED***. *MR THE PROBLEM ARE AS FOLLOWED: SLIDEOUT LEAKS, LEAK AT CO-PILOT SEAT, BEDROOM SLIDEOUT LEAKS, KITCHEN SLIDEOUT LEAKS, SHOWER LEAKS, ROOK LEAKS, SOFA LEAK (CONTINUOUS), LEAKS AT ALL SLIDEOUT POINTS, CRACKS IN THE FRAME, SEWER PROBLEM, CRACK IN FRAME THAT WAS WELDED, AND MULTIPLE CRACKS AND SEPARATIONS IN THE FRAME/TRUSSES. MOLD IS EXTREMELY PRESENT THROUGHOUT THE VEHICLES INTERIOR ALONG WITH RUST STAINS IN THE CARPET. THERE WAS AN AREA THAT WAS FOUND NOT WELDED PROPERLY. THE AWNING NEEDED TO BE REPLACED DUE TO TEARING. THE VEHICLE HAD ALSO BECOME TO DANGEROUS TO DRIVE WITH THE BRAKES. *SC

NATIONAL R.V. INC.

20020612 365620 NATIONAL RV PALISADES 200 N EQUIPMENT AK
1

THE BOTTOM COVER OF THE UNIT HAD BEEN CUT OPEN TO ALLOW WORK TO BE DONE ON THE SLIDEOUT MOTOR WHILE IT WAS STILL ON THE FOR SALE LOT. THE VINYL CARPETING HAD BEEN REMOVED. THE ICE MAKER HAS NEVER WORKED. *JG

NISSAN NORTH AMERICA, INC.

19960701 180222 NISSAN 240SX 199 STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS IN
JN3MS37A9RW 19960701

4
CARPETING ON DRIVER SIDE FLOOR MELTED DUE TO FAILURE OF HEAT SHIELD THAT PROTECTS THE FLOOR BOARD.

19960923 95705 NISSAN MAXIMA 199 N 0 0 ELECTRICAL SYSTEM:IGNITION:MODULE WA
JN1HJ01PXLT 19960904

0
RADIATOR COOLANT LEAKED THROUGH HEATER CORE ONTO FLOOR CARPET, CAUSING ELECTRICAL SHORT TO ECU AND EQUIPMENT UNDER FLOOR, RESULTING IN FIRE.

19980726 114994 NISSAN ALTIMA 199 Y STRUCTURE:BODY CA
1N4BU31D3TC 19980726

6
WHEN VEHICLE WAS PURCHASED DEALER WAS QUESTIONED ABOUT BURN MARKS INSIDE THE TRUNK, DEALER CLAIMED THAT IT WAS GREASE. TWO DAYS AFTER PURCHASE OWNER OPENED TRUNK AND SAW CARPET BURNING AND MELTING. VEHICLE LOST POWER WHEN THIS OCCURRED.

Friday, August 24, 2007

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
19990928	187984	NISSAN	QUEST	199		N			VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	NJ	
	4N2ZN1110WD	19990928									

8

WHEN TRYING TO UNLOCK CAR FROM INSIDE USING POWER LOCKS ON BOTH PASSENGER SIDE AND OR DRIVER SIDE , POWER LOCKS WOULD AUTOMATICLLY RE-LOCK DOORS MAKING EXITING VAN IMPOSSIBLE. ALSO

AFTER HEAVY RAIN I WOULD GET IN VAN AND FIND CARPET SOAKED IN FRONT PASSENGER SIDE. ALSO WOULD GET SOAKED IF DRIVING IN RAIN. PASSENGER SIDE DOOR OR WINDOW WAS NOT OPENED TO LET WATER

20000213	217144	NISSAN	SENTRA	199		Y	0	0	ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	TX	
	1N4AB41DXSC	20000213									

5

I DROVE HOME AND LOCKED MY CAR DOORS AND WENT INTO THE HOUSE. THE LIGHTS AND EVERYTHING WERE OFF IN THE CAR. THE NEXT MORNING I WALK TO MY AUTOMOBILE AND OPENED THE DOOR AND A HEAVY

ODOR CAME FROM THE CAR...I LOOKED IN AND THE STEERING COLUMN AND WHEEL WAS FULLY MELTED. THE STEERING ROD AND PART OF THE STEERING WHEEL WAS THE ONLY THING RECOGNIZABLE IN THE CAR.

THERE WAS A LARGE PUDDLE OF MELTED PLASTIC AND WIRING THAT BURNT THROUGH THE FLOOR MATS AND TO THE CARPET. PART OF THE DASHBOARD WAS ALSO MELTED DUE TO THE FIRE. I CALLED MY

INSURANCE AND THEY SENT OUT AN INSPECTOR THE INVESTIGATE THE SITUATION SAID THAT THE FIRE WAS PUT OUT BY A LACK OF OXYGEN. IF I WOULD OF HAD THE WINDOW CRACKED THE WHOLE CAR WOULD OF

BEEN BURNT. THIS IS A VERY SERIOUS PROBLEM BECAUSE THIS COULD OF CAUSED EXPONENTIAL DAMAGE TO MY TOWNHOUSE,AND COULD EVEN OF KILLED ME. THE CAR IS IN EXCELLENT CONDITION WITH LOW

MILES. I TAKE VERY GOOD CARE OF IT AND TO HAVE THIS HAPPEN IS OUT OF MY CONTROL. I AM AFRAID TO GET NEAR THE CAR DUE TO ANOTHER POSSIBLE ELECTRIC FIRE. I WAS TOLD NOT TO ENTER THE CAR

BECAUSE IT HAS DAMAGED THE AIR BAG SENSORS. BLACK SMOKE HAS FILLED THE CAR RUINING THE SEATS AND EVEN SOME PERSONAL ITEMS. WHEN THE FIRE TOOK PLACE, IT DROPPED THE MELTING PLASTIC

TO THE FLOOR, RUINING THE CARPET AND FRONT SEAT. I NEED TO KNOW WHAT LEGAL ACTION I CAN TAKE TO GET THIS SETTLED. *AK

20010112	279505	NISSAN	MAXIMA	199		N	N		VISIBILITY:WINDSHIELD	DC	
	JN1CAZ1D4T1	20010112									

6

WHEN SHIFTING FROM PARK TO DRIVE CONSUMER HAD TO FORCE IT. PART HAS BEEN REPLACED TWICE BY DEALER, CONSUMER WAS TOLD NISSAN COMPANY ADVISED DEALER NOT TO REPLACE THIS COMPONENT

AGAIN, THERE WAS NOTHING WRONG WITH IT. ALSO ON DRIVER'S SIDE WINDOW WATER WAS LEAKING INTO VEHICLE, ENOUGH TO SOAK CARPET. DEALER SAID THAT WAS NORMAL FOR THIS TYPE VEHICLE. *AK THE

MILDEW SMELL AFTER RAIN AND CAR WASH. *YH

20010112	279504	NISSAN	MAXIMA	199		N	N		POWER TRAIN:AUTOMATIC TRANSMISSION	DC	
	JN1CAZ1D4T1	20010112									

6

WHEN SHIFTING FROM PARK TO DRIVE CONSUMER HAD TO FORCE IT. PART HAS BEEN REPLACED TWICE BY DEALER, CONSUMER WAS TOLD NISSAN COMPANY ADVISED DEALER NOT TO REPLACE THIS COMPONENT

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MILDEW SMELL AFTER RAIN AND CAR WASH. *YH

20010316	288721	NISSAN	ALTIMA	199					VEHICLE SPEED CONTROL	NY	
	1N4BU31D7RC	20010215									

4

VEHICLE EXPERIENCED SUDDEN ACCELERATION WHILE DRIVING IN HEAVY TRAFFIC CAUSING THE CONSUMER TO HIT 3 CARS AND WAS STOPPED ONLY WHEN I HIT A TRUCK, THE MANUFACTURER SEEMS TO THINK THE

ACCIDENT OCCURED DUE TO AN UNSECURED FLOOR MAT. NLM

20010702	302430	NISSAN	PATHFINDER	199		N	Y	0	0	STRUCTURE:FRAME AND MEMBERS	NY
	JN8HD17Y7SW	20010702									

5

SUBFRAME OF VEHICLE RUSTED, ALLOWING A HOLE TO FORM IN BETWEEN ENGINE AND PASSENGER COMPARTMENTS. HEAT FROM ENGINE/EXHAUST SYSTEMS COULD CAUSE

CARPET IN THE PASSENGER COMPARTMENT TO CATCH ON FIRE. PLEASE PROVIDE ANY ADDITIONAL INFORMATION/ATTACHMENTS. *AK
 20020109 336389 NISSAN SENTRA 200 N 0 0 OTHER CA

THE THROTTLE GOT STUCK WIDE OPEN, THE FLOOR MATS ARE NOT SECURED ENOUGH WHICH CAUSE THE PROBLEM, IF THIS HAPPENS TO A INEXPERIENCED DRIVER THEY COULD BE KILLED VERY EASILY! *AK

20020806 365749 NISSAN PATHFINDER 199 Y 0 ENGINE AND ENGINE COOLING:EXHAUST VA
 JN8HD17Y0PW 20020731
 3 SYSTEM:MANIFOLD/HEADER/MUFFLER/TAIL PIPE

BURNED THROUGH FLOOR, PAN OVER EXHAUST PIPE. FLAMMABLE PADDING UNDER CARPET CAUGHT FIRE.*AK

20020917 381898 NISSAN MAXIMA 199 N EQUIPMENT:ELECTRICAL:AIR CONDITIONER NY
 JN1CA21D2WT 20020914
 8

ON 6/11/02 I HAD TO HAVE MY CAR TOWED TO THE DEALERSHIP (TOWING IS SUPPOSED TO BE COVERED IN MY WARRANTY WHICH THEY MADE ME PAY FOR). IT WAS NOT DRIVEABLE DUE TO WHITE SMOKE OUT OF THE EXHAUST, SPUTTERING/HESITATION, FUMES INSIDE CAR, SOAKED FRONT FLOOR MATS. SERVICE MGR CALLED ME TO SAY THE TECH FOUND WATER BACKED UP IN AC HEATER BOX FROM 'DEBRIS'. THIS 'DEBRIS' WAS LEAVES FROM TREES, THAT CAUSED WATER TO DRIP ON THE COMPUTER. (COMPUTER IS A COVERED COMPONENT ACCORDING TO MY WARRANTY). THEY COULD NOT REPLACE MY COMPUTER DUE TO 'NO DEFECT'. THEY SAY IT WAS A MAINTENANCE ISSUE. HOWEVER, I PURCHASED THE CAR 11 MONTHS PRIOR TO THAT. THERE IS A DEFECT SOMEWHERE THAT 'DEBRIS' IS GETTING STUCK/CLOGGED. I GARAGE MY CAR AND DON'T HAVE ANY 'FALLING DEBRIS' FROM ANY TREES IN MY YARD. I DON'T HAVE TREES NEAR ME LIKE THAT. I REFUSED TO PAY THE \$1100.00 THEY SAY THE COMPUTER WOULD COST TO BE REPLACED SO THEY PLACED IT IN THE 'SUN' TO 'DRY' AND CLEANED OUT THE EVAPORATOR CASE (WHICH IS WHERE THE 'CLOGGING' OCCURRED). THAT ALONE COST ME \$365.65. I WROTE TO NISSAN MOTOR CORP, AMITY NISSAN AND CONTINUOUS CUSTOMER CARE (WARRANTY COMPANY). RECEIVED NO RESPONSE FROM ANY OF THEM. I WANT MY COMPUTER REPLACED AND BE REIMBURSED FOR THE BILL I HAD TO PAY. IT CLEARLY STATES, IN MY WARRANTY BOOK, THAT ALL OF THESE THINGS ARE COVERED UP UNTIL 100,000 MILES. THANK YOU FOR YOUR TIME, IT'S GREATLY APPRECIATED-- STACEY J. GUENTHER NLN

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20021113	385917	NISSAN	ALTIMA	199	N	N			SERVICE BRAKES, HYDRAULIC:PEDALS AND LINKAGES	TX	
	1N4BU315PC2	20021113	106000								

3

WHILE DRIVING, THE ACCELERATOR PEDAL MOUNT BROKE FROM THE FIREWALL. THE DEALER WAS AWARE OF THE PROBLEM. CASE NUMBER 3927452 FOR NISSAN. MR. THE MOUNT WAS ABOUT 2 INCHES TALL AND PROVIDES THE PIVOT POINT, AND WITHOUT IT, THE MECHANISM DOESN'T FUNCTION PROPERLY. THE DEALER RECOMMENDED PULLING THE CARPET, REMOVING THE STEERING COLUMN, AND MOVING THE DASH BOARD TO GAIN ACCESS TO A EXTREMELY TIGHT AREA TO AVOID A FIRE/MELT RISK. SCC *JB

20021231	399535	NISSAN	XTERRA	200	N	N			VISIBILITY	NC	
	5N1ED28Y81C	20021231	27500								

1

THE VEHICLE HAS HAD 3 BRAKE REPAIRS AND 3 HORN REPAIRS WITHIN 27,500 MILES, THE VEHICLE DRIVE CROOKED DOWN A STRAIGHT HIGHWAY, IT APPEARS THAT THE FRAME IS BENT, THE RIGHT REAR DOOR IS NOT SEALED PROPERLY AND IT LEAKS IT ALSO SOUNDS LIKE THE WINDOW IS OPEN, THE DRIVER'S DOOR RATTLES, THE CARPET ON THE DRIVER'S SIDE WILL NOT STAY IN PLACE, THE SUNROOF RATTLES WHEN ITS OPEN AND LEAKS WHEN IT'S CLOSED, THE CONSOLE BOX LID RATTLES AND HAS NEVER FIT PROPERLY, FRONT ROTORS WARPED, BRAKE PADS WERE CRACKED, REAR BRAKE LIGHT BULB BURNED OUT, A/C BLOWS

20021231	399536	NISSAN	XTERRA	200	N	N			EXTERIOR LIGHTING:BRAKE LIGHTS	NC	
	5N1ED28Y81C	20021231	27500								

1

THE VEHICLE HAS HAD 3 BRAKE REPAIRS AND 3 HORN REPAIRS WITHIN 27,500 MILES, THE VEHICLE DRIVE CROOKED DOWN A STRAIGHT HIGHWAY, IT APPEARS THAT THE FRAME IS BENT, THE RIGHT REAR DOOR IS NOT SEALED PROPERLY AND IT LEAKS IT ALSO SOUNDS LIKE THE WINDOW IS OPEN, THE DRIVER'S DOOR RATTLES, THE CARPET ON THE DRIVER'S SIDE WILL NOT STAY IN PLACE, THE SUNROOF RATTLES WHEN ITS OPEN AND LEAKS WHEN IT'S CLOSED, THE CONSOLE BOX LID RATTLES AND HAS NEVER FIT PROPERLY, FRONT ROTORS WARPED, BRAKE PADS WERE CRACKED, REAR BRAKE LIGHT BULB BURNED OUT, A/C BLOWS

20021231	399420	NISSAN	XTERRA	200	N	N			STRUCTURE:FRAME AND MEMBERS	NC	
	5N1ED28Y81C	20021231	27500								

1

THE VEHICLE HAS HAD 3 BRAKE REPAIRS AND 3 HORN REPAIRS WITHIN 27,500 MILES, THE VEHICLE DRIVE CROOKED DOWN A STRAIGHT HIGHWAY, IT APPEARS THAT THE FRAME IS BENT, THE RIGHT REAR DOOR IS NOT SEALED PROPERLY AND IT LEAKS IT ALSO SOUNDS LIKE THE WINDOW IS OPEN, THE DRIVER'S DOOR RATTLES, THE CARPET ON THE DRIVER'S SIDE WILL NOT STAY IN PLACE, THE SUNROOF RATTLES WHEN ITS OPEN AND LEAKS WHEN IT'S CLOSED, THE CONSOLE BOX LID RATTLES AND HAS NEVER FIT PROPERLY, FRONT ROTORS WARPED, BRAKE PADS WERE CRACKED, REAR BRAKE LIGHT BULB BURNED OUT, A/C BLOWS

20021231	399418	NISSAN	XTERRA	200	N	N			SERVICE BRAKES, HYDRAULIC	NC	
	5N1ED28Y81C	20021231	27500								

1

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20021231	399419	NISSAN	XTERRA	200	N	N			COMMUNICATIONS:HORN ASSEMBLY	NC	
	5N1ED28Y81C	20021231	27500								

1

THE VEHICLE HAS HAD 3 BRAKE REPAIRS AND 3 HORN REPAIRS WITHIN 27,500 MILES, THE VEHICLE DRIVE CROOKED DOWN A STRAIGHT HIGHWAY, IT APPEARS THAT THE FRAME IS BENT, THE RIGHT REAR DOOR IS NOT SEALED PROPERLY AND IT LEAKS IT ALSO SOUNDS LIKE THE WINDOW IS OPEN, THE DRIVER'S DOOR RATTLES, THE CARPET ON THE DRIVER'S SIDE WILL NOT STAY IN PLACE, THE SUNROOF RATTLES WHEN ITS

OPEN AND LEAKS WHEN IT'S CLOSED, THE CONSOLE BOX LID RATTLES AND HAS NEVER FIT PROPERLY, FRONT ROTORS WARPED, BRAKE PADS WERE CRACKED, REAR BRAKE LIGHT BULB BURNED OUT, A/C BLOWS

20030127	398719	NISSAN	SENTRA	199	N	N	0	0	ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:MANIFOLD/HEADER/MUFFLER/TAIL PIPE	NC
				8						

MY CAR LOST POWER,I HAD TO DRIVE MAYBE (6) SIX MILES TO THE DEALER.WENT I GOT THERE I GOT OUT AND NOTICED THAT THERE WAS SMOKE COMING FORM TRUNK.I OPEN TRUNK AND SAW THAT THE CARPET WAS SMOKING AND HAD MELTED.THERE WAS A BURNT SPOT WHERE THE CARPET WAS.MY POINT IS THAT I HAD THREE QUARTER TANK OF GAS IN MY CAR.I COULD HAVE BEEN BLOWN-UP IN THAT CAR IF I HAD TO GO MUCH FARTHER.IT REALLY BURNT THAT CARPET GOOD.THE CAUSE OF THE PROBLEM WAS THAT IT WAS THE EXHAUST MANIFOLD AND THE CONVERTER,WHICH COMES TOGETHER AND COST \$901.87 TO REPAIR.I BOUGHT THIS CAR ONLY A WEEK PRIOR TO THE INCIDENT,FROM THE NISSAN DEALERSHIP ON HWY 70 EAST NO DOUGHT.

20030313	416294	NISSAN	SENTRA SE-R	200	N	N	0	0	OTHER	TX
3N1AB51D02L	20030313		9900							
				2						

WHILE ON A MAJOR HIGHWAY AT 4:30PM DRIVING ABOUT 60 MPH, THE ACCELERATOR STUCK CAUSING THE 2002 NISSAN SENTRA SE-R TO ACCELERATE UNCONTROLLABLY. THE FLOOR MAT HAD COME LOOSE AND JAMMED THE ACCELERATOR. I HAD TO SHIFT TO AND KICK THE PEDAL LOOSE. VERY NEARLY CAUSED A MAJOR ACCIDENT. THIS FAULT WAS THE SUBJECT OF AN EARLIER RECALL, BUT THE SOLUTION BY NISSAN DOES NOT SOLVE THE PROBLEM. THE FLOOR MAT EASILY COMES OFF THE PUNY LITTLE PEG ON THE FLOOR. *JB

20030430	402563	NISSAN	SENTRA SE-R	200	N	N			OTHER	CA
3N1AB51D12L	20030430		28000							
				2						

I BOUGHT A 2002 NISSAN SENTRA SE-R SPEC-V AND IN THE ONE YEAR THAT I HAD THE VEHICLE, I'VE HAD A COUPLE OF THINGS REPLACED DUE TO DEFECTIVE PARTS. FIRST, I HAD PROBLEMS STARTING THE VEHICLE AND IT WAS LATER DETERMINED THAT IT WAS THE FUEL PUMP. THEN THEY HAD TO REPLACE THE CLUTCH BEARING BECAUSE OF SOME NOISE WHILE SHIFTING. THEN THEY HAD TO REPLACE THE CAM SENSOR AS THE VEHICLE DID NOT START ONE DAY. THE VEHICLE CONSTANTLY LOSES OIL AND ONE TIME IT WAS BONE DRY AFTER 3,500 MILES. THIS SEEMS LIKE A CONSTANT PROBLEM FOR THIS MODEL BASED ON PREVIOUS COMPLAINTS. ALL IN ALL, POOR MANUFACTURING OF THE ENGINE COMPONENTS. AFTER THE FLOOR MAT RECALL, THEY REPLACED THE FLOOR MATS AND SECURED IT TO THE CARPET. NOW, THE CARPET GETS CAUGHT ON THE CLUTCH PEDAL, SO I HAVE TO SHIFT THE FLOOR MATS ALL THE TIME.

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030619	481823	NISSAN	MAXIMA	200	N	N			STRUCTURE:BODY:TRUNK LID	CO	

2

I HAVE HAD MY NEW 2002 NISSAN MAXIMA SE FOR ABOUT 45 DAYS NOW AND IT HAS LESS THEN 16,000 MILES ON IT. AFTER SOME RAIN STORMS I HAD NOTICED THAT THE TRUNK WAS LEAKING A LOT AND THERE WAS A LOT OF WATER GATHERED IN THE SPARE TIRE COMPARTMENT AND THE MAT AND CARPET WERE STARTING TO SMELL. I TOOK IT INTO ACADEMY NISSAN AND THEY GAVE ME A BIG STORY WHY IT MIGHT NOT BE COVERED... IN THE END IT WAS COVERED BUT IT TOOK 4 DAYS TO GET MY CAR BACK AND ALL THEY DID WAS BEND THE TRUNK , NOW IT HITS THE BUMPER WHEN IT CLOSES AND IS NOT PARALLEL TO THE GROUND MAKING IT LOOK UNCENTERED. I AM NOT HAPPY WITH THEIR WORKMANSHIP OR THEIR CUSTOMER SERVICE AND I PLAN ON DEALING WITH HIGHER MANAGEMENT UNTIL THE PROBLEM IS SOLVED. *NLM

20030619	481512	NISSAN	SENTRA SE-R	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	NY	
	3N1AB51D92L	20030619	15800								

2

THE FLOORMAT OF MY 2002 NISSAN SENTRA SER SPEC V GOT CAUGHT UNDER MY GAS PEDAL CAUSING IT TO BECOME STUCK TO THE FLOOR. I WAS ABLE TO TURN OFF THE KEY AND PULL OFF TO THE SIDE OF THE HIGHWAY. I NOTICED THAT THE FLOOR MAT KEEPS TWISTING WHERE THIS WILL BE A RECURRING PROBLEM. THESE ARE THE FACTORY FLOOR MATS. I CHECKED TO SEE IF THERE WAS A RECALL, WHICH THERE WAS, BUT THE MANUFACTURER STATES THAT MY CAR WAS NOT INVOLVED IN THE RECALL. I EXPLAINED THAT WHAT HAPPENED TO ME IS THE REASON FOR THE RECALL, BUT THEY SAID THAT THEY WOULD NOT REPLACE THE MATS WITHOUT CHARGING ME. I COMPLAINED DIRECTLY TO NISSAN THROUGH THEIR WEB SITE, AND OTHER THAN A CONFIRMATION NOTICE THEY HAVE FAILED TO RESPOND TO MY COMPLAINT. I'M SURE THAT THIS CONDITION WILL CAUSE ACCIDENTS, BUT NISSAN DOES NOT SEEM TO CARE. THIS IS A SAFETY ISSUE, I COULDN'T CARE LESS ABOUT GETTING NEW FLOORMATS, MINE ARE IN PERFECT CONDITION, BUT ARE

20030811	426868	NISSAN	FRONTIER	200	N	N			EXTERIOR LIGHTING:BRAKE LIGHTS	FL	
	1N6ED27T62C	20030811									

2

2002 NISSAN FONTIER CREWCAB. THE 3RD TAILLIGHT/STOPLIGHT THAT IS MOUNTED TO THE ROOF HAS A DESIGN FLAW. FIRST WATER FILLS THE LIGHT ASSEMBLY THEN IT LEAKS INTO THE CAB. THE CARPET IN THE TRUCK IS NOW RUINED, ALONG WITH THE HEADLINER. A HEAVY DOWNPOUR WILL FORCE CUPS OF WATER INTO THE CAB - NOT JUST A FEW DROPS. SEE ODI#10025784 - AS MINE IS NOT AN ISOLATED CASE. THIS PROBLEM NEEDS A NISSAN SERVICE BULLITIN OR A RECALL.

20040719	506044	NISSAN	QUEST	200	N	N			ELECTRICAL SYSTEM	OK	
	5N1BV28U54N	20040719	20000								

4

WE PURCHASED THIS VAN IN SEP OF 2003. AT THE END OF OCT I WENT OUT TO LEAVE FOR WORK AND THE VAN WOULDN'T START. WE HAD IT TOWED (MY EXPENSE) TO THE DEALER. ONCE IT ARRIVED THERE IT STARTED FINE. A COUPLE WEEKS LATER IT DID THE SAME THING AND WE JUST WAITED UNTIL IT WARMED UP AND IT STARTED JUST FINE. WE DISCOVERED THAT IT WAS DOING THIS WHEN THE TEMPERATURE WAS BELOW 34 DEGREES. WE AGAIN TOOK IT TO THE DEALER AND THEY KEPT THE VAN FOR 2 1/2 WEEKS. THEY FINALLY TOLD US THAT THEY WERE FLYING IN A TECHNICIAN FROM CALIFORNIA TO CHANGE THE FUEL PUMP. HAVEN'T HAD THIS TROUBLE UNTIL NOW. AGAIN THIS WEEK I WENT TO LEAVE FOR WORK AND IT WOULDN'T START. (NOW IT'S 80 DEGREES OUTSIDE) THE WRECKER TRIED TO START IT 3 HOURS LATER AND IT STILL WOULDN'T START. BUT AFTER BEING TOWED AND BOUNCED AROUND IT STARTS AGAIN. THE DEALER HAS KEPT THE VAN AGAIN AND IS GOING TO CHANGE THE FUEL PUMP AGAIN. IN BETWEEN THESE 3 VISITS WE HAVE HAD TO TAKE IT IN NUMEROUS TIMES BECAUSE THE VAN WOULD HAVE NO POWER AND START OFF IN 2ND OR 3RD GEAR. EACH TIME WE TOOK IT IN WE WERE TOLD THAT NISSAN KNEW IT WAS A PROBLEM THEY JUST HADN'T FIGURED OUT HOW TO FIX IT YET. THIS WAS FINALLY FIXED 2 WEEKS AGO. WE HAVE TAKEN THE VAN IN BECAUSE THE DRIVER WINDOW STUTTERS AS IT'S ROLLED DOWN, THE DOORS RATTLE, THE PASSENGER SIDE SLIDING DOOR STICKS AND DIFFICULT TO OPEN, AND THE CARPET UNDER THE DRIVERS PEDDLES WAS CUT TOO SHORT AND KEPT PULLING LOOSE. EACH TIME I TAKE IT IN I'M TOLD THAT THERE IS NOTHING THAT CAN BE DONE. FOR THE WINDOW STUTTERING, THEY TOLD ME IT WAS THE WINDOW TINTING (BUT THE PASSENGER WINDOW IS FINE) WE ARE

EXTREMELY DISSATISFIED WITH THIS VEHICLE. WE ARE ONE STEP AWAY FROM VIOLATING THE LEMON LAW. IT STATES THAT IF THE VEHICLE HAS TO BE TAKEN IN FOR 4 TIMES FOR THE SAME PROBLEM IN A YEAR IT'S A LEMON. WELL, WE ARE ON OUR

20050719 550374 NISSAN TITAN 200 N N OTHER TN
4

I HAVE TAKEN MY TRUCK IN TWICE NOW FOR THE BRAKES AND THE CARPET BEING SOAKING WET FROM THE TRUCK LEAKING SOMEWHERE AND THE PASSENGER AIRBAG LIGHT NOT TURNING OFF. THEY RESURFACED MY BRAKES AND SAID THE LEAK WAS FROM THE A/C. THEY ALSO TOLD US ABOUT THE BRAKE PROBLEM WITH THE 2004 TITANS AND THAT THEY WOULD PUT US ON A WAITING LIST FOR THE REPLACEMENT PARTS.

WE ARE NOW TAKING IT IN AGAIN FOR THE SAME PROBLEMS. THE FLOOR IS SOAKING WET AND WE HAVE NOT RAN THE A/C. THE BRAKES ARE SHAKING VIOLENTLY AGAIN, AND NOT TO MENTION THE NEW PROBLEM

OF THE CARGO LIGHT TURNING ON BY ITSELF WHEN IT IS PARKED. I ONLY HAVE ABOUT 8300 MILES ON MY TRUCK AND I ONLY DRIVE 5 MILES ONE WAY TO WORK. THESE ARE MAJOR PROBLEMS THAT ARE OCCURRING

20050719 550279 NISSAN TITAN 200 N N AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE TN
4

I HAVE TAKEN MY TRUCK IN TWICE NOW FOR THE BRAKES AND THE CARPET BEING SOAKING WET FROM THE TRUCK LEAKING SOMEWHERE AND THE PASSENGER AIRBAG LIGHT NOT TURNING OFF. THEY RESURFACED MY BRAKES AND SAID THE LEAK WAS FROM THE A/C. THEY ALSO TOLD US ABOUT THE BRAKE PROBLEM WITH THE 2004 TITANS AND THAT THEY WOULD PUT US ON A WAITING LIST FOR THE REPLACEMENT PARTS.

WE ARE NOW TAKING IT IN AGAIN FOR THE SAME PROBLEMS. THE FLOOR IS SOAKING WET AND WE HAVE NOT RAN THE A/C. THE BRAKES ARE SHAKING VIOLENTLY AGAIN, AND NOT TO MENTION THE NEW PROBLEM

OF THE CARGO LIGHT TURNING ON BY ITSELF WHEN IT IS PARKED. I ONLY HAVE ABOUT 8300 MILES ON MY TRUCK AND I ONLY DRIVE 5 MILES ONE WAY TO WORK. THESE ARE MAJOR PROBLEMS THAT ARE OCCURRING

20050719 550372 NISSAN TITAN 200 N N ELECTRICAL SYSTEM:FUSES AND CIRCUIT BREAKERS TN
4

I HAVE TAKEN MY TRUCK IN TWICE NOW FOR THE BRAKES AND THE CARPET BEING SOAKING WET FROM THE TRUCK LEAKING SOMEWHERE AND THE PASSENGER AIRBAG LIGHT NOT TURNING OFF. THEY RESURFACED MY BRAKES AND SAID THE LEAK WAS FROM THE A/C. THEY ALSO TOLD US ABOUT THE BRAKE PROBLEM WITH THE 2004 TITANS AND THAT THEY WOULD PUT US ON A WAITING LIST FOR THE REPLACEMENT PARTS.

WE ARE NOW TAKING IT IN AGAIN FOR THE SAME PROBLEMS. THE FLOOR IS SOAKING WET AND WE HAVE NOT RAN THE A/C. THE BRAKES ARE SHAKING VIOLENTLY AGAIN, AND NOT TO MENTION THE NEW PROBLEM

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050719	550373	NISSAN	TITAN	200	N	N			SERVICE BRAKES, AIR:DISC:ROTOR	TN	

I HAVE TAKEN MY TRUCK IN TWICE NOW FOR THE BRAKES AND THE CARPET BEING SOAKING WET FROM THE TRUCK LEAKING SOMEWHERE AND THE PASSENGER AIRBAG LIGHT NOT TURNING OFF. THEY RESURFACED MY BRAKES AND SAID THE LEAK WAS FROM THE A/C. THEY ALSO TOLD US ABOUT THE BRAKE PROBLEM WITH THE 2004 TITANS AND THAT THEY WOULD PUT US ON A WAITING LIST FOR THE REPLACEMENT PARTS. WE ARE NOW TAKING IT IN AGAIN FOR THE SAME PROBLEMS. THE FLOOR IS SOAKING WET AND WE HAVE NOT RAN THE A/C. THE BRAKES ARE SHAKING VIOLENTLY AGAIN, AND NOT TO MENTION THE NEW PROBLEM OF THE CARGO LIGHT TURNING ON BY ITSELF WHEN IT IS PARKED. I ONLY HAVE ABOUT 8300 MILES ON MY TRUCK AND I ONLY DRIVE 5 MILES ONE WAY TO WORK. THESE ARE MAJOR PROBLEMS THAT ARE OCCURING

20060224	579544	NISSAN	PATHFINDER	199	N	Y			STRUCTURE: FRAME AND MEMBERS:UNDERBODY SHIELDS	VA	
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DT*: THE CONTACT STATED WHILE DRIVING 25MPH UPHILL, THE CARPET AROUND THE GEAR SHIFT SUDDENLY ERUPTED INTO FLAMES. THE FLAMES WERE EXTINGUISHED BY THE DRIVER WITH WATER AND THE AUTHORITIES WERE NOT CONTACTED. THE VEHICLE WAS TOWED TO THE CONTACT'S HOME AND LATER TRANSFERRED TO THE INSURANCE AGENCY FOR INSPECTION. UPON INSPECTION IT WAS DETERMINED THE HEAT SHIELD WAS MISSING FROM THE CATALYTIC CONVERTER AND THE FLOOR BOARD IN THAT AREA WAS COMPLETELY RUSTED THROUGH ALLOWING EXTREME HEAT TO CONTACT THE CARPET. THE CONTACT IS CONCERNED ABOUT THE DEALER SELLING THE VEHICLE WITHOUT FIRST INSPECTING FOR SAFETY PROBLEMS. THE RUST COULD HAVE EASILY BEEN VIEWED BY SIMPLY INSPECTING THE UNDERCARRIAGE.

20060224	578608	NISSAN	PATHFINDER	199	N	Y			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM:EMISSION	VA	
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DT*: THE CONTACT STATED WHILE DRIVING 25MPH UPHILL, THE CARPET AROUND THE GEAR SHIFT SUDDENLY ERUPTED INTO FLAMES. THE FLAMES WERE EXTINGUISHED BY THE DRIVER WITH WATER AND THE AUTHORITIES WERE NOT CONTACTED. THE VEHICLE WAS TOWED TO THE CONTACT'S HOME AND LATER TRANSFERRED TO THE INSURANCE AGENCY FOR INSPECTION. UPON INSPECTION IT WAS DETERMINED THE HEAT SHIELD WAS MISSING FROM THE CATALYTIC CONVERTER AND THE FLOOR BOARD IN THAT AREA WAS COMPLETELY RUSTED THROUGH ALLOWING EXTREME HEAT TO CONTACT THE CARPET. THE CONTACT IS CONCERNED ABOUT THE DEALER SELLING THE VEHICLE WITHOUT FIRST INSPECTING FOR SAFETY PROBLEMS. THE RUST COULD HAVE EASILY BEEN VIEWED BY SIMPLY INSPECTING THE UNDERCARRIAGE.

20060411	583277	NISSAN	XTERRA	200	N	N	0	0	STRUCTURE:BODY	CA	
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I PURCHASED MY 2006 XTERRA ON FEB 18TH, 2006. WITHIN 2 WEEKS I NOTICED IT WAS LEAKING DURING RAIN SHOWERS WHEN PARKED IN MY DRIVEWAY. I TOOK THE VEHICLE TO A DEALER AND THEY WERE UNABLE TO RECREATE THE PROBLEM. I TOOK THE VEHICLE HOME AND IT LEAKED ONCE AGAIN. I TOOK IT BACK TO THE DEALER AND THEY WERE UNABLE TO FIX IT. I TOOK IT HOME AND IT LEAKED AGAIN SO I TOOK IT TO A NEW DEALER AND THEY CONCLUDED, WITH THE HELP OF NISSAN ENGINEERS, THAT A DESIGN FLAW IN THE XTERRA ALLOWS WATER TO ENTER THE VEHICLE WHEN PARKED ON AN UPHILL INCLINE. THE WATER ENTERS THROUGH THE AIR VENTS UNDER THE COWLING AND DROPS ONTO THE BLOWER MOTOR UNDER THE PASSENGER SIDE DASHBOARD. THE WATER THEN EXITS THE BLOWER MOTOR THROUGH AN ELECTRICAL CONNECTOR AND ONTO THE FRONT PASSENGER CARPET. NISSAN HAS OFFERED NO REMEDY FOR THE PROBLEM. *NM

20060424	584974	NISSAN	MAXIMA	200	N	N			EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	AL	
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I BOUGHT A 2003 MAXIMA SE OCTOBER 2005. MY LEFT SIDE SPEAKERS WOULD CUT IN AND OUT ONLY ON THE CD PLAYER. I FOUND THE TSB ON THIS AND HAD ONLY HAD THE CAR FOR 5 DAYS. SALESMAN TOLD ME I WOULD HAVE TO PAY FOR A NEW ONE AND HAD TO GET THE MANAGER TO SEND MY RADIO OFF TO A PLACE TO GET REPAIRED. ONE MONTH LATER IT QUIT WORKING AGAIN. I HAVE READ ON NUMEROUS WEB SITES ABOUT THE WAY NISSAN TREATS PEOPLE WITH THIS PROBLEM. I CANNOT AFFORD TO SHELL OUT \$600 FOR A NEW NISSAN RADIO THAT WILL BREAK IN A FEW MONTHS ANYWAY.

AND AN AFTERMARKET RADIO TAKES AWAY FROM THAT ORIGINAL LOOK FOR ME. CAN THEY NOT REPLACE IT WITH THE 2002 RADIO (A NEW ONE) BECAUSE I HAVEN'T HEARD ANY COMPLAINTS ON THAT YEAR. THE DEALERSHIP WAS CROWN PONTIAC IN HOOVER, ALABAMA. THEY PROMISED ME A TOUCH UP ON THE FRONT BUMPER AND HOOD BECAUSE OF THE PAINT CHIPS AND TO REDO THE TITANIUM WHEELS BECAUSE THE FINISH WAS RUBBED OFF AND THE RIMS WERE TURNING BLACK. NO TOUCH UP, HAD A GUY COME AND FIX 3 OF THE WHEELS AND TOLD ME TO BRING THE OTHER ONE TO THE SHOP AND HE WOULD HAVE TO WORK ON IT OVERNIGHT FOR \$100. SO I HAVE ONE RIM THAT DOES NOT MATCH. I HAD TO SHELL OUT \$80 FOR FLOOR MATS. EVEN BOUGHT THE \$1800 EXTENDED WARRANTY. SO FOR SPENDING \$22000 ON A 2003 CAR, BROKEN CD PLAYER, UGLY RIM, HALF THE PAINT IS MISSING FROM THE TOUCH UP I NEVER RECEIVED. THEY WERE SO NICE BEFORE I GOT THE CAR, BUT AS SOON AS THE PAPER WAS SIGNED, ALL I GOT WAS SORRY THAT WILL COST YOU. ALL I WANT IS FOR MY CD PLAYER TO WORK AND REDO ONE RIM. I CANNOT GET THAT OR EVEN 1 OF 2 WOULD BE OKAY. *JB

20060629 593090	NISSAN	ALTIMA	200	N	N	0	0	ENGINE AND ENGINE COOLING	WA
1N4AL11D12C	20060629	100460							

2

I BOUGHT AN '02 NISSAN ALTIMA IN JAN. 2002. IN 2003 I HAD RECALL WORK PERFORMED FOR THE ENGINE COOLING SYSTEM (CAT CONVERTER DEFECT) AND AT THE TIME I COMPLAINED THAT MY VEHICLE WENT THROUGH EXCESSIVE AMOUNTS OF OIL EVEN THOUGH I HAD THE OIL CHANGED REGULARLY. THE DEALERSHIP STATED THAT THEY INSPECTED MY VEHICLE AND FOUND THAT MY CAR DID NOT NEED ANY REPAIRS AND THAT THE RECALL WAS PERFORMED. AT 97,167 MILES I TOOK THE CAR INTO THE DEALERSHIP BECAUSE IT WAS RUNNING ROUGH AND MY WARRANTY WAS ABOUT TO EXPIRE. ALSO ADVISED THEM THAT I HEARD WATER RUNNING BEHIND THE DASH AND THE CHECK ENGINE LIGHT WAS ON. DEALERSHIP STATED THAT ALL I NEEDED WAS A TUNE-UP DUE TO THE MILEAGE BUT OTHER THAN THAT MY CAR WAS GREAT. AT 100,460 MILES MY CAR WOULD NOT START AND FLOODED SEVERAL TIMES. HAD TOWED TO THE DEALERSHIP. THEY STATED THAT THEY COULD START THE CAR JUST FINE AND THAT I HAD FLOODED THE VEHICLE. AGAIN RECOMMENDED TUNE-UP AND REPLACING SPARK PLUGS. (I HAD JUST REPLACED THE SPARK PLUGS MYSELF) NEXT THING I KNOW...MY CAR WON'T RUN AND SITS IN MY DRIVEWAY FOR SEVERAL MONTHS. HAD TOWED TO INDEPENDENT AUTO REPAIR SHOP AND ADVISED ME THAT MY ENGINE WAS BLOWN AND NEEDED REPLACED DUE TO CAT CONVERTER. I MADE THE DEALERSHIP TOW THE CAR TO THEM AND THEY INFORMED ME OF THE SAME AND THAT I WOULD HAVE TO PAY \$5000 FOR A NEW ENGINE. THE SERVICE MGR. TOLD ME THAT NISSAN KNOWS THAT THIS WILL OCCUR, AND THAT WHEN THEY CONTACTED THE NISSAN REP THEY DECLINED TO REPLACE THE ENGINE DUE TO THE MILEAGE. I CALLED NISSAN CONSUMER AFFAIRS AND GOT A TOTAL RUN AROUND AND TOLD ME THAT MY MILEAGE WAS TOO HIGH AND THEY HAVE HAD NO OTHER COMPLAINTS ON THIS ISSUE. BULL!!! NISSAN MUST BE RESPONSIBLE FOR THIS AND FIX THE PROBLEM. I AM PAYING FOR A CAR THAT HAS BEEN SITTING AT THE DEALERSHIP BACK LOT FOR 3 MONTHS!!! I AM CONTACTING THE ATTORNEY GENERAL AND MAKING MY VOICE HEARD AND OTHERS NEED TO VOICE AS WELL BECAUSE NISSAN IS TRYING TO SWEEP THIS UNDER THE CARPET....NOT ANYMORE. *NM

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060815	597990	NISSAN	TITAN	200 4	N	N	2	0	STRUCTURE	OK	

WATER LEAKS INSIDE OF TRUCK THROUGH THE FIRE WALL. A/C DRAIN HOSE FIX WAS DONE BUT IT STILL LEAKS WATER. DEALERSHIP IS UNABLE TO REPAIR. WATER INSIDE OF TRUCK CAUSED MOLD TO GROW IN THE CARPET AND SPORES INTO THE HVAC SYSTEM. THIS CAUSED TWO PEOPLE TO HAVE TO GO TO THE DOCTOR FOR DIFFICULTY BREATHING. THIS IS AN ONGOING PROBLEM FOR 1 1/2 YEARS. *NM

20070126	616704	NISSAN	350Z	200 6	N	N			OTHER	VA	
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2006 NISSAN 350Z WITH DEFECTIVE ASSY SYSTEM-CLUTCH PROBLEMS**NAR**CC THE MANUAL GEAR SHIFT COULD NOT BE SHIFTED. AFTER A FEW TRIES THE CONSUMER WAS ABLE TO GET THE CAR SHIFTED INTO NEUTRAL, BUT COULD NOT SHIFT OUT OF NEUTRAL INTO ANY OTHER GEAR. OVER A THREE DAY PERIOD THE CONSUMER TRIED VARIES THINGS TO GET THE GEAR SHIFT TO MOVE. THE VEHICLE WAS TOWED TO THE DEALER WHERE IT WAS DETERMINED THAT THE FLOOR MAT WAS STUCK UP UNDERNEATH THE CLUTCH PEDAL. ONCE THE DEALER PULLED THE MAT OUT THEY TEST DROVE THE VEHICLE AND EVERYTHING SEEMED OK. THE CONSUMER WAS CHARGED \$350.11 FOR THAT SERVICE. THE CONSUMER IS REQUEST REIMBURSEMENT FOR SERVICES RENDERED. *NM

20070126	616703	NISSAN	350Z	200 6	N	N			POWER TRAIN:CLUTCH ASSEMBLY	VA	
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2006 NISSAN 350Z WITH DEFECTIVE ASSY SYSTEM-CLUTCH PROBLEMS**NAR**CC THE MANUAL GEAR SHIFT COULD NOT BE SHIFTED. AFTER A FEW TRIES THE CONSUMER WAS ABLE TO GET THE CAR SHIFTED INTO NEUTRAL, BUT COULD NOT SHIFT OUT OF NEUTRAL INTO ANY OTHER GEAR. OVER A THREE DAY PERIOD THE CONSUMER TRIED VARIES THINGS TO GET THE GEAR SHIFT TO MOVE. THE VEHICLE WAS TOWED TO THE DEALER WHERE IT WAS DETERMINED THAT THE FLOOR MAT WAS STUCK UP UNDERNEATH THE CLUTCH PEDAL. ONCE THE DEALER PULLED THE MAT OUT THEY TEST DROVE THE VEHICLE AND EVERYTHING SEEMED OK. THE CONSUMER WAS CHARGED \$350.11 FOR THAT SERVICE. THE CONSUMER IS REQUEST REIMBURSEMENT FOR SERVICES RENDERED. *NM

SAAB CARS USA, INC.

19960314	39057	SAAB	900	199 2		N	0	0	OTHER	CA	
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FLOOR MATS W/SAAB LOGO WILL BUNCH UP INTERFERING WITH ACCELERATION. DEALER SAYS MATS ARE AFTER MARKET. PLEASE DESCRIBE DETAIL. *AK

20050325	535788	SAAB	9-3	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	OH	
YS3FB49S841	20050425		45000	4							

WHILE ACCELERATING FROM 60 MPH ON THE HIGHWAY, THE ACCELERATOR PEDAL BECAME STUCK. THIS CAUSED THE VEHICLE TO ACCELERATE UP TO 80 MPH BEFORE THE CONSUMER WAS ABLE TO REACH DOWN WHILE DRIVING AND LIFT THE ACCELERATOR PEDAL BY HAND. THE VEHICLE WAS TAKEN TO THE DEALER, AND THEY INFORMED THE CONSUMER THAT THE CARPET CAUSED THE ACCELERATOR PEDAL TO STICK. *AK
THE CONSUMER DID NOT AGREE WITH THE DEALERS EVALUATION. THE CONSUMER LIFTED THE ACCELERATOR OFF OF THE FLOOR AND INDICATED THAT HE WOULD HAVE HAD TO REMOVE THE CARPET FIRST IF IT WAS IN THE WAY. ONLY THE ACCELERATOR WAS STUCK. *JB *NM

20060426	584895	SAAB	9-5	200	N	Y	0	0	ELECTRICAL SYSTEM:IGNITION:MODULE	FL	
YS3ED49Z623	20060426		76000	2							

I WOULD LIKE TO CITE NHTSA CAMPAIGN #05V399000. WHILE DRIVING MY 2002 SAAB 9-5 6 CYLINDER ON 4/20/2006 I BEGAN TO EXPERIENCE ROUGH OPERATION AND REDUCED POWER OF THE ENGINE. I WAS A SHORT DISTANCE FROM MY DESTINATION WHERE I PARKED THINKING I WOULD NEED TO BE TOWED. AT FIRST I THOUGHT MY CAR WAS OVERHEATING BECAUSE THERE SEEMED TO BE STEAM COMING FROM UNDER THE HOOD BUT THERE WAS AN ODD SMELL. I WENT INTO THE COFFEE SHOP I WAS VISITING AND WITHIN A MINUTE OR TWO I TURNED TO CHECK ON MY CAR AND I SAW THAT THE INTERIOR WAS FILLED WITH SMOKE. I WENT OUTSIDE AND NOTICED SPARKS AND FLAMES COMING FROM UNDER THE VEHICLE IN THE AREA OF THE BACK SEAT AND I IMMEDIATELY CALLED THE FIRE DEPARTMENT. THEY ARRIVED AND PUT OUT THE FIRE UNDER THE CAR AND IN THE BACK SEAT WHERE THE FLAMES HAD BURNED THROUGH THE CARPET. I CALLED A TOW SERVICE AND WENT BACK INTO THE STORE TO FINISH MY

COFFEE AND WAIT FOR THE TOW TRUCK.

WHEN I CAME BACK OUT I NOTICED THAT THERE WAS STILL SMOKE COMING FROM UNDER THE HOOD SO I CALLED THE FIRE DEPARTMENT AGAIN TO PUT OUT THE REMNANTS OF THE FIRE. THE CAR WAS THEN

TOWED TO THE NEAREST SAAB DEALER WHICH IS IN GAINESVILLE, FLORIDA, ABOUT 40 MILES AWAY. LATER THAT DAY I CALLED THE DEALER TO ASK ABOUT THE ABOVE REFERENCED RECALL WHICH I HAD

DISCOVERED ON THE INTERNET, AND THEY TOLD ME THAT MY PARTICULAR CAR WAS NOT COVERED. IN THE LETTER OF ACKNOWLEDGEMENT DATED SEPTEMBER 13, 2005 FROM GM TO THE NHTSA, GM STATES

THAT "A SUSTAINED VEHICLE FIRE IS UNLIKELY AND GM KNOWS OF NONE." DUE TO THE EXACTNESS OF MY SITUATION AND THE RECALL, I CAN ONLY ASSUME THAT GM NOW HAS AT LEAST ONE FIRE ON RECORD. *JB

SUBARU OF AMERICA, INC.

19990217 135204	SUBARU	LEGACY	199	N	N	OTHER	CA
4S3BG6852T7	19980617						

6

CONSUMER WAS DRIVING INTO CARPORT WHEN SHE WAS UNABLE TO STOP VEHICLE DUE TO FLOOR CARPET INTERFERING WITH BRAKE PEDAL, CAUSING VEHICLE TO HIT THE BRICK WALL OF CARPORT WHICH WAS

EXTENSIVELY DAMAGED. DEALER NOTIFIED. *AK

19990617 144064	SUBARU	IMPREZA	199			OTHER	NC
JF1GF4859WH	19990610						

8

INTERIOR CARGO COMPARTMENT CARPET/WEAK MATERIAL RESULTING IN TEARING. MJS

20010316 288878	SUBARU	LEGACY	199		N	OTHER	OR
4S3BK6357S7	20010305						

5

FLOOR MATS REPEATEDLY SLIDE UP UNDER THE ACCELERATOR AND POTENTIALLY IMPEDE ACCELERATION. APPARENTLY, SUBARU HAS NOW ADDRESSED THIS PROBLEM, IN LATER MODELS, BY INSTALLING A HOOK

IN THE FLOOR THAT ATTACHES TO THE MAT, TO PREVENT THIS FROM OCCURRING. HOWEVER, THIS CONTINUES TO REMAIN A PROBLEM IN EARLIER MODELS WITH MANUFACTURER SUPPLIED FLOOR MATS.*AK

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010823	300239	SUBARU	WRX	200	N	N			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM	VT	
	JS1GD29662G	20010823									

2

EXHAUST SYSTEM OVERHEATS, CAUSING CARPETING INSIDE PASSENGER'S COMPARTMENT TO GET VERY HOT AFTER THE VEHICLE HAS BEEN DRIVEN OVER A LONG PERIOD OF TIME. ALSO, DUE TO VEHICLE OVERHEATING METAL HAS TURNED INTO A CHERRY COLOR. CONSUMER HAS CONTACTED DEALER; DEALER STATED THAT IT WAS CAUSED BY AGGRESSIVE DRIVING. PLEASE PROVIDE ANY FURTHER DETAILS.*AK

20011217	332016	SUBARU	FORESTER	200		N	0	0	OTHER	CO	
	JF1SF65511H	20011213									

1

THE TACK THAT IS IN PLACE TO HOLD THE DRIVER'S SIDE MAT IN PLACE DOES NOT WORK. THE MAT CONTINUOUSLY FALLS OFF THE TACK. I FIRST MADE THE DEALERSHIP AWARE OF IT AND COULD FIND NOTHING TO FIX. WE LOOKED AT OTHER SUBARUS AND THEY ALL HAD THE SAME ISSUE. I RECENTLY COMMUNICATED THIS TO SUBARU VIA THEIR WEB SITE WITH LITTLE INTEREST ON THEIR PART. THE PROBLEM OCCURS WHEN THE MAT SLIPS OFF THE TACK IT RUNS UP INTO THE PEDALS. THIS MEANS THE FLOATING TACK COULD ACTUALLY CAUSE MORE PROBLEMS THEN NOT HAVING ONE THERE AT ALL. OUR OTHER CAR (HONDA) HAD A TACK THAT IS FIRMLY PLACED IN THE FLOORBOARD NOT TACKED TO THE CARPET ONLY AND AS A RESULT IT DOES NOT HAVE A PROBLEM.*AK

20051114	567826	SUBARU	OUTBACK	200	N	N	0	0	STRUCTURE	RI	
	4S3BH806737	20051114	19035								

3

MY 2003 SUBARU OUTBACK, LL BEAN MODEL WITH 17,378 MILES, DEVELOPED A SERIOUS WATER LEAK THROUGH THE ROOF, ON JUN. 2, 2005. I PURCHASED THIS VEHICLE NEW AND PURCHASED AN EXTENDED WARRANTY. THIS PROBLEM RE-OCCURRED ON OCTOBER 17TH WITH THE INTERIOR FLOODED WHICH NECESSITATED THE CARPETING IN THE REAR TO BE COMPLETELY REPLACED. ON NOV. 10TH, 2005, AFTER A LIGHT RAIN, THE ROOF LEAKED AGAIN FOR THE 3RD. TIME. THE CAR IS IN THE DEALER SERVICE NOW. *NM

20051117	568731	SUBARU	OUTBACK	200	N	N	0	0	STRUCTURE:BODY	VA	
	4S3BH6864Y7	20051117	39744								

0

PASSENGER SIDE SUN ROOF DRAIN PLUGS UP, SECOND TIME THIS HAS HAPPENED. BACKED UP WATER DRAINS INTO INSIDE REAR CARGO AREA. MY VEHICLE CAME EQUIPPED WITH THE LARGE ALL WEATHER RUBBER MAT IN THE CARGO AREA. SINCE THE AREA WHERE THE WATER POURS OUT IS NEAR THE RIGHT REAR OF THE CAR THE MOST OF THE WATER ENDS UP ON THE CARPET UNDER THE MAT AND IT IS NOT ALWAYS NOTICEABLE. ORIGINAL CONTRACTOR THAT FIXES LEAKS FOR DEALER SAID THE FIX SHOULD TAKE CARE OF PROBLEM, DID NOT. THIS CONTRACTOR, DIFFERENT FROM THE FIRST CONTRACTOR, SAID BASICALLY THERE WAS NOTHING I COULD DO TO PREVENT DRAINS FROM PLUGGING UP. WAS NOT DRIVING THIS TIME, WASHED CAR AND SAW WATER ON RUBBER MAT WHILE CLEANING INSIDE OF CAR. THE FIRST TIME I WAS DRIVING, IN REAR VIEW MIRROR I SAW WATER COMING FROM HEADLINER AREA, VERY DISTRACTING. ALSO, WORRY ABOUT POSSIBLE DAMAGE TO HEADLINER AND FUTURE BODY STRUCTURAL INTEGRITY DUE TO WATER LEAKING INTO ROOF AREA. IF DRAINS CONTINUE TO PLUG UP HEADLINER COULD POSSIBLE BECOME WEAK AND FAIL. IF THIS WERE TO HAPPEN WHILE DRIVING THIS COULD POTENTIALLY CAUSE THE DRIVER TO HAVE AN ACCIDENT. NOT SURE OF ACTUAL DATE THIS WAS ADDRESSED WITH DEALER BELIEVE IT WAS ADDRESSED WHEN I TOOK CARE IN TO HAVE CV JOINT REPAIRED. DEALER DID NOT REPORT WORKER TO

20051117	568919	SUBARU	OUTBACK	200	N	N	0	0	STRUCTURE	VA	
	4S3BH6864Y7	20051117	25200								

0

PASSENGER SIDE SUN ROOF DRAIN PLUGS UP. BACKED UP WATER DRAINS INTO INSIDE REAR CARGO AREA. MY VEHICLE CAME EQUIPPED WITH THE LARGE ALL WEATHER RUBBER MAT IN THE CARGO AREA. SINCE THE AREA WHERE THE WATER POURS OUT IS NEAR THE RIGHT REAR OF THE CAR THE MOST OF THE WATER ENDS UP ON THE CARPET UNDER THE MAT AND IT IS NOT ALWAYS NOTICEABLE. SPOKE WITH CONTRACTOR THAT COMES IN AND TAKES CARE OF WATER LEAK FOR DEALER HE SAID IS THE FIX SHOULD TAKE CARE OF PROBLEM. FOUND IT DISTRACTING WHILE DRIVING THAT WATER WAS POURING DOWN INSIDE

OF CAR, COULD SEE IN REAR VIEW MIRROR. ONCE WATER DRAINED OUT LEAK STOPPED, BUT WATER WOULD BUILD UP AGAIN. WORRY ABOUT POSSIBLE DAMAGE TO HEADLINER AND FUTURE BODY STRUCTURAL

20051117 568255 SUBARU OUTBACK 200 N N 0 0 POWER TRAIN:DRIVELINE:CONSTANT VELOCITY JOINT VA
 4S3BH6864Y7 20051117 39744

0

PASSENGER SIDE SUN ROOF DRAIN PLUGS UP, SECOND TIME THIS HAS HAPPENED. BACKED UP WATER DRAINS INTO INSIDE REAR CARGO AREA. MY VEHICLE CAME EQUIPPED WITH THE LARGE ALL WEATHER RUBBER MAT IN THE CARGO AREA. SINCE THE AREA WHERE THE WATER POURS OUT IS NEAR THE RIGHT REAR OF THE CAR THE MOST OF THE WATER ENDS UP ON THE CARPET UNDER THE MAT AND IT IS NOT ALWAYS NOTICEABLE. ORIGINAL CONTRACTOR THAT FIXES LEAKS FOR DEALER SAID THE FIX SHOULD TAKE CARE OF PROBLEM, DID NOT. THIS CONTRACTOR, DIFFERENT FROM THE FIRST CONTRACTOR, SAID BASICALLY THERE WAS NOTHING I COULD DO TO PREVENT DRAINS FROM PLUGGING UP. WAS NOT DRIVING THIS TIME, WASHED CAR AND SAW WATER ON RUBBER MAT WHILE CLEANING INSIDE OF CAR. THE FIRST TIME I WAS DRIVING, IN REAR VIEW MIRROR I SAW WATER COMING FROM HEADLINER AREA, VERY DISTRACTING. ALSO, WORRY ABOUT POSSIBLE DAMAGE TO HEADLINER AND FUTURE BODY STRUCTURAL INTEGRITY DUE TO WATER LEAKING INTO ROOF AREA. IF DRAINS CONTINUE TO PLUG UP HEADLINER COULD POSSIBLE BECOME WEAK AND FAIL. IF THIS WERE TO HAPPEN WHILE DRIVING THIS COULD POTENTIALLY CAUSE THE DRIVER TO HAVE AN ACCIDENT. NOT SURE OF ACTUAL DATE THIS WAS ADDRESSED WITH DEALER BELIEVE IT WAS ADDRESSED WHEN I TOOK CARE IN TO HAVE CV JOINT REPAIRED. DEALER DID NOT REPORT WORKER TO

20070416 625623 SUBARU WRX 200 N N 0 0 OTHER OH
 JF1GG296X3G 20070416 37000

3

DRIVER SIDE FLOOR MAT WILL NOT STAY IN METAL ROD DESIGNED TO KEEP THE MAT FROM GOING FORWARD. MAT SLIDES UNDERNEATH THE PETALS AND HAS WORN THE UPHOLSTERY ON THE FLOOR AS WELL. PROBLEM HAS NOT BEEN FIXED AS I DO NOT HAVE THE MONEY TO GET IT REPAIRED. *JB

TIFFIN MOTORHOMES, INC.

20020813 368327 TIFFIN ALLEGRO 200 OTHER CA
 PLEASE FILL 20020813

2

FRONT SLIDEOUT DRAG THE CARPET WHEN USED. FEEL FREE TO PROVIDE ANY FURTHER INFORMATION.*AK

TOYOTA MOTOR CORPORATION

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060322	511071	TOYOTA	COROLLA	200	N	N			VEHICLE SPEED CONTROL	FL	
JTDBR32E330	20060322	20060322	3000								

3

DT*: THE CONTACT STATED WHILE SLOWING DOWN BEHIND ANOTHER VEHICLE. IT WOULD NOT SLOW DOWN SO THE VEHICLE WAS PUT IN TO NEUTRAL, THE ENGINE REVVED UP. THE GEARS WERE THEN PUT INTO DRIVE AND FINALLY THE ENGINE SLOWED DOWN. THE VEHICLE WAS TAKEN TO THE DEALERSHIP TO BE CHECKED, UPON INSPECTION THE PROBLEM WAS DETERMINED TO BE THE THROTTLE BODY HAD STUCK. THE VEHICLE WAS DRIVEN FOR A SHORT AMOUNT OF TIME BEFORE EXPERIENCING THE SAME TYPE PROBLEMS. THE DEALER SAID IT COULD HAVE BEEN THE FLOOR MAT GETTING UNDER THE ACCELERATOR PEDAL. THE VEHICLE IS STILL HAVING THE SAME TYPE OF PROBLEMS. THE MANUFACTURER HAS BEEN ALERTED. UPDATED 4/6/2006 - *NM

20060905	600866	TOYOTA	TACOMA	200	N	N			STRUCTURE	VT	
5TESN92N33Z	20060905	20060905									

3

I PURCHASED A 2003 TOYOTA TACOMA AND FOUND A WATER LEAK ON MY FLOOR MAT IN THE PASSENGER SIDE OF THE TRUCK. APPARENTLY THIS HAS BEEN HAPPENING EVERY TIME I TAKE THE TRUCK TO THE CAR WASH. IT SEEMS TO BE COMING FROM UNDER THE DASH; MAYBE THE FRONT WINDOW. I TOOK MY TRUCK TO TOYOTA BUT AFTER A COUPLE OF ATTEMPTS TO FIND THE LEAK WITH THEIR WATER HOSE THE LEAK COULD NOT BE FOUND. I HAVE NOTICED THERE HAVE BEEN OTHERS COMPLAINING OF THE SAME PROBLEM. *JB

20060921	608260	TOYOTA	TACOMA	200	Y	N			OTHER	HI	
5TEJU62N96Z	20060921	20060921	4000								

6

DT*: THE CONTACT STATED WHILE APPLYING BRAKE PRESSURE AT 20 MPH ON A CITY STREET, THE VEHICLE LURCHED FORWARD WITHOUT WARNING INTO ANOTHER VEHICLE RESULTING IN A REAR IMPACT CRASH. THE CONTACT WAS WEARING A SEAT BELT, AND NO INJURIES WERE SUSTAINED. THERE WAS MINIMAL DAMAGE TO FRONT OF THE VEHICLE. THE POLICE WAS NOTIFIED, AND A REPORT WAS TAKEN. THE VEHICLE WAS INSPECTED BY A DEALER WHO DETERMINED THE FLOOR MAT HAD SLIPPED OUT OF THE FLOORBOARD RETAINER CLIP AND TOUCHED THE ACCELERATOR PEDAL CAUSING THE SUDDEN ACCELERATION. THE MANUFACTURER WAS NOTIFIED. *AK THE DRIVER OF UNIT 2 COMPLAINED OF BACK PAIN. UPDATED 11/03/06. *JB

20061017	612220	TOYOTA	TACOMA	200	Y	N	0	0	STRUCTURE	NC	
5TENX22N26Z	20061017	20061017	6242								

6

DT*: THE CONTACT STATED WHEN ACCELERATING IN 1ST GEAR AT 15 MPH, THE VEHICLE STALLED ON 9 OCCASIONS. AT OTHER TIMES, THE SHIFTER WOULD NOT GO INTO REVERSE. THERE WAS A CLUNKING NOISE WHEN SHIFTING OCCURRED THAT BECAME CONSTANT AS THE PROBLEM WORSENER. THE VEHICLE WAS TAKEN TO A SERVICE DEALER BUT THE PROBLEM WAS NOT CORRECTED. AN APPOINTMENT WAS SCHEDULED WITH ANOTHER SERVICE DEALER. THE FUEL WARNING LIGHT WAS NOT ACTIVATED AT THE PROPER VOLUME OF FUEL. THESE PROBLEMS HAPPENED SHORTLY AFTER THE CARPETING WAS REPLACED DUE TO WATER LEAKING THROUGH THE FIREWALL. THE MANUFACTURER WAS NOTIFIED. THE CONSUMER STATED THE VEHICLE JUMPED OUT OF PARK AND INTO REVERSE. ON NUMEROUS OCCASIONS THE TRUCK STALLED.

20061017	612221	TOYOTA	TACOMA	200	Y	N	0	0	POWER TRAIN:MANUAL TRANSMISSION	NC	
5TENX22N26Z	20061017	20061017	6242								

6

DT*: THE CONTACT STATED WHEN ACCELERATING IN 1ST GEAR AT 15 MPH, THE VEHICLE STALLED ON 9 OCCASIONS. AT OTHER TIMES, THE SHIFTER WOULD NOT GO INTO REVERSE. THERE WAS A CLUNKING NOISE WHEN SHIFTING OCCURRED THAT BECAME CONSTANT AS THE PROBLEM WORSENER. THE VEHICLE WAS TAKEN TO A SERVICE DEALER BUT THE PROBLEM WAS NOT CORRECTED. AN APPOINTMENT WAS SCHEDULED WITH ANOTHER SERVICE DEALER. THE FUEL WARNING LIGHT WAS NOT ACTIVATED AT THE PROPER VOLUME OF FUEL. THESE PROBLEMS HAPPENED SHORTLY AFTER THE CARPETING WAS REPLACED DUE TO WATER LEAKING THROUGH THE FIREWALL. THE MANUFACTURER WAS NOTIFIED. THE CONSUMER STATED THE VEHICLE JUMPED OUT OF PARK AND INTO REVERSE. ON NUMEROUS OCCASIONS THE TRUCK STALLED.

20061017	612219	TOYOTA	TACOMA	200	Y	N	0	0	ENGINE AND ENGINE COOLING	NC	
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5TENX22N26Z 20061017 6242

6

DT*: THE CONTACT STATED WHEN ACCELERATING IN 1ST GEAR AT 15 MPH, THE VEHICLE STALLED ON 9 OCCASIONS. AT OTHER TIMES, THE SHIFTER WOULD NOT GO INTO REVERSE. THERE WAS A CLUNKING NOISE WHEN SHIFTING OCCURRED THAT BECAME CONSTANT AS THE PROBLEM WORSENER. THE VEHICLE WAS TAKEN TO A SERVICE DEALER BUT THE PROBLEM WAS NOT CORRECTED. AN APPOINTMENT WAS SCHEDULED WITH ANOTHER SERVICE DEALER. THE FUEL WARNING LIGHT WAS NOT ACTIVATED AT THE PROPER VOLUME OF FUEL. THESE PROBLEMS HAPPENED SHORTLY AFTER THE CARPETING WAS REPLACED DUE TO WATER LEAKING THROUGH THE FIREWALL. THE MANUFACTURER WAS NOTIFIED. THE CONSUMER STATED THE VEHICLE JUMPED OUT OF PARK AND INTO REVERSE. ON NUMEROUS OCCASIONS THE TRUCK STALLED.

20061017 612222	TOYOTA	TACOMA	200	Y	N	0	0	DIGITAL INSTRUMENT PANEL	NC
5TENX22N26Z	20061017	6242							

6

DT*: THE CONTACT STATED WHEN ACCELERATING IN 1ST GEAR AT 15 MPH, THE VEHICLE STALLED ON 9 OCCASIONS. AT OTHER TIMES, THE SHIFTER WOULD NOT GO INTO REVERSE. THERE WAS A CLUNKING NOISE WHEN SHIFTING OCCURRED THAT BECAME CONSTANT AS THE PROBLEM WORSENER. THE VEHICLE WAS TAKEN TO A SERVICE DEALER BUT THE PROBLEM WAS NOT CORRECTED. AN APPOINTMENT WAS SCHEDULED WITH ANOTHER SERVICE DEALER. THE FUEL WARNING LIGHT WAS NOT ACTIVATED AT THE PROPER VOLUME OF FUEL. THESE PROBLEMS HAPPENED SHORTLY AFTER THE CARPETING WAS REPLACED DUE TO WATER LEAKING THROUGH THE FIREWALL. THE MANUFACTURER WAS NOTIFIED. THE CONSUMER STATED THE VEHICLE JUMPED OUT OF PARK AND INTO REVERSE. ON NUMEROUS OCCASIONS THE TRUCK STALLED.

20061206 622827	LEXUS	ES350	200	N	N			VEHICLE SPEED CONTROL	TX
JTHBJ46G772	20061206	1000							

7

DT*: THE VEHICLE STATED WHILE TRAVELING 65 MPH ON DRY ROAD CONDITIONS, THE VEHICLE BEGAN TO ACCELERATE UNCONTROLLABLY TO 70 MPH. THE CRUISE CONTROL WAS ACTIVATED WHEN THIS OCCURRED. THE VEHICLE WAS PLACED IN NEUTRAL, AND THE BRAKE PEDAL WAS DEPRESSED, WHICH SLOWED DOWN THE VEHICLE. ON ANOTHER OCCASION WHILE TRAVELING 20 MPH, SUDDEN ACCELERATION RECURRED, THE VEHICLE WAS SHIFTED INTO PARK AND THE IGNITION WAS TURNED OFF. THE DEALER WAS CONTACTED, WHO DETERMINED THAT THE FLOORMAT COULD HAVE DEPRESSED THE ACCELERATOR PEDAL. ON 12/05/06, THE PROBLEM RECURRED WHILE TRAVELING 30 MPH. THE BRAKES WERE DEPRESSED, WHICH DID NOT STOP THE VEHICLE. THE AUTOMATIC TRANSMISSION WAS SHIFTED INTO PARK, WHICH COMPLETELY SHUT THE VEHICLE OFF. SMOKE WAS NOTICED COMING FROM THE ENGINE COMPARTMENT. ON 12/06/06, THE MANUFACTURER WAS CONTACTED, WHO PROVIDED NO ASSISTANCE.

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070105	614710	TOYOTA	CAMRY	200	Y	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	MD	
	4T1CE30P14U	20070105	47500 SOLARA	4							

TL* - THE CONTACT STATED THAT WAS IN REVERSE ON THE MORNING OF 12/22/06 AT 5 MPH WHEN THE VEHICLE CONTINUED TO GO IN REVERSE AND WOULDN'T STOP. WHILE THE VEHICLE WAS GOING IN REVERSE THERE WAS A SCREECHING NOISE COMING FROM THE VEHICLE. IT HIT A CURB AND TO PUT THE VEHICLE IN PARK WHILE IT WAS STILL GOING IN REVERSE TO STOP IT. THERE WERE WITNESSES, AND THEY TOLD THE CONTACT THAT THE VEHICLE WAS MAKING A SOUND THAT THE GEARS WERE STUCK. THE MECHANIC STATED THAT THE FLOOR MAT WAS PUSHED UNDER THE BRAKES. THE CONTACT INSISTED THAT COULDN'T BE TRUE BECAUSE OF THE NOISE THAT WAS COMING FROM THE VEHICLE AT THE TIME IT WAS GOING IN REVERSE AND COULD NOT BE STOPPED.*AK

20070214	617684	TOYOTA	TACOMA	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IL	
	5TEUU42NX7Z	20070214	149	7							

I WAS DRIVING ON INTERSTATE 55. I WENT TO PASS A SEMI TRUCK. MY SPEED AT THIS TIME WAS 65 MPH. I STEPPED ON THE ACCELERATOR AND STARTED TO CHANGE LANES, THE TRANSMISSION DOWN SHIFTED TO A PASSING GEAR AND THE THROTTLE WAS WIDE OPEN AND IT STAYED THAT WAY. I SHUT OFF THE IGNITION AND TURNED IT BACK ON, THE THROTTLE WAS STILL WIDE OPEN. I TRIED THIS A TOTAL OF THREE TIMES, NOW I AM GOING WELL OVER 80 MPH. I FINALLY LEFT THE IGNITION OFF AND COASTED OVER TO THE SIDE OF THE ROAD. MY WIFE ASKED WHAT HAD JUST HAPPENED AND I TOLD HER THAT THE THROTTLE WAS STUCK OPEN. I ASKED HER TO LOOK ON THE FLOOR SO SHE COULD SHE NOTHING WAS STUCK ANYWHERE NEAR THE ACCELERATOR PEDAL. I MIGHT ADD THE CRUISE CONTROL WAS NOT ON. I RESTARTED THE TRUCK AND CAUTIOUSLY WENT TO OUR DINNER ENGAGEMENT. AFTER DINNER WE USED EXTREME CAUTION ON OUR WAY BACK HOME. I TRIED SEVERAL TIMES TO REPLICATE THE PROBLEM. IT NEVER DID PRODUCE ITSELF ON OUR RETURN TRIP. I CALLED TOYOTA ON MONDAY MORNING AND AFTER TELLING THEM THE PROBLEM THEY WANTED ME TO DRIVE THE TRUCK BACK TO THE DEALER I REFUSED. I MADE THEM COME TOW IT. IT WAS CHECKED OUT BY THE FIELD ENGINEER AND WAS RETURNED TO ME. THEY SAID NOTHING WAS FOUND TO BE OUT OF ORDER. BUT WENT INTO DETAIL THAT THE FLOOR MATS WERE NOT INSTALLED CORRECTLY.

20070417	626097	TOYOTA	AVALON	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IA	
	4T1BK36B17U	20070417	7940	7							

WE HAD A DRIVING INSTRUCTOR CONDUCTING A CLASS USING THE 2007 AVALON. THE INSTRUCTOR WAS DRIVING AND ACCELERATED TO PASS A VEHICLE AT APPROXIMATELY 35 MPH AND THE ACCELERATORS STUCK AND THE CAR REACHED 8000+ RPMS THE INSTRUCTOR HAD TO ENGAGE THE BRAKE AND PUT THE CAR IN NEUTRAL AND THE CAR WOULD NOT TURN OFF, USING THE PUSH BUTTON START. IT FINALLY TURNED OFF AFTER NUMEROUS TRIES ON THE PUSH BUTTON. ONCE THE MOTOR TURNED OFF THE ACCELERATOR THEN CAME UP SLOWLY BY ITS SELF. WE CALLED THE DEALERSHIP, AND WERE TOLD IT MUST HAVE BEEN THE FLOOR MATS. THERE WERE THREE PEOPLE IN THIS CAR AND THEY ALL SAW THE SAME THING. THE FLOOR MATS HAD NOTHING TO DO WITH THIS PROBLEM. WE HAD THE DEALER GO OVER THE CAR AND AGAIN WERE TOLD THERE WAS NOTHING WRONG. WE HOWEVER DO NOT BELIEVE THEIR FINDINGS.*AK

20070510	630719	LEXUS	ES350	200	N	N	0	0	OTHER	MI	
	JTHBJ46G572	20070510		7							

I WAS DRIVING AT 9:30AM TO WORK ALONG WITH MY WIFE ON I-696 NEAR DETROIT IN THE LEFT LANE VEHICLE BEGAN TO ACCELERATE, BUT AS I APPROACHED A CAR IN FRONT OF ME I TOOK MY FOOT OF THE ACCELERATOR AND PLACED IT ON THE BRAKE AND VEHICLE WAS CONTINUING TO ACCELERATE. HAD TO PUT FULL FORCE ON THE BRAKE. I WAS BARELY ABLE TO KEEP THE CAR FROM FURTHER INCREASING ITS SPEED. ONCE I REALIZED THE PROBLEM I SHIFTED INTO NEUTRAL, AND WHILE THE CAR SLOWED, I COULD HEAR THAT THE ENGINE WAS REVVING AT A HIGH RATE. AFTER A MINUTE, I MOVED THE CAR BACK INTO DRIVE AND THE UNCONTROLLED ACCELERATED STARTED AGAIN, AND I PUT MY FOOT ON THE BRAKE ONCE AGAIN. A FEW MOMENTS LATER THIS UNCONTROLLED ACCELERATION CEASED AND THE CAR REGAINED ITS NORMAL CONTROL CHARACTERISTICS. AFTER SLOWLY COMPLETING THE DRIVE TO WORK I IMMEDIATELY CALLED THE DEALERSHIP AT MEADE LEXUS, SOUTHFIELD AND SPOKE TO A SERVICE REPRESENTATIVE TO

REPORT THIS VERY DANGEROUS INCIDENT. AFTER DESCRIBING THE PROBLEM THE SERVICE MAN IMMEDIATELY ASKED WHICH FLOOR MATS I WAS USING ON THE CAR. I REPORTED THAT I HAD BEEN SUPPLIED WITH BLACK RUBBER MATS BY LEXUS. WHEN WE RECEIVED THE CAR IN JULY 2006, AND AS SUGGESTED BY THE SALESMAN HAD BEGUN TO USE THOSE WHEN THE WEATHER TURNED FOUL IN THE FALL. I WAS ASKED IF I HAD REMOVED THE CARPET MAT WHEN I PUT IN THE BLACK RUBBER MAT AND I SAID THAT THE CARPET MAT HAD BEEN FIRMLY ATTACHED TO THE CAR, AND THAT I WAS NEVER TOLD THAT I NEEDED TO REMOVE THAT MAT BEFORE INSTALLING THE RUBBER MAT. THIS QUESTION SUGGESTED THAT THIS WAS A WELL RECOGNIZED PROBLEM. WHEN I QUERIED THE SERVICE MAN, WAS TOLD THAT THIS WAS INDEED A WELL KNOWN PROBLEM. I WAS CHAGRINED THAT I HAD NEVER RECEIVED ANY INSTRUCTION TO AVOID PUTTING DOWN BOTH MATS. I TOLD THEM THAT LEXUS HAD A CLEAR OBLIGATION TO INFORM THEIR CUSTOMERS.
 *AK THE CONSUMER STATED TOOK THE CAR TO THE DEALER TO SEE WHAT THE PROBLEM WAS AND INFORMED BY DEALER THERE WAS AN INTERNAL RECALL ON FLOOR MATS.
 UPDATE 05/15/07*TR

20070603 633461	LEXUS	ES350	200	Y	N	1	0	VEHICLE SPEED CONTROL	IL
JTHBJ46G972	20070603	10700							

7

MY DAUGHTER AND FRIENDS WERE DRIVING IN MY 2007 LEXUS ES 350 ON A 2 LANE HWY. AS THEY APPROACHED A SPEED ZONE THE DRIVER NOTICED THE CRUISE CONTROL LIGHT WAS ON WITHOUT BEING ENGAGED. SHE TURNED IT OFF, IT CAME ON AGAIN. SHE TAPPED THE BRAKES TO TURN IT OFF AND THE CAR LURCHED FWD. SHE TRIED TO SLOW THE CAR BUT WHEN SHE BRAKED THE CAR ACCELERATED. SHE CONTINUED TO BRAKE BUT THE CAR KEPT SPEEDING UP. SHE SHIFTED THE CAR INTO NEUTRAL BUT THE CAR SPED UP. SHE TRIED THE EMERGENCY BRAKE, PUSHING THE START/STOP BUTTON, BUT THE CAR WOULD NOT TURN OFF. SHE KEPT REPEATING THESE ACTIONS BUT THE CAR CONTINUED OUT OF CONTROL. THE DRIVER WAS STANDING ON THE BRAKE WITH BOTH FEET TRYING TO STAY ON THE ROAD AS IT APPROACHED SPEEDS OF 90MPH WITH NO BRAKES. AS THEY APPROACHED A 4 WAY STOP THE FRONT PASSENGER SEAT DESPERATELY THREW THE CAR INTO PARK AT 90MPH. THE CAR LURCHED AND SKIDDED APPROX 150 FT TO THE SIDE OF THE ROAD. WHEN I ARRIVED AT THE SCENE I CALLED OUR SALESMAN TO INFORM HIM OF THE INCIDENT AND OUR CAR WOULD BE TOWED IN. HE ASKED ME HOW MANY FLOOR MATS I HAD IN THE CAR, AND I TOLD HIM ONLY THE TWO THEY SOLD ME, THE CARPETED ONE AND THE ALL-WEATHER RUBBER MAT. HE TOLD ME THEY HAD JUST ISSUED A RECALL ON THE RUBBER MAT AS IT WAS SLIDING FWD AND JAMMING ACCELERATORS. I CHECKED AND OUR MAT WAS JAMMING THE ACCELERATOR. AFTER MY CAR WAS EXAMINED BY LEXUS FIELD TECH'S THEY DETERMINED THE CAR HAD ACTED AS DESIGNED AND THE EXPENSES FOR A REPLACED TRANSMISSION AND NEW BRAKE SYSTEM WOULD BE MINE- NOT COVERED BY WARRANTY. I DISPUTED THIS AND THEY OFFERED TO REPAIR THE CAR AT NO CHARGE. IF FLOOR MATS WERE CONTRIBUTORY TO THIS POTENTIALLY FATAL INCIDENT THEY WERE NOT THE ONLY DANGEROUS ELEMENT. THE CRUISE CONTROL ISSUES, INABILITY TO STOP THE CAR IN AN EMERGENCY SITUATION BY PRESSING THE STOP BUTTON, AND THE THROTTLE SEEMINGLY OVERRIDING THE OTHER SYSTEMS IN A "SUDDEN ACCELERATION" PATTERN ARE ALL VERY STRONG CONCERNS I HAVE. *TR

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070604	631728	LEXUS	ES350	200	Y	N	0	0	VEHICLE SPEED CONTROL	WA	
JTHBJ46GX72		20070604	13000								

7

HERE IS THE DESCRIPTION I GAVE MY LOCAL LEXUS DEALER ALONG WITH THE PHOTOGRAPHS OF THE WITNESS MARKS OF THE IMPACT TO THE DOOR. LEXUS IS EVALUATING THE CAR. I HAVE ASKED FOR A

FACTORY ASSISTED REPLACEMENT CAR OF A DIFFERENT MODEL. THEY HAVE NOT RESPONDED YET: DAVE, ATTACHED IS THE EXTRACT FROM THE NHTSA ON THIS PROBLEM WITH THE ES350 MODEL ALONG WITH

THE MEASUREMENTS ON THE GARAGE DOOR AND PHOTOS OF THE CAR. THERE IS THE DESCRIPTION: I WAS WATCHING MY WIFE SLOWLY (3-5 MPH) APPROACH OUR GARAGE DOOR WHEN THE CAR SUDDENLY

LURCHED FORWARD AND CRASHED INTO OUR GARAGE DOOR AT 10-15 MPH. MY WIFE SAID HER FOOT WAS HOVERING OVER THE BRAKE AFTER TRANSITIONING FROM THE THROTTLE AS THE CAR WAS COASTING

TOWARD THE DOOR. SHE JAMMED ON THE BRAKE BUT COULDN'T GET IT STOPPED FAST ENOUGH TO KEEP FROM HITTING THE DOOR. I'M A LICENSED PROFESSIONAL MECHANICAL ENGINEER AND OWN A DRIVE A

FERRARI F355 SPIDER FOR FUN SO I AM VERY FAMILIAR WITH HOW A CAR SUSPENSION AND BODY ANGLE RESPONDS TO ACCELERATION AND BRAKING. IT LOOKED TO ME LIKE THE CAR LAUNCHED BUT WAS

IMMEDIATELY FORCED INTO A NOSE DOWN ATTITUDE AS MY WIFE WAS DESPERATELY TRYING TO STOP. UNLIKE LIKE THE AUDI PROBLEM OF A FEW YEARS AGO HAD SHE MISTAKENLY HIT THE THROTTLE SHE

WOULD HAVE NEVER BEEN ABLE TO HIT THE DOOR IN A NOSE DOWN ATTITUDE AND THERE WOULDN'T HAVE BEEN TIME TO TAKE HER FOOT OFF THE GAS AND ONTO THE BRAKE - AS A RESULT - IT HAD TO BE AN

UNCOMMANDED ACCELERATION. THE CAR LAUNCHED IN A WAY THAT WOULD BE CONSISTENT OF AT LEAST 2500 RPM MINIMUM. I MADE SOME VERY CAREFUL WITNESS MARK MEASUREMENTS ON THE BROKEN

GARAGE DOOR AND THE IMPACT POINT FOR THE LICENSE PLATE SCREW IS 3/8 OF AN INCH LOWER THAN ITS NORMAL FREE STANDING HEIGHT ON THE CAR INDICATING SHE MUST HAVE HAD HER FOOT ON THE BRAKE

BY THE TIME OF THE IMPACT THUS RULING OUT THE AUDI SCENARIO. MAKE NO MISTAKE THIS IS NOT THE FLOOR MAT PROBLEM AND WE RESTARTED THE CAR TO CONFIRM THE CRUISE CONTROL WAS OFF. *TR

20070604	633836	LEXUS	ES350	200	N	N			VEHICLE SPEED CONTROL	OH	
JTHBJ46G672		20070604									

7

WE BOUGHT A 2007 LEXUS ES 350 IN NOVEMBER. AT ~1,000 MILES ON THE ODOMETER I HAD ONE EPISODE OF UNWANTED ACCELERATION. I WAS MERGING ONTO THE HIGHWAY. I WAS TRYING TO KEEP A CONSTANT

SPEED BUT THE CAR ACCELERATED IN THE BLINK OF AN EYE. I DO NOT REMEMBER THE SPECIFICS. I THINK I WAS GOING ABOUT 30 AND THE CAR ZOOMED TO 60. I PUT MY FOOT ON THE BRAKE AND THE CAR

SLOWED DOWN. I DO NOT REMEMBER THE EXACT DATES SO I AM ESTIMATING FOR THE ENTRY BELOW. I HAVE ALSO HAD SOME PROBLEMS WITH STOPPING. I WOULD SLOW TO STOP AND PUT MY FOOT ON THE

BRAKE BUT THE CAR WOULD CONTINUE TO LURCH FORWARD. THERE AGAIN I JUST KEPT PUSHING HARD ON THE BRAKES. THIS DID NOT OCCUR AT A RAPID RATE OF SPEED. SINCE I HAD THE RUBBER FLOOR MATS

REINSTALLED I HAVE NOT NOTICED IT. I DROPPED THE CAR OFF AT THE DEALERSHIP IN MAY OF 2007. I EXPLAINED THAT I HAD HEARD THERE HAD BEEN SOME PROBLEMS WITH THE BLACK RUBBER MATS AND I

REQUESTED THEY INSTALL THEM PROPERLY. I HAD TRIED TO INSTALL THEM MYSELF BUT WAS UNABLE TO REMOVE THE CARPET MATS THAT CAME WITH THE CAR SO THE MATS HAD BEEN SITTING ON TOP OF THE

20070616	633838	LEXUS	ES350	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	IL	
JTHBJ46G772		20070616									

7

VEHICLE ACCELERATED RAPIDLY AND WOULD NOT STOP, EVEN AFTER REPEATED ATTEMPS TO BRAK CREATING AN EXTREMELY DANGEROUS SITUATION WHILE DRIVING ON INTERSTATE. I EVENTUALLY WAS ABLE

TO PUT THE CAR INTO NEUTRAL, AND THE ENGINE RACED VIOLENTLY, AND TURN OFF THE IGNITION. AFTER CALLING LEXUS ROADSIDE ASSISTANCE, WHILE WAITING FOR THE ASSISTANCE TO ARRIVE, I NOTICED

THAT THE ACCELERATOR PEDAL HAD BEEN WEDGED IN THE RUBBER FLOOR MAT. I HAVE NOT YET DETERMINED IF THE INCIDENT DAMAGED THE ENGINE OR BRAKES. *AK

20070617	632838	TOYOTA	RAV4	200	N	N	0	0	VEHICLE SPEED CONTROL	OH	

6

HESITATES TO ACCELERATE. IT WOULD NOT GO OVER 20 MPH FOR OVER 2 MILES. I LIVE RIGHT OFF A MAJOR HIGHWAY, AND WHEN I TRY TO PULL ON HIGHWAY, CAR DOES

NOT WANT TO GO. I HAD IT TO THE DEALER ABOUT 4 TIMES, BUT THEY COULD NOT GET IT TO GO. ONCE THEY CLAIMED IT WAS THE FLOOR MAT JAMMING UNDER THE GAS PEDAL. THEY KEPT IT FOR A WEEK AND FOUND NOTHING. ALSO, THEY LOOKED ON A WEBSITE AND FOUND NO OTHER COMPLAINTS. I AM VERY UNHAPPY. NOT SURE WHAT TO DO.*AK

20070619 632672 LEXUS ES350 200 Y N 0 0 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL IL
 JTHBJ46G272 20070619

7

ON MAY 20, 2007 WHEN I WAS DRIVING IN A HIGH TRAFFIC PRIVATE PARKWAY THE VEHICLE SUDDENLY ACCELERATED AND HIT THREE OTHER CARS. THE ROAD HAD A VERY GENTLE UP SLOPE AND A SMALL CURVE.

THE ENGINE WAS ROARING VERY LOUD AS I TRIED VERY HARD TO BRAKE, BUT THE BRAKE WAS NOT EFFECTIVE. I HIT THREE CARS: RIGHT, FRONT AND FRONT RIGHT. ONE OF THE BY STANDER TOLD ME THAT HER

PARENTS HAD A SIMILAR EXPERIENCE WITH THE SAME MODEL CAR LESS THAN A WEEK BEFORE THAT ON A HIGHWAY. ALSO, THE FRONT CAR PASSENGER REPORTED THAT SHE HEARD AN UNUSUAL LOUD ENGINE

NOISE FROM MY CAR IN THE POLICE REPORT. LATER, THE INSURANCE COMPANY'S ASSESSOR INFORMED ME THAT THERE WAS A MEMORANDUM FROM THE MANUFACTURER TO INSURANCE COMPANIES ABOUT THE

ALL WEATHER FLOOR MAT FOR THIS MODEL COULD CAUSE SUDDEN ACCELERATION ON THE THROTTLE. I REPORTED THE ACCIDENT TO THE CUSTOMER SERVICE SPECIALIST FROM THE MANUFACTURER ON MAY 21,

2007. THEY HAVE SENT A FIELD TECHNICIAN TO INSPECT THE CAR ON JUNE 7, 2007, AND HE CONCLUDED THERE WAS NO MECHANICAL PROBLEM WITH THE CAR. THE SPECIALIST TOLD ME TO SUBMIT ANY CAR

RENTAL EXPENSE CLAIM THROUGH THE INSURANCE COMPANY ,AND ANY FURTHER ACTION WILL HAVE TO DEAL DIRECTLY WITH THEIR LEGAL DEPARTMENT. I ALSO TALKED WITH TWO SERVICE STAFFERS FROM 2

DIFFERENT DEALERSHIPS, AND THEY INFORMED ME THAT THEY WERE AWARE OF THE FLOOR MAT PROBLEM ABOUT THE SAME MODEL OF MY CAR. SINCE THEN I HAVE FOUND 18 SIMILAR COMPLAINTS ABOUT THE

SAME MODEL CAR IN THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION WEB SITE. I WANT THE MANUFACTURER TO REIMBURSE ALL MY CAR RENTAL EXPENSES AND TO REPLACE MY CAR BECAUSE I HAVE

NO CONFIDENCE ABOUT THE CAR WARRANTY, AND I SHOULD NOT BE BEARING THE DEPRECIATION COST FOR A CRASHED CAR. THE MANUFACTURER SHOULD RECALL ALL THE CARS THAT HAVE THE FLOOR MAT

20070713 636525 TOYOTA CAMRY 200 N N 0 0 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL CT
 4T1BE46K97U 20070713 350

7

TL*THE CONTACT OWNS A 2007 TOYOTA CAMRY. THE CONTACT STATED THAT THE VEHICLE HESITATES AND EXPERIENCES ACCELERATION FAILURE SINCE IT WAS A NEW VEHICLE. THEN, ON JULY 11, 2007, WHILE

ATTEMPTING TO ACCELERATE, THE VEHICLE COMPLETELY LOST ALL MOTIVE POWER AND WAS DISABLED PARTIALLY BLOCKING A LANE OF TRAFFIC ON AN INTERSTATE. THE VEHICLE FAILED TO MOVE EVEN

THOUGH THE ENGINE WAS STILL RUNNING. THE POLICE ASSISTED AND THE VEHICLE WAS MOVED TO A SAFE LOCATION. THE DEALER SUGGESTED THAT THE RUBBER FLOORMAT MAY HAVE GOTTEN STUCK

UNDERNEATH THE ACCELERATOR PEDAL AND CAUSED THE HESITATION CONCERN. THE DEALER COULD NOT FIND A CAUSE FOR THE LOSS OF MOTIVE POWER FAILURE. THE CURRENT MILEAGE IS 12,968. THE

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070716	637084	LEXUS	ES350	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	OH	
JTHBJ46G572	20070716		1000								

7

WHILE ACCELERATING TO MERGE ONTO AN INTERSTATE, THE LEXUS ES350 PURCHASED EARLIER IN THE MONTH CONTINUED TO ACCELERATE. I HAD TO BRAKE WITH MY LEFT FOOT WHILE PUMPING THE

ACCELERATOR WITH MY RIGHT FOOT TO FREE THE STUCK ACCELERATOR. WHEN I ARRIVED HOME, THE ONLY THING I COULD THINK OF WAS THAT THE ACCELERATOR BECAME STUCK ON THE FLOOR MAT. I HAD THE

ALL-WEATHER FLOOR MAT ON TOP OF THE CARPET MAT. I SLID THE ALL WEATHER CAR MAT AS FAR BACK AS POSSIBLE. THIS PROBLEM HAS NOT RECURRED. DESPITE HAVING THE CAR BACK TO THE DEALER AT

LEAST 3 TIMES SINCE THIS INCIDENT, NO ONE AT THE DEALERSHIP DID ANYTHING TO CORRECTLY INSTALL THE ALL-WEATHER MATS NOR DID ANYONE AT THE DEALERSHIP ASK ME IF I EVER EXPERIENCED SUCH A

20070724	636802	LEXUS	ES350	200	N	N	1	0	POWER TRAIN:AUTOMATIC TRANSMISSION	OH	
JTHBJ46G372	20070724		10700								

7

I OWN A 2007 LEXUS 350 PURCHASED IN SEPT OF 2006. I HAVE EXPERIENCED PROBLEMS WITH THE TRANSMISSION, AT 3,000 MILES WHICH RESULTED IN LEXUS REPLACING THE TRANSMISSION. MOST RECENTLY I WAS

DRIVING ON AN INTERSTATE AND WHILE PASSING A CAR MY CAR ACCELERATED ON IT OWN TO 140MPG. I WAS BRAKING CONTINUOUSLY FOR SEVEN TO TEN MINUTES. I SHIFTED FROM DRIVE TO NEUTRAL. THIS DID

NOT HELP. THE CAR ONLY SLOWED DOWN WITH THE PRESSURE ON THE BRAKES. I CONTACTED THE DEALER WHO PICKED UP THE CAR WHEN I RETURNED HOME AND I WAS TOLD THAT IT WAS A FLOOR MAT ISSUE MY

FLOOR MAT WAS PUT IN BY THE DEALERSHIP. I WAS INJURED AND HAVE SINCE REQUIRED SURGERY. IN MY OPINION THERE IS A SERIOUS SAFETY ISSUE WITH THE VEHICLE. *TR

20070730	638922	TOYOTA	AVALON	200	Y	N	0	0	VEHICLE SPEED CONTROL	CA	
4T1BK36B06U	20070730		8373								

6

TL*THE CONTACT OWNS A 2006 TOYOTA AVALON. WHILE DRIVING 5 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING AND CRASHED INTO A BRICK COLUMN. THE DEALER STATED THAT THE FLOOR MAT COULD

HAVE CAUSED THE VEHICLE TO ACCELERATE. THE CURRENT AND FAILURE MILEAGES WERE 8,373.

20070816	641172	LEXUS	GS350	200	N	N	0	0	OTHER	CT	
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7

TL*THE CONTACT OWNS A 2007 LEXUS GS350. THE CONTACT STATED THAT THE FLOOR MAT BECAME STUCK ON THE ACCELERATOR PEDAL AND CAUSED UNWANTED ACCELERATION. SHE NEARLY CRASHED THE

VEHICLE. THE CONTACT DEPRESSED THE BRAKE PEDAL TO STOP THE VEHICLE. SHE WOULD LIKE TO FIND A WAY TO KEEP THE MATS SECURE AT ALL TIMES. THE VIN, ENGINE SIZE, AND NUMBER OF CYLINDERS

WERE UNKNOWN. THE CURRENT MILEAGE WAS 8,000 AND FAILURE MILEAGE WAS 7,800.

20070816	640738	LEXUS	ES350	200	N	N			VEHICLE SPEED CONTROL	NJ	
JTHBJ46G872	20070816										

7

I PURCHASED 2007 LEXUS ES 350 IN DECEMBER OF 2006. SOMETIME IN LAST MONTH, WHEN I WAS DRIVING THE VEHICLE ON A HIGHWAY, ITS BRAKE STOPPED WORKING ALL OF A SUDDEN, AND STARTED

ACCELERATING BY ITSELF. I LOOKED AT MY FOOT WONDERING IF MY FOOT WAS ON GAS PEDAL, INSTEAD OF BRAKE PEDAL, BUT IT WAS ON BRAKE PEDAL. I WAS IN A TOTAL PANIC, BUT MANAGED TO DROVE THE

CAR AWAY TO THE SHOULDER OF THE HIGHWAY BY PUTTING THE CAR IN PARK MODE. I THOUGHT I WAS DEAD AT THAT MOMENT. I AM TRYING TO SUE THE LEXUS. I HONESTLY BELIEVE THAT CAR WILL KILL

SOMEONE. BEFORE STARTING A LEGAL PROCEEDING, MY ATTORNEY SENT A LETTER TO LEXUS HEADQUARTER, AND WAS TOLD THAT THE VEHICLE HAD NO PROBLEM, AND THAT THE CAUSE WAS THE FLOOR MAT.

BUT, IT WAS NOT. AS I SAID EARLIER, I LOOKED AT MY FOOT WHEN THE VEHICLE DID NOT STOP, AND AFTER I STOPPED THE CAR, I CAREFULLY LOOKED AT BOTH GAS PEDAL AND BRAKE AGAIN. I AM NOT BLIND.

HAVE YOU SEEN ANY OTHER COMPLAINTS FOR SIMILAR PROBLEMS? PLEASE LET ME KNOW. IT WILL BE REALLY HELPFUL FOR ME TO WIN THE CASE. I AM NOT TRYING TO MAKE MONEY BY SUING LEXUS, BUT

20070820	640543	TOYOTA	AVALON	200	N	N	0	0	SERVICE BRAKES, HYDRAULIC:ANTILOCK	KY	
4T1BK36BX7U	20070820		7500								

7

ON AUG. 6TH WHILE DRIVING ON A TWO LANE ROAD IN SOUTH CAROLINA IN MY 2007 AVOLON MY ACCELERATOR STUCK. MY CAR REACHED SPEEDS OF UPTO 80MPH. I COULD ONLY REDUCE THE SPEED TO 60MPH BY RIDING THE BRAKES. I FINALLY STOPPED THE CAR BY FINDING A SAFE PULL-OFF AND SHIFTED INTO NEUTRAL AND THEN PARK. MY BRAKES WERE COMPLETELY RUINED AND REQUIRED REPLACEMENT. MY CAR WAS TOWED TO A TOYOTA DEALER IN GREENVILLE, SC. THE SERVICE DEPARTMENT DETERMINED THAT THE FAULTY ACCELERATION WAS DUE TO A RUBBER ALL-WEATHER MAT. THE MAT HAD BEEN PLACED OVER THE STANDARD FLOOR MAT. I FEEL THAT AVOLON OWNERS NATIONWIDE NEED TO BE NOTIFIED OF THIS DANGEROUS PROBLEM. I NOTED IN MY LOCAL NEWSPAPER LAST WEEK THAT YOU ARE INVESTIGATING THE SAME PROBLEM IN THE LEXUS ES 350 WHICH HAS THE SAME DESIGN AS THE AVOLON. *TR

20070820	640544	TOYOTA	AVALON	200	N	N	0	0	OTHER	KY
4T1BK36BX7U		20070820	7500							

7

ON AUG. 6TH WHILE DRIVING ON A TWO LANE ROAD IN SOUTH CAROLINA IN MY 2007 AVOLON MY ACCELERATOR STUCK. MY CAR REACHED SPEEDS OF UPTO 80MPH. I COULD ONLY REDUCE THE SPEED TO 60MPH BY RIDING THE BRAKES. I FINALLY STOPPED THE CAR BY FINDING A SAFE PULL-OFF AND SHIFTED INTO NEUTRAL AND THEN PARK. MY BRAKES WERE COMPLETELY RUINED AND REQUIRED REPLACEMENT. MY CAR WAS TOWED TO A TOYOTA DEALER IN GREENVILLE, SC. THE SERVICE DEPARTMENT DETERMINED THAT THE FAULTY ACCELERATION WAS DUE TO A RUBBER ALL-WEATHER MAT. THE MAT HAD BEEN PLACED OVER THE STANDARD FLOOR MAT. I FEEL THAT AVOLON OWNERS NATIONWIDE NEED TO BE NOTIFIED OF THIS DANGEROUS PROBLEM. I NOTED IN MY LOCAL NEWSPAPER LAST WEEK THAT YOU ARE INVESTIGATING THE SAME PROBLEM IN THE LEXUS ES 350 WHICH HAS THE SAME DESIGN AS THE AVOLON. *TR

20070820	640594	TOYOTA	AVALON	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	KY
4T1BK36BX7U		20070820	7500							

7

ON AUG. 6TH WHILE DRIVING ON A TWO LANE ROAD IN SOUTH CAROLINA IN MY 2007 AVOLON MY ACCELERATOR STUCK. MY CAR REACHED SPEEDS OF UPTO 80MPH. I COULD ONLY REDUCE THE SPEED TO 60MPH BY RIDING THE BRAKES. I FINALLY STOPPED THE CAR BY FINDING A SAFE PULL-OFF AND SHIFTED INTO NEUTRAL AND THEN PARK. MY BRAKES WERE COMPLETELY RUINED AND REQUIRED REPLACEMENT. MY CAR WAS TOWED TO A TOYOTA DEALER IN GREENVILLE, SC. THE SERVICE DEPARTMENT DETERMINED THAT THE FAULTY ACCELERATION WAS DUE TO A RUBBER ALL-WEATHER MAT. THE MAT HAD BEEN PLACED OVER THE STANDARD FLOOR MAT. I FEEL THAT AVOLON OWNERS NATIONWIDE NEED TO BE NOTIFIED OF THIS DANGEROUS PROBLEM. I NOTED IN MY LOCAL NEWSPAPER LAST WEEK THAT YOU ARE INVESTIGATING THE SAME PROBLEM IN THE LEXUS ES 350 WHICH HAS THE SAME DESIGN AS THE AVOLON. *TR

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20070820	636249	LEXUS	ES350	200	N	N	0	0	VEHICLE SPEED CONTROL	GA	
JTHBJ46GX72	20070820		1100								

7

TL*THE CONTACT OWNS A 2007 LEXUS ES350. WHILE DRIVING 60 MPH, THE CONTACT ATTEMPTED TO APPLY THE BRAKES, BUT THE SPEED ONLY DECREASED TO 20 MPH. SHE PLACED THE VEHICLE IN PARK WHILE IT WAS STILL IN MOTION, WHICH CAUSED THE VEHICLE TO SMOKE AND JERK INSTANTLY. THE FAILURE CAUSED HER TO RUN THREE RED LIGHTS AND DODGE OTHER VEHICLES ON THE ROAD. SHE CALLED LEXUS AND THEY STATED THAT THE FLOORMATS MAY HAVE BEEN INSTALLED IMPROPERLY AND CAUSED THE VEHICLE TO SURGE FORWARD. THE VEHICLE IS CURRENTLY AT THE DEALER BEING INSPECTED AND THE CONTACT IS AWAITING A FOLLOW-UP PHONE CALL. THE FAILURE AND CURRENT MILEAGES WERE 1,100.

20070820	640996	LEXUS	ES350	200	N	N	0	0	OTHER	MA	
JTHBJ46G572	20070820		7000								

7

TL*THE CONTACT OWNS A 2007 LEXUS ES350. THE CONTACT STATED THAT THE VEHICLE ACCELERATED FROM ZERO TO 60 MPH WHEN THE ACCELERATOR PEDAL WAS DEPRESSED. THE CONTACT FELT THAT THE FAILURE MAY HAVE BEEN CAUSED BY THE ALL WEATHER FLOORMATS THAT WERE INSTALLED ON TOP OF THE REGULAR MATS. THE FAILURE MILEAGE WAS 7,000 AND CURRENT MILEAGE WAS 15,000.

20070821	641091	LEXUS	ES350	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
JTHBJ46G672	20070821		1582								

7

DRIVING ON A PRIMARY SURFACE STREET, I STOPPED AT A RED LIGHT. I WAS THE FIRST CAR IN THE LANE. WHEN THE LIGHT TURNED GREEN I ACCELERATED TO CHANGE LANES, THE CAR PICKED UP SPEED AND THE BRAKES COULD NOT STOP IT. THE CAR GROWLED AND JERKED FOR A COUPLE OF BLOCKS UNTIL I FORCED THE GEAR OUT OF "DRIVE". IT FINALLY STOPPED BEFORE THE NEXT INTERSECTION. I DID NOT LOSE CONTROL OF THE CAR AND DID NOT HIT ANYONE. THE CAR WAS AT THE LEXUS REPAIRS DEPT. FOR 5 DAYS. I WAS TOLD THAT I COULD NOT KEEP THE TWO FLOOR MATS. THEY REMOVED THE FACTORY INSTALLED CARPETED MAT, PLACED IT IN THE TRUNK AND LEFT THE THIN, CLEAR, PROTECTIVE PLASTIC FLOOR MAT FROM LEXUS. I NEVER HAD ALL-WEATHER FLOOR MATS. I DO NOT KNOW IF THERE IS ANY DAMAGE TO THE TRANSMISSION, ENGINE OR BRAKES. PRIOR TO THE INCIDENT AND SINCE I HAVE OCCASIONALLY FOUND IT ACCELERATING BUT IT STOPS BY BRAKING. I HAVE NOT ATTEMPTED A HIGH ACCELERATING TEST. WHEN I TOOK THE CAR TO THE REPAIRS DEPT. I ASK IF THEY KNEW OF OTHER SIMILAR INSTANCES AND WAS TOLD "NO". I ONLY HAD 1,582 MILES AT THE TIME AND I THOUGHT I WAS THE ONLY ONE WITH THE PROBLEM. ON AUGUST 16, 2007 THERE WAS AN ARTICLE IN THE NEWSPAPER REFERRING TO YOUR INVESTIGATION AND NOW REQUEST THAT MY INCIDENT BE INCLUDED. *TR

TOYOTA MOTOR NORTH AMERICA, INC.

19961211	116394	TOYOTA	VAN	198	N	N			ENGINE AND ENGINE COOLING:ENGINE:GASOLINE	CA	
JT3YR26W8G5	19961211										

6

OWNER STATES THAT THEIR IS EXCESSIVE HEAT FROM THE ENGINE GOING INSIDE VEHICLE. OWNER IS CONCERNED ABOUT VEHICLE CATCHING FIRE BECAUSE OF THIS. SHE ALSO NOTES THAT FLOOR OF VEHICLE IS HARD BECAUSE OF ABNORMAL TEMPERTURES. *AK CONSUMER STATES THAT THE HEAT IS SO EXCESSIVE THAT IT BURNED THE UNDERSIDE OF THE CARPET. *SLC

19980504	101074	TOYOTA	VAN	198	N	Y			ELECTRICAL SYSTEM:BATTERY	TX	
JT4YR29V6H5	19980504										

7

UPON TRYING TO START THE VEHICLE, IT WOULD NOT START. NOTHING ELECTRICAL WAS WORKING. SINCE THE BATTERY IS LOCATED BEHIND THE SEAT IN THE VEHICLE, WHEN CHECKING , NOTICED THE CARPET ON THE INSIDE WAS BURNED, AND THE TOP HALF OF THE BATTERY WAS MELTED DOWN. RESIDUE APPEARED AROUND THE TOP OF BATTERY COVER. BATTERY WAS PURCHASED AT AUTO ZONE ABOUT THREE MONTHS

PRIOR TO INCIDENT WITH NO PROBLEMS. AUTO ZONE WAS NOTIFIED AND REFERRED CONSUMER TO THE CUSTOMER SERVICE DEPARTMENT. NO ONE HAS RESPONDED TO CONSUMER'S CALLS TO R EMEDY THE

19980826	123383	TOYOTA	COROLLA	199					AIR BAGS	NE	
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1NXBBO2EOVZ 19980730

7

DRIVER'S SIDE CARPET IS LOOSE AROUND THE TRUNK RELEASE AND THE MAT SLIDES FORWARD, POSSIBLY THE CAUSE OF AN ACCIDENT. (QC-AW)

19980826 123539
1NXBBO2EOVZ

TOYOTA
19980730

COROLLA

199

OTHER

NE

7

DRIVER'S SIDE CARPET IS LOOSE AROUND THE TRUNK RELEASE AND THE MAT SLIDES FORWARD, POSSIBLY THE CAUSE OF AN ACCIDENT. (QC-AW)

19981016 96098
4TANL42NSTZ

TOYOTA
19981016

TACOMA

199

Y N

OTHER

GA

6

WHILE DRIVING THE FLOOR MAT DOUBLED UNDERNEATH THE BRAKE PEDAL, AND CAUSING THE BRAKES TO BE INOPERATIVE, RESULTING IN AN ACCIDENT. CAUSE UNKNOWN. PLEASE PROVIDE DETAILS. *AK

20000227 221873
JT2VK12EXN0

TOYOTA
20000227

CAMRY

199

N 0 0

ENGINE AND ENGINE COOLING:COOLING SYSTEM:RADIATOR

TN

2

ASSEMBLY

TRUNK RELEASE WILL NOT WORK MAJORITY OF TIME, DRIVER'S WINDOW STUCK IN DOWN POSITION, REPLACED RADIATOR, BRAKES MAKE GROANING NOISE CONSISTENTLY, BRAKES WEAR OUT IN LESS THAN 20K MI, DOOR TRIM CAME LOOSE AS WELL AS THE CARPETING

20000227 221874
JT2VK12EXN0

TOYOTA
20000227

CAMRY

199

N 0 0

VISIBILITY:POWER WINDOW DEVICES AND CONTROLS

TN

2

TRUNK RELEASE WILL NOT WORK MAJORITY OF TIME, DRIVER'S WINDOW STUCK IN DOWN POSITION, REPLACED RADIATOR, BRAKES MAKE GROANING NOISE CONSISTENTLY, BRAKES WEAR OUT IN LESS THAN 20K MI, DOOR TRIM CAME LOOSE AS WELL AS THE CARPETING

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20000227	221872	TOYOTA	CAMRY	199		N	0	0	LATCHES/LOCKS/LINKAGES:TRUNK LID:LOCK	TN	
	JT2VK12EXN0	20000227		2							
TRUNK RELEASE WILL NOT WORK MAJORITY OF TIME, DRIVER'S WINDOW STUCK IN DOWN POSITION, REPLACED RADIATOR, BRAKES MAKE GROANING NOISE CONSISTENTLY, BRAKES WEAR OUT IN LESS THAN 20K MI, DOOR TRIM CAME LOOSE AS WELL AS THE CARPETING											
20000227	221875	TOYOTA	CAMRY	199		N	0	0	SERVICE BRAKES, HYDRAULIC:FOUNDATION	TN	
	JT2VK12EXN0	20000227		2					COMPONENTS:DISC		
TRUNK RELEASE WILL NOT WORK MAJORITY OF TIME, DRIVER'S WINDOW STUCK IN DOWN POSITION, REPLACED RADIATOR, BRAKES MAKE GROANING NOISE CONSISTENTLY, BRAKES WEAR OUT IN LESS THAN 20K MI, DOOR TRIM CAME LOOSE AS WELL AS THE CARPETING											
20000303	225318	TOYOTA	COROLLA	200		N	0	0	STEERING:LINKAGES	MI	
				0							
INSTALLED FLOOR MAT CAUSES THE ACCELERATOR PEDAL TO STICK AT FULL THROTTLE. THIS COULD EASILY CAUSE AN ACCIDENT. *AK											
20010530	318134	TOYOTA	TACOMA	999					VEHICLE SPEED CONTROL	NC	
				9							
CONSUMER PURCHASED VEHICLE VIA THE INTERNET AND WAS ADVISED THAT THE DEALERSHIP THAT HE WAS PURCHASING VEHICLE FROM DID NOT OFFER FACTORY CRUISE CONTROL FOR THE VEHICLE HE WAS GETTING BECAUSE IT CONTAINED A MANUAL TRANSMISSION, CONSUMER HAD CRUISE CONTROL AND A BED LINER INSTALLED, CONSUMER STARTED TO NOTICE A LEAK WHICH LEFT A SMALL AMOUNT OF WATER ON THE DRIVER'S FLOOR MAT WHICH WAS THOUGHT TO BE CAUSED BY THE INSTALLATION OF THE CRUISE CONTROL, CONSUMER TOOK VEHICLE IN TO DEALERSHIP TO BE INSPECTED AND WAS ADVISED BY THE DEALERSHIP THEY DID ALL THEY COULD TO STOP THE LEAK, CONSUMER STATES THE LEAK STILL REMAINS, AS CONSUMER WAS DRIVING HE DISCOVERED THAT THE CRUISE CONTROL WAS NOT FUNCTIONING AND BY DEPRESSING THE CLUTCH PEDAL IT DID NOT ABORT THE CRUISE OPERATION, AS CONSUMER WOULD DEPRESS CLUTCH HE COULD HEAR HIS MOTOR RACE TO A HIGH RPM, CONSUMER CONTACTED DEALERSHIP AND THEY ADVISED HIM THEY WOULD INSTALL ANOTHER CRUISE CONTROL AT AN ADDITIONAL COST, CONSUMER BELIEVES THAT THIS IS A PRODUCT DEFECT AND THE COST OF A NEW CRUISE CONTROL SHOULD BE											
20020314	338926	TOYOTA	CAMRY	200		N			SERVICE BRAKES, HYDRAULIC:PEDALS AND LINKAGES	MN	
	4T1BE32K12U	20020314		2							
ARM THAT HOLDS UP BRAKE PEDAL IS INTERFERING WITH THE DRIVERS FOOT. DRIVER STATED IF CONSUMER HAD A LARGE SIZE FOOT, IT COULD EASILY GET WEDGED AND STUCK ON BRAKE PEDAL. *AK CONSUMER STATES THAT HIS FOOT GETS CAUGHT BETWEEN THE FLOORMAT AND THE BRAKE ARM, FEELS THIS NEEDS TO BE REDESIGNED. *SLC											
20021115	387930	TOYOTA	COROLLA	200		N	N		EXTERIOR LIGHTING:HEADLIGHTS	WA	
	1NXBR32EH3Z	20021115	400	3							
CONSUMER STATED HAD PROBLEM WITH DRIVER'S SIDE SUN VISOR. DUE TO ITS LOCATION AND/OR DESIGN THE VISOR MOVED THE REAR VIEW MIRROR FROM THE ADJUSTED POSITION WHENEVER MOVED. CONSUMER CAN NOT PROPERLY ADJUST REAR VIEW MIRROR WHEN VISOR IS DOWN. TS CONSUMER STATED THAT THE DAY TIME RUNNING LIGHTS CANNOT BE TURNED OFF WHICH IS REQUIRED BY LAW WHEN BOARDING OR DEBARKING THE WASHINGTON STATE FERRY. ALSO WHEN DRIVER'S FLOOR MAT IS REMOVED FROM THE MOVABLE HOOKS, DIRT AND DEBRIS IS SPILLED ONTO THE CARPET. *TT											
20021115	387929	TOYOTA	COROLLA	200		N	N		EQUIPMENT	WA	
	1NXBR32EH3Z	20021115	400	3							
CONSUMER STATED HAD PROBLEM WITH DRIVER'S SIDE SUN VISOR. DUE TO ITS LOCATION AND/OR DESIGN THE VISOR MOVED THE REAR VIEW MIRROR FROM THE ADJUSTED POSITION WHENEVER MOVED. CONSUMER CAN NOT PROPERLY ADJUST REAR VIEW MIRROR WHEN VISOR IS DOWN. TS CONSUMER STATED THAT THE DAY TIME RUNNING LIGHTS CANNOT BE TURNED OFF											

WHICH IS REQUIRED BY LAW WHEN

BOARDING OR DEBARKING THE WASHINGTON STATE FERRY. ALSO WHEN DRIVER'S FLOOR MAT IS REMOVED FROM THE MOVABLE HOOKS, DIRT AND DEBRIS IS SPILLED ONTO THE CARPET. *TT

20030115 404682	TOYOTA	CAMRY	200	N	N		SERVICE BRAKES, HYDRAULIC	TX
4T1BE30K224	20030115	6806						

2

THERE WAS A GRINDING SOUND COMING FROM THE BRAKES, THE BRAKE PEDAL WOULD GO TO THE FLOOR, AND IT WOULD FEEL AS IF THE VEHICLE WOULD NOT STOP, THE CARPET HAD TO BE REGLUED IN THE

TRUNK WHICH WOULD HANG DOWN, THERE WAS AN INTERIOR RATTLE IN THE CARPET, AND THE WASHERS FELL OUT THE RIGHT REAR DOOR, THE BRAKE PROBLEM WOULD OCCUR ON DRY TO NORMAL ROAD

20030115 404681	TOYOTA	CAMRY	200	N	N		STRUCTURE	TX
4T1BE30K224	20030115	6806						

2

THERE WAS A GRINDING SOUND COMING FROM THE BRAKES, THE BRAKE PEDAL WOULD GO TO THE FLOOR, AND IT WOULD FEEL AS IF THE VEHICLE WOULD NOT STOP, THE CARPET HAD TO BE REGLUED IN THE

TRUNK WHICH WOULD HANG DOWN, THERE WAS AN INTERIOR RATTLE IN THE CARPET, AND THE WASHERS FELL OUT THE RIGHT REAR DOOR, THE BRAKE PROBLEM WOULD OCCUR ON DRY TO NORMAL ROAD

20030415 396604	LEXUS	GS300	199	Y	N	1	VEHICLE SPEED CONTROL	MA
J28JS46E3S0	20030415	80000						

5

WHEN THE BRAKES WERE PRESSED THE VEHICLE WOULD ACCELERATE. *NLM PROBLEM WAS CORRECTED FLOOR MAT WAS OVER PEDAL.*TS

20030429 400464	TOYOTA	TOYOTA	200	N	N	0	0	STRUCTURE	NC
5TEGN92N22Z	20030429	1282							

3

I PURCHASED A 2002 TOYOTA TACOMA DOUBLE CAB NEW AFTER A FEW THOUSAND MILES NOTICED THAT UNDERNEATH THE FLOOR MAT WAS WET. TOYOTA HAS MADE SEVERAL ATTEMPTS TO REPAIR THIS

PROBLEM AND IS STILL UNSUCCESSFUL, BUT THEY STATE THE PROBLEM IS REPAIRED BECAUSE THERE LEAK TEST DOES NOT SHOW THE LEAK, HOWEVER WHEN IT RAINS IT GETS WET. I FILED FOR ARBITRATION

AND RECENTLY LOST, BECAUSE THEY STATED 5 REPAIR ATTEMPTS WAS NOT A SIGNIFICANT NUMBER EVEN THOUGH THE LAW SAYS 3 IS ENOUGH. I URGE ALL TOYOTA TRUCK OWNERS TO CHECK UNDER YOU FLOOR

MATS AND LOOK TO SEE IF YOU HAVE THIS PROBLEM IF SO FILE A COMPLAINT AND LET THEM KNOW SO THEY DO NOT CONTINUE WITH THIS FAULTY PRODUCT AS THEY ARE NOW DOING. THE INCIDENT DATE LISTED

BELOW STATES TODAY'S DATE BUT I HAVE BEEN FIGHTING THIS PROBLEM FOR OVER A YEAR NOW WITH LITTLE TO NO HELP FROM TOYOTA. *JB

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030606	475396	TOYOTA 20030606	TACOMA	199	N	N			SEATS:MID/REAR ASSEMBLY	WA	

9

WE CURRENTLY HAVE A 1999 TOY EX CAB AND ARE NOT ABLE TO GET THE BACK SEAT BEAT TIGHT ENOUGH. I READ THE MANUAL THAT STATES FLIP SEAT UP AND PUT CUP HOLDER UP. WITH THE CUP HOLDER UP AND SEAT CARPET THE SEAT SLIDES AROUND A LOT. . WHERE THE SEAT BELT COME OUT OF THE FLOOR AND BUCKLES I HAVE TRIED AND TRIED TO GET IT TIGHT AND HAVE NOT BEEN ABLE. NOT IN THE BACK OF THOSE TRUCKS THE SEAT IS STRAIGHT UP AND DOWN. I HAVE TRIED A STRAIGHT BACK AND A SEAT AT A SLANT IT STILL DOES NOT WORK. I HAVE TAKEN IT TO TOYOTA AND THEY DON'T KNOW WHY IT WILL NOT WORK. I THEN TOOK IT TO A MARY BRIDGE CAR SEAT CHECK AND THEY STRAIGHT THAT THE BELT IS TO FAR APART. WHEN YOU SIT IN A REGULAR SEAT THE BELT THE COME OUT OF THE FLOOR AND THEN CLICKS TOGETHER IS CLOSE TO YOU HIPS. NOT IN THE BACK OF THE TOYOTA'S THEY ARE FAR APART. TOYOTA DOESN'T SEEN TO BE HELPING ME AT ALL, AND AM WONDERING HOW MANY PEOPLE HAVE BEEN PUTTING THERE CHILDREN IN THE BACK SEAT UNSAFE. I WOULD HATE TO SEE A CHILD GET KILLED DUE TO THIS. PLEASE LET ME KNOW IF THERE IS A SECRET TO THIS THAT NOT MANY PEOPLE KNOW ABOUT. PLEASE HELP.

20030606	475395	TOYOTA 20030606	TACOMA	199	N	N			SEAT BELTS	WA	
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9

WE CURRENTLY HAVE A 1999 TOY EX CAB AND ARE NOT ABLE TO GET THE BACK SEAT BEAT TIGHT ENOUGH. I READ THE MANUAL THAT STATES FLIP SEAT UP AND PUT CUP HOLDER UP. WITH THE CUP HOLDER UP AND SEAT CARPET THE SEAT SLIDES AROUND A LOT. . WHERE THE SEAT BELT COME OUT OF THE FLOOR AND BUCKLES I HAVE TRIED AND TRIED TO GET IT TIGHT AND HAVE NOT BEEN ABLE. NOT IN THE BACK OF THOSE TRUCKS THE SEAT IS STRAIGHT UP AND DOWN. I HAVE TRIED A STRAIGHT BACK AND A SEAT AT A SLANT IT STILL DOES NOT WORK. I HAVE TAKEN IT TO TOYOTA AND THEY DON'T KNOW WHY IT WILL NOT WORK. I THEN TOOK IT TO A MARY BRIDGE CAR SEAT CHECK AND THEY STRAIGHT THAT THE BELT IS TO FAR APART. WHEN YOU SIT IN A REGULAR SEAT THE BELT THE COME OUT OF THE FLOOR AND THEN CLICKS TOGETHER IS CLOSE TO YOU HIPS. NOT IN THE BACK OF THE TOYOTA'S THEY ARE FAR APART. TOYOTA DOESN'T SEEN TO BE HELPING ME AT ALL, AND AM WONDERING HOW MANY PEOPLE HAVE BEEN PUTTING THERE CHILDREN IN THE BACK SEAT UNSAFE. I WOULD HATE TO SEE A CHILD GET KILLED DUE TO THIS. PLEASE LET ME KNOW IF THERE IS A SECRET TO THIS THAT NOT MANY PEOPLE KNOW ABOUT. PLEASE HELP.

20030606	475397	TOYOTA	TOWING HITCH KIT	199 8	N	N			EQUIPMENT	WA	
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WE CURRENTLY HAVE A 1999 TOY EX CAB AND ARE NOT ABLE TO GET THE BACK SEAT BEAT TIGHT ENOUGH. I READ THE MANUAL THAT STATES FLIP SEAT UP AND PUT CUP HOLDER UP. WITH THE CUP HOLDER UP AND SEAT CARPET THE SEAT SLIDES AROUND A LOT. . WHERE THE SEAT BELT COME OUT OF THE FLOOR AND BUCKLES I HAVE TRIED AND TRIED TO GET IT TIGHT AND HAVE NOT BEEN ABLE. NOT IN THE BACK OF THOSE TRUCKS THE SEAT IS STRAIGHT UP AND DOWN. I HAVE TRIED A STRAIGHT BACK AND A SEAT AT A SLANT IT STILL DOES NOT WORK. I HAVE TAKEN IT TO TOYOTA AND THEY DON'T KNOW WHY IT WILL NOT WORK. I THEN TOOK IT TO A MARY BRIDGE CAR SEAT CHECK AND THEY STRAIGHT THAT THE BELT IS TO FAR APART. WHEN YOU SIT IN A REGULAR SEAT THE BELT THE COME OUT OF THE FLOOR AND THEN CLICKS TOGETHER IS CLOSE TO YOU HIPS. NOT IN THE BACK OF THE TOYOTA'S THEY ARE FAR APART. TOYOTA DOESN'T SEEN TO BE HELPING ME AT ALL, AND AM WONDERING HOW MANY PEOPLE HAVE BEEN PUTTING THERE CHILDREN IN THE BACK SEAT UNSAFE. I WOULD HATE TO SEE A CHILD GET KILLED DUE TO THIS. PLEASE LET ME KNOW IF THERE IS A SECRET TO THIS THAT NOT MANY PEOPLE KNOW ABOUT. PLEASE HELP.

20031007	434933	TOYOTA	COROLLA	200 4	N	N	0	0	STRUCTURE:BODY	MD	
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APPROXIMATELY 45 DAYS AGO (AUG. 27, 2003) I PURCHASED A 2004 TOYOTA CAMRAY SOLARA. THE AUTO IS EQUIPPED WITH A LOW TIRE PRESSURE WARNING SYSTEM. ON DAY ONE, THE SYSTEM ALERTED ME OF LOW TIRE PRESSURE. I TOOK THE VEHICLE BACK TO THE DEALERSHIP AT IT WAS FIXED. THE FOLLOWING MORNING, I NOTICED MOISTURE CONDENSATION ON THE INSIDE. I TURNED ON THE AC AND IT DISAPPEARED. FOR THE SECOND TIME, THE LOW PRESSURE INDICATOR WAS ON AND I AGAIN RETURNED THE CAR TO THE DEALERSHIP. THE DEALERSHIPS SERVICE DEPARTMENT CHECKED THE TIRES, INFORMED ME THAT ALL THE

TIRES MUST HAVE THE SAME PRESSURE, AND SHOWED ME THE RESET SWITCH UNDER THE DASH. A WEEK LATER, AFTER A RAIN STORM, THE CAR CARPETS WERE WET. I RETURNED THE CAR TO THE DEALER AND AFTER A DAY, THE CAR WAS RETURNED AND I WAS ADMONISHED TO ENSURE THAT I DIDN'T LEAVE THE CAR WINDOWS OPEN. AT THE END OF THAT WEEK, THERE WAS ANOTHER HEAVY RAIN STORM AND MY CAR REMAINED PARKED FOR THAT ENTIRE WEEKEND, "WITH THE WINDOWS CLOSED." ON SUNDAY, SEPTEMBER 14TH, I ENTERED THE CAR AND ONCE AGAIN, THE FLOOR MATS WERE SOAKED AND THERE WAS A MUSTY/MOLDY SMELL IN THE CAR. ON THE FOLLOWING MONDAY (9/15) I RETURNED THE CAR TO THE DEALER. THIS TIME, AFTER A DAY, THE SERVICE DEPARTMENT TOLD ME THAT THERE WAS A REPORTED PROBLEM OF WATER LEAKING AND THAT I WOULD HAVE TO RETURN THE CAR LATER IN THE WEEK TO HAVE THE DASHBOARD REMOVED AND THE LEAKING PART REPLACED/REPAIRED. AND, ONCE AGAIN, THE LOW TIRE PRESSURE INDICATOR WAS ON. MY CAR IS STILL NOT TOTALLY REPAIRED AND THE LOW TIRE PRESSURE LIGHT IS ON AGAIN. THE DEALER NOW HAS POSSESSION OF MY CAR FOR ALMOST AS MUCH TIME AS I HAVE. I AM WAITING FOR THE NEXT RAIN STORM AND I'M AFRAID TO WASH MY CAR. IN ADDITION, THERE ARE MOLD AND MOLD SPORES GROWING IN THE VEHICLE, WHICH IS AGGRAVATING MY ASTHMA. *LA

20040412	462212	LEXUS	GS400	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	NV
JT8BH68X5Y0	20040412		30900							
				0						

I WAS TRAVELING WITH MY FATHER, MING SUEN ON I-95 SOUTH BOUND NEAR I-15 INTER-CHANGE IN MY 2000 LEXUS GS400(30900 MILES). THE ACCELERATOR GOT STUCKED(NOT BY CARPET OR FLOOR MAT) MECHANICALLY, AND MY CAR DOWNSHIFTED ITSELF AND WENT INTO FULL POWER ACCELERATION AT THE ENGINE SPEED OF OVER 5000 RPM. I TRIED TO BRAKE WITH FULL FORCE, BUT FAILED TO STOP THE VEHICLE, AND THE CAR WAS GOING AT 85MPH AND GAINING SPEED! THE WHOLE INCIDENT LAST FOR ABOUT 3-5 MINUTES, AND I DIALED "911" AND TRIED TO ASK FOR HELP. BEFORE THE CALL WAS CONNECTED, I MAGICALLY REGAIN CONTROL OF MY LEXUS. THE ACCELERATOR DIS-ENGAGED AND THE ENGINE SPEED RETURNED TO NORMAL. I FELT THE BRAKE WAS LOSING POWER AND BECAME VERY WEAK. I GOT OUT AT THE NEAREST EXIT AND PULLED INTO A GAS STATION. AS I GOT OUT MY CAR, I COULD SMELL THE BRAKES WERE BURNING, AND THE FRONT RIGHT BRAKE WAS FRIED. MY FATHER AND I WAS VERY LUCKY, BECAUSE IT WAS LATE AT NIGHT AND TRAFFIC WAS LIGHT ON THE FREEWAY. OTHER WISE, TRAVELING AT 85 MPH WITH FULL BRAKE AND NO CONTROL OF MY VEHICLE, WOULD DEFINATELY CAUSE SOME SERIOUS INJURY OR EVEN DEATH! MY LEXUS IS CURRENTLY LOCATED AT THE LOCAL FLECHER JONES LEXUS, AND I AWAIT THE DEALERSHIP TO INPECT AND FOUND OUT THE PROBLEM. I WOULD HOPE THERE IS SOMETHING THIS ORGANIZTION COULD DO TO PREVENT SIMILAR INCIDENT TO HAPPEN IN THE FUTURE ON ANY OTHER LEXUS OWNERS.*AK

20040708	500200	TOYOTA	COROLLA	199	Y	Y	1		AIR BAGS	OH
				5						

CONSUMER ATTEMPTED TO BRAKE AT SLOW SPEED WHILE APPROACHING A STOP SIGN AND FOOT GOT STUCK ON THE FLOOR MAT, AND SHE WAS UNABLE TO BRAKE. AS THE VEHICLE WENT THROUGH THE INTERSECTION IT WAS STRUCK ON DRIVER'S SIDE. UPON IMPACT, BOTH AIR BAGS DEPLOYED. DRIVER'S AIR BAG CAUGHT ON FIRE, AND DRIVER SUSTAINED SECOND DEGREE BURNS TO THE MIDSECTION AND UPPER CHEST AREAS/BRUISES, AND SWELLING TO THE FACE. VEHICLE WAS TOTALED. *AK

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040715	503472	TOYOTA	HIGHLANDER	200	N	N			EQUIPMENT:ELECTRICAL:AIR CONDITIONER	PA	

2
 LARGE AMOUNT WATER IN PASSENGER SIDE OF VEHICLE COMPARTMENT, DEALER STATED DUE TO CLOGGED A/C DRAIN. OUR TODDLER DEVELOPED CONGESTION AND ALLERGY SYMPTOMS FOLLOWED BY MILDEW ODOR IN VEHICLE. DEALER CLEANED OUT DRAINS AND SUBSEQUENTLY HAD TO CHANGE CARPETS AND DISINFECT VEHICLE. DUE TO OVERWHELMING DEODORANT SMELL IN VEHICLE CANNOT TELL IF MILDEW STILL PRESENT, BUT WE ARE AFRAID TO PUT THE TODDLER BACK IN VEHICLE. TOYOTA ALSO TRYING TO SAY NOT COVERED BY WARRANTY. *LA

20040721	487736	TOYOTA	COROLLA	200	N	N	0	0	STRUCTURE:BODY	TX	
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3
 I HAVE PURCHASED THE NEW COROLLA 2003 ON AUGUST 2002, ONLY SEVEN MILES AT THE DELIVERY TIME. AND I HAVE FOUND WATER INSIDE THE CAR (WET RIGHT REAR CARPET) AFTER THE HEAVY RAIN TWICE. THE FIRST TIME HAD HAPPEN ON JUNE 2003, THE FAWLER SERVICE DEPARTMENT HAD REPLACED BODY SEAL AND DOOR SEAL. THE SECOND TIME ON JUNE, 28TH 2004, THE JOHN EAGLE SPORT CITY SERVICE DEPARTMENT HAD FOUND THAT WATER WAS LEAKED INSIDE THE CAR THROUGH THE SEAL OF REAR WINDOW. IT IS NOT RIGHT BECAUSE WITH IN TWO YEARS AND AT THE 24000 MILES THE SEALS NEED TO BE REPLACE AT SEVERAL PARTS. IS IT THE DEFECTED PARTS OR CARS BECAUSE THE BODY OF THE COROLLA HAD JUST REDESIGN FOR THIS MODEL. *LA

20040722	487350	TOYOTA	CAMRY	200	N	N			SERVICE BRAKES, HYDRAULIC	NY	
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3
 THE BRAKE PEDAL WILL PLUNGE TO FLOOR MAT. THE PEDAL HEIGHT WAS VERY LOW, PUMPING PEDAL INCREASES THE HEIGHT. THE CAR WILL STOP, CONTINUED PRESSURE CAUSES PEDAL TO DROP TO FLOOR. *JB
 WHEN THE ENGINE WAS OFF, THE PEDAL WOULD TOUCH THE FLOOR. WHEN THE ENGINE WAS RUNNING THE PEDAL WAS ABOUT ONE QUARTER INCH FROM THE FLOOR. *TC *SC

20041216	518399	TOYOTA	COROLLA	200	N	N			SEAT BELTS:FRONT:BUCKLE ASSEMBLY	NJ	
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3
 THE PASSENGER'S REAR SEAT BELTS LOCK GOES THROUGH THE SEAT. SEAT COVER HAS BEEN CHANGED, AND THE MANUFACTURER HAS NOT MADE FURTHER CONTACT WITH THE CONSUMER.*AK THE CONSUMER STATED THAT THE DEALER TWO PIECES OF CARPET INTO CIRCLES AND A SLIT IN THE CENTER AND PUSHED THE REAR SEAT BELT LOCKS THROUGH THE CARPET AND NOW IT LAYS ON THE TIP OF THE

20050219	527058	TOYOTA	RAV4	200	N	N			ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	CA	
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3
 IN THE LAST WEEK AFTER SOME HEAVY RAINS IN SAN DIEGO, CA, I NOTICED THAT THE FRONT FLOOR BOARDS ON BOTH SIDES OF MY 2003 RAV 4 WERE VERY WET. THERE WASN'T ANY WATER ON THE GROUND, THE SEATS NOR WERE THE WINDOWS OR MOON ROOF LEFT OPEN. WHEN THE CAR WAS GOING AROUND A CURVE, THERE WAS A SWOOSHING SOUND OF RUNNING WATER SOMEWHERE UNDER THE DASHBOARD (IT SOUNDED LIKE). I PURCHASED THE VEHICLE IN NOV 2002 BRAND NEW WITH AN EXTENDED WARRANTY. I CURRENTLY HAVE 52,000 MILES ON THE CAR. I HAVE NOT HAD ANY PREVIOUS PROBLEMS. I CALLED SEVERAL TOYOTA CAR DEALERSHIPS ABOUT WHAT IT COULD POSSIBLY BE AND NO ONE HAS EVER SEEN THIS. I HAVE NEVER EXPERIENCED THIS WITH ANY CAR WHETHER OLD OR NEW SINCE 1966 NOR HAVE I HEARD OF ANYONE HAVING A PROBLEM LIKE THIS. I TOOK MY CAR TO THE DEALERSHIP WHERE IT WAS PURCHASED AND TOLD THAT THIS WAS NOT COVERED BY WARRANTY. I STATED THIS WAS NOT A NORMAL PROBLEM OF WEAR AND TEAR, OTHERWISE MECHANICS WOULD BE VERY FAMILIAR WITH THIS AND BE ABLE TO DIAGNOSE IT WITHOUT DIFFICULTY. I WAS TOLD THAT MY CARPETING WAS TOTALLY RUINED (ITS MOLDY) AND ALL OF IT HAS TO BE REPLACED. I AM ASTHMATIC AND VERY ALLERGIC TO MOLD, THEREFORE ITS A HEALTH HAZARD. SINCE THIS WAS NOT CAUSED BY MY NEGLIGENCE, NOR IS IT A PART

THAT IS EXPECTED TO WEAR WITH

NORMAL USE IF EVER, I DO NOT FEEL THAT I SHOULD HAVE TO PAY HUNDREDS OF DOLLARS FOR PARTS AND LABOR, EVEN MORE SO THAT THE MECHANICS ARE HAVING A DIFFICULT TIME FINDING THE SOURCE. THIS PART OR PARTS ARE DEFECTIVE. THE DEALERSHIP STATED THAT THEY WILL TRY TO SPEAK WITH THE FACTORY TO GET SOME ASSISTANCE BUT AT THIS POINT ITS UNKNOWN. THERE HAS BEEN PROPER

20050420 535355 TOYOTA CAMRY 200 N N STRUCTURE:BODY FL
4

CAR WAS PARKED IN DRIVEWAY FOR 2 DAYS ON MARCH 31 AND APRIL 1 DURING A DRIVING RAIN STORM CAR WAS NOT DRIVEN FOR 2 DAYS. ON FRIDAY AFTERNOON APRIL 1 AT 3:3 PM OPENED CAR DOOR AND DRIVER'S

SIDE FLOOR AND CARPETING WAS WET FROM GAS PEDAL UNDER SEAT TO BACK SEAT. TOYOTA SAID NOTHING WAS WRONG AND I MUST HAVE DRIVEN IN HIGH WATER OR PARKED WHERE MY CAR COULD FLOOD.

FIRST OF ALL CAR WASN'T UNDER WATER IN MY DRIVEWAY, IF THAT WAS THE CASE, MY ENTIRE CAR WOULD BE FLOODED, NOT JUST DRIVERS SIDE FLOORBOARD, AND MY HOUSE WOULD BE UNDER WATER. SECOND

OF ALL ,IF I HAD DRIVEN IN HIGH WATER BOTH SIDES OF FLOOR BOARD WOULD BE WET. NOT JUST DRIVERS SIDE. ON MARCH 30TH DAY BEFORE THE STORM MY CAR CAME FROM TOYOTA SHOP FROM GETTING A

STEERING SHAFT PUT IN THE CAR. MAKES ME WONDER IF THEY DIDN'T SEAL SOMETHING UP AROUND THE FIREWALL, ANYWAY THEY ARE REFUSING TO TAKE RESPONSIBILITY. SOMETHING IS WRONG WITH THIS CAR,

IS LEAKING ON JUST THE DRIVERS SIDE FLOORBOARD. ALSO BAD RATTLES IN B PILLARS. *AK

20050420 535356 TOYOTA CAMRY 200 N N STEERING:GEAR BOX:SHAFT SECTOR FL
4

CAR WAS PARKED IN DRIVEWAY FOR 2 DAYS ON MARCH 31 AND APRIL 1 DURING A DRIVING RAIN STORM CAR WAS NOT DRIVEN FOR 2 DAYS. ON FRIDAY AFTERNOON APRIL 1 AT 3:3 PM OPENED CAR DOOR AND DRIVER'S

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050607	549455	TOYOTA	PRIUS	200	N	N			SERVICE BRAKES, HYDRAULIC:POWER ASSIST	CA	
JTDKB20U753		20050607	6000								

5

2005 TOYOTA PRIUS -- FLOORMAT BECOMES LODGED BETWEEN PEDALS. -- WHILE DRIVING AT HIGH SPEEDS (60-70 MPH) ON THE FREEWAY, I NOTICED A LOSS OF SENSITIVITY ON BOTH THE BRAKE AND GAS PEDALS.

I HAD TO PRESS VERY HARD TO GET A REACTION FROM EITHER PEDAL. AS A RESULT I WAS UNABLE TO KEEP DRIVING AT THE SAME SPEED AS THE SURROUNDING CARS. EVERYTHING ELSE SEEMED TO BE

OPERATING NORMALLY. THE SENSATION CONTINUED FOR A FEW MINUTES UNTIL I COULD SAFELY PULL OFF OF THE FREEWAY. UPON INVESTIGATION, I REALIZED THAT THE FLOORMAT HAD COME UNHOOKED FROM

ITS RESTRAINTS AND STUCK BETWEEN THE PEDALS AND THE FLOOR. I SECURED THE FLOORMAT TO ITS HOOKS ONCE AGAIN AND CONTINUED DRIVING WITHOUT TROUBLE. THIS HAS HAPPENED A COUPLE TIMES

SINCE, BUT I RECOGNIZE THE SYMPTOMS AND FIX IT PROMPTLY. HOWEVER, I FEAR THAT ANOTHER OWNER MIGHT EXPERIENCE THIS WHEN THEY NEED TO BRAKE OR ACCELERATE SUDDENLY TO AVOID AN

ACCIDENT. (I NOTICED ANOTHER POSTING THAT DESCRIBED THE SAME PROBLEM). PERHAPS TOYOTA SHOULD INSTALL LOCKING HOOKS RATHER THAN THE CURRENT ONES THAT EASILY TWIST AND UNHOOK FROM

20050607	549454	TOYOTA	PRIUS	200	N	N			LATCHES/LOCKS/LINKAGES	CA	
JTDKB20U753		20050607	6000								

5

2005 TOYOTA PRIUS -- FLOORMAT BECOMES LODGED BETWEEN PEDALS. -- WHILE DRIVING AT HIGH SPEEDS (60-70 MPH) ON THE FREEWAY, I NOTICED A LOSS OF SENSITIVITY ON BOTH THE BRAKE AND GAS PEDALS.

I HAD TO PRESS VERY HARD TO GET A REACTION FROM EITHER PEDAL. AS A RESULT I WAS UNABLE TO KEEP DRIVING AT THE SAME SPEED AS THE SURROUNDING CARS. EVERYTHING ELSE SEEMED TO BE

OPERATING NORMALLY. THE SENSATION CONTINUED FOR A FEW MINUTES UNTIL I COULD SAFELY PULL OFF OF THE FREEWAY. UPON INVESTIGATION, I REALIZED THAT THE FLOORMAT HAD COME UNHOOKED FROM

ITS RESTRAINTS AND STUCK BETWEEN THE PEDALS AND THE FLOOR. I SECURED THE FLOORMAT TO ITS HOOKS ONCE AGAIN AND CONTINUED DRIVING WITHOUT TROUBLE. THIS HAS HAPPENED A COUPLE TIMES

SINCE, BUT I RECOGNIZE THE SYMPTOMS AND FIX IT PROMPTLY. HOWEVER, I FEAR THAT ANOTHER OWNER MIGHT EXPERIENCE THIS WHEN THEY NEED TO BRAKE OR ACCELERATE SUDDENLY TO AVOID AN

ACCIDENT. (I NOTICED ANOTHER POSTING THAT DESCRIBED THE SAME PROBLEM). PERHAPS TOYOTA SHOULD INSTALL LOCKING HOOKS RATHER THAN THE CURRENT ONES THAT EASILY TWIST AND UNHOOK FROM

20050607	549453	TOYOTA	PRIUS	200	N	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
JTDKB20U753		20050607	6000								

5

2005 TOYOTA PRIUS -- FLOORMAT BECOMES LODGED BETWEEN PEDALS. -- WHILE DRIVING AT HIGH SPEEDS (60-70 MPH) ON THE FREEWAY, I NOTICED A LOSS OF SENSITIVITY ON BOTH THE BRAKE AND GAS PEDALS.

I HAD TO PRESS VERY HARD TO GET A REACTION FROM EITHER PEDAL. AS A RESULT I WAS UNABLE TO KEEP DRIVING AT THE SAME SPEED AS THE SURROUNDING CARS. EVERYTHING ELSE SEEMED TO BE

OPERATING NORMALLY. THE SENSATION CONTINUED FOR A FEW MINUTES UNTIL I COULD SAFELY PULL OFF OF THE FREEWAY. UPON INVESTIGATION, I REALIZED THAT THE FLOORMAT HAD COME UNHOOKED FROM

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ACCIDENT. (I NOTICED ANOTHER POSTING THAT DESCRIBED THE SAME PROBLEM). PERHAPS TOYOTA SHOULD INSTALL LOCKING HOOKS RATHER THAN THE CURRENT ONES THAT EASILY TWIST AND UNHOOK FROM

20050808	551755	TOYOTA	CAMRY	200	Y	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	KY	
4T1BF32KX4U		20050808	14775								

4

DT: CONSUMER OWNS 2004 TOYOTA CAMRY WITH V6 ENGINE. CONSUMER WAS PULLING INTO A PARKING SPOT WHEN THE VEHICLE SUDDENLY ACCELERATED AND SHOT THROUGH THE PARKING SPOT, STRIKING A

METAL POST, AND DAMAGING THE PASSENGER'S FRONT OF VEHICLE, THE BUMPER , FRONT FENDER, AND BOTH PASSENGER DOORS. WHEN THE VEHICLE ACCELERATED CONSUMER FELT THAT ACCELERATOR PEDAL

LEFT THE BOTTOM OF FOOT AND CONTINUED TO THE FLOORBOARD WITH NO ASSISTANCE. THIS HAPPENED ON AUGUST 6, 2005 AT ABOUT 7:30 PM IN LOUISVILLE, AT TOWN FAIR CENTER ON HURSTBOURN LANE.
 CONSUMER WENT TO DEALER, AND DEALER REFUSED TO LOOK AT VEHICLE, THEY SAID THAT THEY WERE NOT FAMILIAR WITH ANY PROBLEM LIKE THIS, AND TOLD CONSUMER THAT THE FLOOR MAT STUCK TO THE PEDAL, CAUSING THE ACCELERATION. THERE WAS NO POLICE REPORT. MANUFACTURER WAS CONTACTED AND SAID THEY OPENED A CASE AND DEALER WAS SUPPOSE TO CONTACT CONSUMER IN ABOUT 3

20051012 564733	LEXUS	IS 300	200	Y	N			VEHICLE SPEED CONTROL	00
JTHBD192X20	20051012	35420							

2

MY 2002, LEXUS IS300 HAD A CASE OF SUDDEN UNINTENDED ACCELERATION THAT LED TO A CRASH CAUSING OVER \$10,000 WORTH OF DAMAGES TO BOTH MY CAR AND THE OTHER PERSONS CAR. I HAVE SEEN

OTHER REPORTS OF OTHER PEOPLE WONDERING IF THE ELECTRONIC THROTTLE IS SUSPECT IN THESE CASES, HOWEVER I PERSONALLY BELIEVE THAT THE REAL PROBLEM IS ONLY PARTLY TO BLAME ON THE

ELECTRONIC THROTTLE. IN MY OPINION, THE PROBLEM IS THE LIKELIHOOD OF THE PEDAL GETTING STUCK UNDER FLOOR MATS IS TOO HIGH, COMBINED WITH THE RELATIVELY "LIGHT" SPRING FORCE ON THE GAS

PEDAL BECAUSE IT IS A THROTTLE-BY-WIRE SYSTEM WHICH LEADS TO THE FLOOR MAT EASILY HOLDING THE PEDAL DOWN TO FULL THROTTLE CAUSING AN ACCIDENT. I SAY THAT THIS IS "NEGLIGENT PEDAL

DESIGN ON THE PART OF THE CAR MANUFACTURER". I ALSO BELIEVE THAT THEY KNEW THIS WAS AN ISSUE BECAUSE THEY MAKE REFERENCE TO THIS IN THE OWNERS MANUAL ON: PG.76 WHERE THERE IS A

CAUTION THAT STATES "MAKE SURE THE FLOOR MAT IS PROPERLY PLACED ON THE FLOOR CARPET. IF THE FLOOR MAT SLIPS AND INTERFERES WITH THE MOVEMENT OF THE PEDALS DURING DRIVING, IT MAY

CAUSE IN ACCIDENT." NO MANUFACTURER SHOULD BE ALLOWED TO USE THAT CAUTION AS A DISCLAIMER TO GET AWAY WITH NEGLIGENT PEDAL DESIGN. THEY, FULLY WELL KNOWING THAT THIS IS A SAFETY

ISSUE, SHOULD HAVE RECALLED THOSE CAR MODELS WITH A PEDAL DESIGN THAT HAS A HIGH RISK OF GETTING JAMMED AND REDESIGNED THE PEDAL SO THAT IT CANNOT GET STUCK BY A FLOOR MAT. IN ALL THE

CARS THAT I'VE OWNED IN THE PAST, IF A MAT SLIPS IT JUST PREVENTS YOU FROM APPLYING FULL GAS PEDAL, NOT THE OPPOSITE OF APPLYING FULL PEDAL. I STRONGLY MOVE THAT TOYOTA COMPANY RECALLS

ALL THESE CARS WITH THIS POTENTIAL PROBLEM AND FIX IT PROPERLY BEFORE SOMEONE GET FATALLY INJURED OR CRIPPLED FOR LIFE. *NM

20051206 570916	TOYOTA	4 RUNNER	199	N	N	0	0	OTHER	TN
			7						

WHEN IT RAINS WATER COMES IN THE VENT ON THE BACK OF THE HOOD AT WINDSHIELD KEEPS MY CARPET SOAKED HOW CAN THIS BE FIXED? ALSO MY HOOD LATCH IS NOT TIGHT ENOUGH MY HOOD GOES UP 2

INCHES WHEN IM AT TOP SPEEDS (55 OR 65). *JB

20051206 566805	TOYOTA	4 RUNNER	199	N	N	0	0	LATCHES/LOCKS/LINKAGES:HOOD:LATCH	TN
			7						

WHEN IT RAINS WATER COMES IN THE VENT ON THE BACK OF THE HOOD AT WINDSHIELD KEEPS MY CARPET SOAKED HOW CAN THIS BE FIXED? ALSO MY HOOD LATCH IS NOT TIGHT ENOUGH MY HOOD GOES UP 2

INCHES WHEN IM AT TOP SPEEDS (55 OR 65). *JB

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060208	578327	TOYOTA	TACOMA	200	N	N	0	0	OTHER	CO	
5TEUU42N45Z	20060208		1359								

5

2005 TOYOTA TACOMA XTRA CAB 4X4. PASSENGER SIDE CARPET AREA WAS DISCOVERED WET AT AROUND 1379 MILES. TOOK TO DEALER AND THEY DISCOVERED THAT HOSE CONNECTION ON THE EVAPORATOR BOX HAD CRACKED OFF WHERE THE DRAIN HOSE CONNECTS TO THE BOX. HAD TO ORDER AND REPLACE THE LOWER PART OF THE BOX, WHICH REQUIRED COMPLETE REMOVAL OF FRONT DASH. SUBSEQUENT PROBLEM WITH WINDSHIELD VENTS WAS REPAIRED AFTER RETURN AND DISCOVERY THAT VENT WAS NOT PROPERLY RECONNECTED WHEN FRONT DASH WAS REINSTALLED. *JB

20060209	580589	TOYOTA	CAMRY	200	Y	N	1	0	VEHICLE SPEED CONTROL	RI	
4T1BF32K32U	20060209		54637								

2

CAR ACCELERATED WITHOUT DRIVER INPUT ON TWO SEPARATE OCCASIONS . THE LAST EVENT RESULTED IN SMASHING THROUGH A PLATE GLASS WINDOW OF A TRAVEL AGENCY, INJURING ONE EMPLOYEE. THE CAR ENDED UP TOTALLY IN THE AGENCY, HALTED BY AN INTERIOR WALL. THE POLICE REPORTED SKID MARKS ON THE SIDEWALK IN FRONT OF THE AGENCY, AS WELL AS WITHIN THE AGENCY AS I ATTEMPTED TO BRAKE THE CAR. THERE IS ALSO EVIDENCE THAT THE RIGHT FRONT TIRE WAS ROTATING VERY RAPIDLY, SO MUCH SO THAT WHEN THE CAR STOPPED THE TIRE BURNED A HOLE IN THE CARPET. CARPET THREADS ARE EMBEDDED IN THE RIGHT FRONT WHEEL TIRE. ON THE ONE HAND, THE MARKS ON THE CARPET AND SIDEWALK INDICATE THAT SKID MARKS WERE MADE BY ALL THREE WHEELS, WHILE THE RIGHT FRONT WHEEL OBVIOUSLY WAS BURNING RUBBER. *JB UPDATED 03/01/06

20060406	584311	TOYOTA	SIENNA	200	N	N			STRUCTURE	HI	
5TDZA23C64S	20060406										

4

ON MARCH 19, 2006 WE FOUND THE REAR CARGO AREA OF OUR 2004 TOYOTA SIENNA FILLED WITH ABOUT AN INCH OF RAIN AND MILDEW BEGINNING TO GROW. AFTER INSPECTING OUR VEHICLE THE DEALER FOUND A POOR SEAL UNDER OUR DOOR AND THE REMEDY WAS CAULKING. AND ACCORDING TO THEM THERE WAS NO MOLD IN THE CARPET. SO I HAVE DECIDED TO HIRE A MILDEW SPECIALIST TO TEST MY VEHICLE. SINCE REPORTING MY SITUATION TO THEM (GOING ON 3 WEEKS) THEY HAVE STILL NOT CHANGED MY CARPET AND THEY ARE NOT PERMITTING US TO USE A LOANER SAYING IT IS NOT COVERED IN THE WARRANTY AND ITS STILL DRIVABLE. BUT I HAVE THREE CHILDREN UNDER THE AGE OF 10 AND I REFUSE TO DRIVE THEM AROUND IN A CARE THAT COULD HARM THEM. I DON'T KNOW HOW TO PROVE IT BUT I THINK THE REASON MY CHILDREN AND I GOT SICK 2 WEEKS PRIOR TO FINDING THE LEAK WAS DUE TO THE MILDEW GROWTH THAT WAS BEGINNING. I VISITED THE DOCTOR WITH DRY MOUTH, HEADACHES, DIZZINESS, VOMITING AND ETC. WITH NO DIAGNOSIS OR ANSWERS AVAILABLE FROM MY DOCTOR, I VISITED THE ER TWICE WITH PNEUMONIA AND SO ON. BUT SINCE WE DECIDED NOT TO USE OUR CAR UNTIL THEY FIX IT, MY CHILDREN AND I HAVE BEEN TEMPORARILY CURED. WE NEED TO HAVE BETTER WAYS OF GETTING EFFECTIVE OUTCOMES. THIS INVESTMENT HAS TOTALLY TURNED OUT FOR THE WORST. WHAT A WASTE OF \$31,000. *JB

20060406	584583	TOYOTA	SIENNA	200	N	N			STRUCTURE:BODY:DOOR	HI	
5TDZA23C64S	20060406										

4

ON MARCH 19, 2006 WE FOUND THE REAR CARGO AREA OF OUR 2004 TOYOTA SIENNA FILLED WITH ABOUT AN INCH OF RAIN AND MILDEW BEGINNING TO GROW. AFTER INSPECTING OUR VEHICLE THE DEALER FOUND A POOR SEAL UNDER OUR DOOR AND THE REMEDY WAS CAULKING. AND ACCORDING TO THEM THERE WAS NO MOLD IN THE CARPET. SO I HAVE DECIDED TO HIRE A MILDEW SPECIALIST TO TEST MY VEHICLE. SINCE REPORTING MY SITUATION TO THEM (GOING ON 3 WEEKS) THEY HAVE STILL NOT CHANGED MY CARPET AND THEY ARE NOT PERMITTING US TO USE A LOANER SAYING IT IS NOT COVERED IN THE WARRANTY AND ITS STILL DRIVABLE. BUT I HAVE THREE CHILDREN UNDER THE AGE OF 10 AND I REFUSE TO DRIVE THEM AROUND IN A CARE THAT COULD HARM THEM. I DON'T KNOW HOW TO PROVE IT BUT I THINK THE REASON MY CHILDREN AND I GOT SICK 2 WEEKS PRIOR TO FINDING THE LEAK WAS DUE TO THE MILDEW GROWTH THAT WAS BEGINNING. I VISITED THE DOCTOR WITH DRY MOUTH, HEADACHES, DIZZINESS, VOMITING AND ETC. WITH NO DIAGNOSIS OR ANSWERS AVAILABLE FROM MY DOCTOR, I VISITED THE ER TWICE WITH PNEUMONIA AND SO ON. BUT SINCE WE DECIDED NOT TO USE OUR CAR UNTIL THEY FIX IT, MY CHILDREN AND I HAVE

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20060817 599085	TOYOTA	HIGHLANDER	200	N	N	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CO
JTEEP21A040	20060817	39176					

4

DT*: THE CONTACT STATED WHILE DRIVING VARIOUS SPEEDS, THE CARPET ON THE VEHICLE FLOOR WAS LOOSE AROUND THE ACCELERATOR PEDAL. THERE WAS A NHTSA RECALL, #06V253000 REGARDING THE ACCELERATOR PEDAL. THE PARTS NEEDED TO REPAIR THE VEHICLE WERE NOT AVAILABLE AT THE LOCAL DEALERSHIP. THE MANUFACTURER WAS NOT ALERTED.

20060913 604218	TOYOTA	CAMRY	200	N	N	OTHER	CT
4T1BE30K24U	20060913	12639					

4

DT*: THE CONTACT STATED WHILE APPLYING BRAKE PRESSURE AT 25 MPH ON A CITY STREET, THE VEHICLE SUDDENLY LURCHED FORWARD WITHOUT WARNING. THE CONTACT ENGAGED THE EMERGENCY BRAKE AND PLACED THE VEHICLE IN PARK WHICH STOPPED THE VEHICLE. THE VEHICLE WAS TOWED TO A DEALER WHO DETERMINED THE FLOOR MAT WAS PRESSED AGAINST THE ACCELERATOR PEDAL. ADDITIONALLY, THE VEHICLE WAS INSPECTED BY AN INDEPENDENT REPAIR SHOP THAT WAS UNABLE TO DUPLICATE THE PROBLEM. THE MANUFACTURER WAS NOT NOTIFIED. UPDATED 10/6/2006 - WHEN APPLYING THE BRAKES TO MAKE A LEFT TURN, THE CAR LURCHED FORWARD AND STARTED ACCELERATING. THE VEHICLE CONTINUED TO ACCELERATE UP TO 50 MPH. WHEN APPLYING THE BRAKE PEDAL NOTHING HAPPENED. WHEN PUTTING THE CAR IN PARK NOTHING HAPPENED. WHEN APPLYING THE EMERGENCY BRAKE THE CAR STARTED TO SLOW DOWN. THE VEHICLE CONTINUED ACCELERATING ON IT'S OWN FOR ANOTHER FIVE HUNDRED FEET. THE TOW TRUCK OPERATOR ARRIVED AND CHECK THE FLOOR MATS, NOTING THERE WAS NOTHING WRONG WITH THE FLOOR MAT'S POSITIONING. THE VEHICLE WAS TAKEN TO THE DEALER WHO DETERMINED THAT THE FLOOR MAT BECAME STUCK UNDER THE ACCELERATOR. THE DEALER TRIMMED THE CARPET. *NM

20060913 604217	TOYOTA	CAMRY	200	N	N	VEHICLE SPEED CONTROL	CT
4T1BE30K24U	20060913	12639					

4

DT*: THE CONTACT STATED WHILE APPLYING BRAKE PRESSURE AT 25 MPH ON A CITY STREET, THE VEHICLE SUDDENLY LURCHED FORWARD WITHOUT WARNING. THE CONTACT ENGAGED THE EMERGENCY BRAKE AND PLACED THE VEHICLE IN PARK WHICH STOPPED THE VEHICLE. THE VEHICLE WAS TOWED TO A DEALER WHO DETERMINED THE FLOOR MAT WAS PRESSED AGAINST THE ACCELERATOR PEDAL. ADDITIONALLY, THE VEHICLE WAS INSPECTED BY AN INDEPENDENT REPAIR SHOP THAT WAS UNABLE TO DUPLICATE THE PROBLEM. THE MANUFACTURER WAS NOT NOTIFIED. UPDATED 10/6/2006 - WHEN APPLYING THE BRAKES TO MAKE A LEFT TURN, THE CAR LURCHED FORWARD AND STARTED ACCELERATING. THE VEHICLE CONTINUED TO ACCELERATE UP TO 50 MPH. WHEN APPLYING THE BRAKE PEDAL NOTHING HAPPENED. WHEN PUTTING THE CAR IN PARK NOTHING HAPPENED. WHEN APPLYING THE EMERGENCY BRAKE THE CAR STARTED TO SLOW DOWN. THE VEHICLE CONTINUED ACCELERATING ON IT'S OWN FOR ANOTHER FIVE HUNDRED FEET. THE TOW TRUCK OPERATOR ARRIVED AND CHECK THE FLOOR MATS, NOTING THERE WAS NOTHING WRONG WITH THE FLOOR MAT'S POSITIONING. THE VEHICLE WAS TAKEN TO THE DEALER WHO DETERMINED THAT THE FLOOR MAT BECAME STUCK UNDER THE ACCELERATOR. THE DEALER TRIMMED THE CARPET. *NM

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20061019	605249	TOYOTA	CAMRY	200	N	N			VEHICLE SPEED CONTROL	CA	
4T1BE46K17U		20061019	8700								

7

DT*: THE CONTACT STATED WHILE THE VEHICLE WAS STOPPED AT RED LIGHT, UPON APPLYING THE ACCELERATOR PEDAL; THE VEHICLE LURCHED FORWARD AT A SPEED OF 75 MPH WITHOUT WARNING. THE CONTACT PLACED THE VEHICLE IN NEUTRAL, WHICH CAUSED THE VEHICLE TO JERK AND STOP. THE VEHICLE WAS INSPECTED BY A DEALER WHO DETERMINED THE THROTTLE SENSOR AND THROTTLE BODY NEEDED TO BE REPLACED. AFTER THE REPLACEMENT, THE PROBLEM PERSISTED. THE VEHICLE WAS AGAIN INSPECTED BY THE DEALER WHO DUPLICATED THE PROBLEM, YET ATTRIBUTED THE SUDDEN ACCELERATION TO THE FLOOR MAT TOUCHING THE ACCELERATOR PEDAL. AFTERWARDS, THE SUDDEN ACCELERATION PERSISTED. THE MANUFACTURER WAS NOT ALERTED.

20070105	616738	TOYOTA	AVALON	200	N	N	0	0	SERVICE BRAKES, HYDRAULIC	VA	
4T1BK36BX5U		20070105	45000								

5

TL* - ON 9/24/06 WHILE THE CONTACT WAS DRIVING VEHICLE AT 60 MPH AND IT UNEXPECTEDLY ACCELERATED TO 75 MPH. THE CONTACT HAD TO APPLY THE BRAKE WITH BOTH FEET TO DISENGAGE THE ACCELERATION ON THE VEHICLE. ON 10/09/06, WHILE DRIVING ON THE HIGHWAY AT 40 MPH THE VEHICLE ACCELERATED TO 75 MPH, HAD TO HOLD BOTH FEET ON THE BRAKE AND PULL THE VEHICLE OFF TO SIDE OF THE ROAD. AT THAT POINT THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP,) AND THE DEALER STATED THAT THE GAS PEDAL WAS MOST LIKELY GETTING CAUGHT UNDER THE CARPET. THE DEALER COULDN'T FIND ANYTHING WRONG WITH THE VEHICLE. WHILE DRIVING ON 12/23/06 AT 35 MPH THE VEHICLE ACCELERATED TO 75 MPH, AFTER A QUARTER OF A MILE CONTACT WAS ABLE TO STOP THE VEHICLE BY OUTING BOTH FEET ON BRAKE. ALL THE BRAKES WERE SMOKING AND THERE WAS TRANSMISSION FLUID LEAKING. AT THAT POINT, CONTACT HAD THE VEHICLE TOWED TO ROSENER TOYOTA. *AK UPDATED

20070105	616739	TOYOTA	AVALON	200	N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	VA	
4T1BK36BX5U		20070105	45000								

5

TL* - ON 9/24/06 WHILE THE CONTACT WAS DRIVING VEHICLE AT 60 MPH AND IT UNEXPECTEDLY ACCELERATED TO 75 MPH. THE CONTACT HAD TO APPLY THE BRAKE WITH BOTH FEET TO DISENGAGE THE ACCELERATION ON THE VEHICLE. ON 10/09/06, WHILE DRIVING ON THE HIGHWAY AT 40 MPH THE VEHICLE ACCELERATED TO 75 MPH, HAD TO HOLD BOTH FEET ON THE BRAKE AND PULL THE VEHICLE OFF TO SIDE OF THE ROAD. AT THAT POINT THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP,) AND THE DEALER STATED THAT THE GAS PEDAL WAS MOST LIKELY GETTING CAUGHT UNDER THE CARPET. THE DEALER COULDN'T FIND ANYTHING WRONG WITH THE VEHICLE. WHILE DRIVING ON 12/23/06 AT 35 MPH THE VEHICLE ACCELERATED TO 75 MPH, AFTER A QUARTER OF A MILE CONTACT WAS ABLE TO STOP THE VEHICLE BY OUTING BOTH FEET ON BRAKE. ALL THE BRAKES WERE SMOKING AND THERE WAS TRANSMISSION FLUID LEAKING. AT THAT POINT, CONTACT HAD THE VEHICLE TOWED TO ROSENER TOYOTA. *AK UPDATED

20070105	616740	TOYOTA	AVALON	200	N	N	0	0	VEHICLE SPEED CONTROL	VA	
4T1BK36BX5U		20070105	45000								

5

TL* - ON 9/24/06 WHILE THE CONTACT WAS DRIVING VEHICLE AT 60 MPH AND IT UNEXPECTEDLY ACCELERATED TO 75 MPH. THE CONTACT HAD TO APPLY THE BRAKE WITH BOTH FEET TO DISENGAGE THE ACCELERATION ON THE VEHICLE. ON 10/09/06, WHILE DRIVING ON THE HIGHWAY AT 40 MPH THE VEHICLE ACCELERATED TO 75 MPH, HAD TO HOLD BOTH FEET ON THE BRAKE AND PULL THE VEHICLE OFF TO SIDE OF THE ROAD. AT THAT POINT THE CONTACT TOOK THE VEHICLE TO THE DEALERSHIP,) AND THE DEALER STATED THAT THE GAS PEDAL WAS MOST LIKELY GETTING CAUGHT UNDER THE CARPET. THE DEALER COULDN'T FIND ANYTHING WRONG WITH THE VEHICLE. WHILE DRIVING ON 12/23/06 AT 35 MPH THE VEHICLE ACCELERATED TO 75 MPH, AFTER A QUARTER OF A MILE CONTACT WAS ABLE TO STOP THE VEHICLE BY OUTING BOTH FEET ON BRAKE. ALL THE BRAKES WERE SMOKING AND THERE WAS TRANSMISSION FLUID LEAKING. AT THAT POINT, CONTACT HAD THE VEHICLE TOWED TO ROSENER TOYOTA. *AK UPDATED

20070608	632496	LEXUS	LS430	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	MO	
				1							

TL*THE CONTACT OWNS A 2001 LEXUS LS430. WHILE DRIVING 3 MPH, THE VEHICLE ACCELERATED WITHOUT WARNING. THE CONTACT BELIEVED THAT THE CAUSE OF FAILURE WAS DUE TO THE FLOOR MATS BEING CAUGHT UNDERNEATH THE ACCELERATOR PEDAL. THERE IS DEFECT INVESTIGATION # PE07016 FOR THE 2007 LEXUS ES350. THE CONTACT WANTED TO HAVE HER VEHICLE INCLUDED IN THE INVESTIGATION. THE VIN AND ENGINE SIZE WERE UNAVAILABLE. THE CURRENT MILEAGE IS 62,000 AND FAILURE MILEAGE WAS 61,000.

TRUCK PARTS & EQUIP., INC.

20040421 465073 TRUCK PARTS TRUCK PARTS 197 N N 0 0 EQUIPMENT:MECHANICAL NC

1
WATER LEAKING INTO THE PASSENGER COMPARTMENT, CAUSEING THE CARPET TO GET DRENCHED, VEHICLE IS RED IN COLOR. *AK

UNKNOWN MANUFACTURER

20010803 319356 UNKNOWN UNKNOWN 200 Y 0 0 SEATS:FRONT ASSEMBLY:POWER ADJUST NE

0
WHILE DRIVING SMOKE BEGAN TO ACCUMULATE IN THE CAR. CAR DIED. PULLED OVER AND LOOKED UNDER HOOD. COULD SEE NO PROBLEM. INTERIOR OF CAR CONTINUED TO SMOKE. BROKE BATTERY CABLE.

BEGAN TO WALK AWAY, LOOKED BACK, SAW FLAMES ON PASSENGER FRONT SEAT. FIRE DEPARTMENT CALLED. WIRES UNDER SEAT SHORTED OUT AND BURNED THE SEAT, DOOR AND CARPET.*AK

20030408 423942 UNKNOWN UNKNOWN1 999 N N OTHER FL

9
THE HEAT FROM THE 12 VOLT COFFEE MAKER DAMAGED THE CARPETING OF THE VEHICLE. IT APPEARED THAT THE HEATING ELEMENT INSIDE THE PRODUCT LOOSEMED AND CAUSED IT TO COME TO REST ON THE PRODUCTS PLASTIC BOTTOM LAYER WHICH SUBSEQUENTLY HEATED THE SURFACE THAT IT LAY UPON (VECTOR PRODUCTS, INC.). *TS *NLM

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20030502	403877	UNKNOWN	UNKNOWN	200	N	N			STRUCTURE	WI	
1S7R5W10020		20030101	700								

2

ROOF LEAKED ON FIRST MAJOR RAIN STORM FROM ALL OVER, CAUSING CARPETING DAMAGE AND CABINET DAMAGE. I HAD DROVE BACK TO THE DEALER TO HAVE IT FIXED, AND THEY REPLACED THREE WINDOWS AND FIXED THE ROOF VENT AND REPLACED THE CARPET. THEY DID NOT FIX THE WATER DAMAGED CABINET, THEY DECIDED TO PUT MOLDING OVER THE STAINED WOOD INSTEAD OF REPLACING. AFTER I DROVE BACK A WEEK LATER TO PICK UP THE CAMPER, I NOTICED IN THE RAIN ON THE WAY HOME, THAT SOME OF THE FLOOR WAS WET AGAIN. (500 MILE DRIVE ONE WAY FROM HOME TO THE DEALER) NOW THE FURNACE DOES NOT WORK RIGHT AND ANYTHING THAT IS STEEL IN THE CAMPER STARTED TO CORRODE. ALSO SOME OF THE CABINET DOORS ARE STARTING TO SEPARATE(I THINK FROM ALL THE MOISTURE). I ALSO DON'T THINK THE ELECTRIC BRAKES EVER WORKED. NOW I ASKED THEM TO BUY THE CAMPER BACK AND THEY STATED THEY WOULD SELL IT ON CONSIGNMENT FOR ME. BUT THAT MEANS I WOULD LOOSE SEVERAL THOUSAND DOLLARS BECAUSE THEIR CAMPER IS JUNK. NOW MY QUESTION TO YOU IS, IS THIS RIGHT? OR DO I HAVE A CASE AGAINST SCAMP? (SCAMP 19FT WHEEL CAR 02). *SCC *NLM **DIMSII IVOQ ENTRY

20030502	403878	UNKNOWN	UNKNOWN	200	N	N			EQUIPMENT	WI	
1S7R5W10020		20030101	700								

2

ROOF LEAKED ON FIRST MAJOR RAIN STORM FROM ALL OVER, CAUSING CARPETING DAMAGE AND CABINET DAMAGE. I HAD DROVE BACK TO THE DEALER TO HAVE IT FIXED, AND THEY REPLACED THREE WINDOWS AND FIXED THE ROOF VENT AND REPLACED THE CARPET. THEY DID NOT FIX THE WATER DAMAGED CABINET, THEY DECIDED TO PUT MOLDING OVER THE STAINED WOOD INSTEAD OF REPLACING. AFTER I DROVE BACK A WEEK LATER TO PICK UP THE CAMPER, I NOTICED IN THE RAIN ON THE WAY HOME, THAT SOME OF THE FLOOR WAS WET AGAIN. (500 MILE DRIVE ONE WAY FROM HOME TO THE DEALER) NOW THE FURNACE DOES NOT WORK RIGHT AND ANYTHING THAT IS STEEL IN THE CAMPER STARTED TO CORRODE. ALSO SOME OF THE CABINET DOORS ARE STARTING TO SEPARATE(I THINK FROM ALL THE MOISTURE). I ALSO DON'T THINK THE ELECTRIC BRAKES EVER WORKED. NOW I ASKED THEM TO BUY THE CAMPER BACK AND THEY STATED THEY WOULD SELL IT ON CONSIGNMENT FOR ME. BUT THAT MEANS I WOULD LOOSE SEVERAL THOUSAND DOLLARS BECAUSE THEIR CAMPER IS JUNK. NOW MY QUESTION TO YOU IS, IS THIS RIGHT? OR DO I HAVE A CASE AGAINST SCAMP? (SCAMP 19FT WHEEL CAR 02). *SCC *NLM **DIMSII IVOQ ENTRY

20050321	534633	UNKNOWN	UNKNOWN	999	N	N			EQUIPMENT:RECREATIONAL VEHICLE	AL	
5B4MP67G043		20050308									

9

FLEETWOOD MOTORHOME OF CALIFORNIA, 2004 PACE ARROW 37C FAULTY CARGO CARRYING CAPACITY. *BF BEFORE THE CONSUMER TOOK POSSESSION OF THE RV SEVERAL REPAIRS WERE NEEDED SUCH DUE TO A FAULTY DESIGN IN WORKMANSHIP. THE BATHROOM DOOR WOULD HIT THE CURTAIN VALANCE, THE TRIM WAS MISSING IN THE LIVING ROOM AND HALL, THE CARPET WAS DIRTY, AND THE TV RECEIVER NEEDED TO BE INSTALLED. THE TOILET WAS LEAKING, THE SHOWER WAS LEAKING. THE CONSUMER STATED THE MOTORHOME LEANED TO THE SIDE. *JB

20050330	536460	UNKNOWN	UNKNOWN	999	N	N			OTHER	CA	

9

CONSUMER HAS A FORD EXPEDITION AND IS WORRIED ABOUT SEAT OR CARPET IGNITING AS OCCURRED IN THE ATTACHED ARTICLE. *BF *JB

20050507	541141	UNKNOWN	UNKNOWN	999	N	N	0	0	EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	AL	

9

NUMEROUS ISSUES 1. HEATER CORE WENT OUT AROUND 60,000 MILES. 2. DEXCOOL "GELLED" AND CAUSED THE ABOVE. 3. STEREO HAS MALFUNCTIONED SINCE 36,000 MILES. 4. TIE ROD END WORE OUT AROUND 30,000 MILES-TOOK TO DEALERSHIP A COUPLE OF TIMES AND "THEY COULDN'T DETERMINE CAUSE" OF "NOISE AND RATTLING". I TOOK IT TO A TIRE COMPANY/SERVICE CENTER AND THEY FIXED THE PROBLEM. 5. NUMEROUS INTERIOR FLOODINGS-WATER COMES IN AT THE FIREWALL AND FLOODS THE INTERIOR CARPET-HAS MOLD, AND DETERIORATION FROM IT. 6. HEADLAMPS ARE YELLOW AND NONTRANSPARENT-THE LIGHTS ARE NOT WORKING PROPERLY BECAUSE IT CAN'T SHINE THROUGH. 7. HEADLAMP ASSEMBLIES ARE HOLDING WATER. 8. FOG LAMPS WENT OUT RIGHT AFTER PURCHASING THE CAR AND ONE OF THEM

BURNED THE PLASTIC ASSEMBLY THAT HOLDS IT CAUSING IT TO NOT WORK AT ALL, DISFIGURED NOW. 9. REAR SPOILER IS NOT ATTACHED CORRECTLY AND SEEMS TO BE THE CAUSE OF WATER ENTERING THE

20050507 541142 UNKNOWN UNKNOWN 999 N N 0 0 EQUIPMENT:ELECTRICAL:AIR CONDITIONER AL

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20050712 547833 UNKNOWN UNKNOWN 999 N Y EQUIPMENT MA

PRECEEDING THE TWO ELECTRICAL FIRES IN MY VEHICLE, I HAD INTERMITTENT ISSUES WITH SHORTS IN THE ELECTRICAL SYSTEM (THE LOCKS UNLOCKING/LOCKING AT RANDOM; LIGHTS GOING ON AND OFF AND THE

ALARM SYSTEM TRIGGERING EVEN WHEN NOT SET). THERE WAS ALSO LEAKAGE FROM SOMEWHERE IN THE CAR (EITHER THROUGH THE WINDSHIELD OR ELSEWHERE IN THE FRONT) THAT WAS QUITE NOTICEABLE

DURING A HEAVY STORM. EARLIER THIS YEAR, I WAS EXITING A PARKING GARAGE WHEN I FIRST SAW AND THEN SMELLED SMOKE COMING FROM OUT OF THE DASH. THE ELECTRICAL WIRES SHORTED OUT AND

CAUSED A FIRE THAT MELTED A PORTION OF THE WIRING IN THE FRONT OF THE CAR. THE DEALERSHIP COULD NOT REPAIR THE CAR FOR SEVERAL DAYS AND DURING A STORM TWO DAYS LATER, THE ENTIRE

SYSTEM SHORTED OUT AGAIN (LIGHTS AND OTHER COMPONENTS WOULD NOT TURN OFF) AND THE BATTERY COMPLETELY DISCHARGED. THE DEALERSHIP DETERMINED THAT THE LEAK WAS DUE TO A FAULTY

WINDSHIELD PLACEMENT AND REPLACED THE WINDSHIELD (AND WATER-TESTED IT) ALONG WITH THE AFFECTED WIRING SYSTEMS, THE BATTERY AND THE CARPETING. NOW, JUST TWO DAYS AGO, I HAVE HAD A

RECURRENCE OF THE SAME ISSUE. AGAIN, AFTER A HEAVY STORM, I WOKE TO DISCOVER THAT THE WIRING IN THE SAME AREA OF THE CAR HAD SHORTED OUT. THIS TIME, THE RESULTING FIRE MELTED THE

PLASTIC HOUSING SURROUNDING THE FUSEBOX, AND THE HOUSING IS NOW A PILE OF MELTED GOO ON THE CARPET IN THE DRIVER'S SIDE OF THE CAR. THE DEALERSHIP HAS YET TO DETERMINE THE CAUSE OF THE

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050712	547832	UNKNOWN	UNKNOWN	999	N	Y			EQUIPMENT:ELECTRICAL	MA	

PRECEEDING THE TWO ELECTRICAL FIRES IN MY VEHICLE, I HAD INTERMITTENT ISSUES WITH SHORTS IN THE ELECTRICAL SYSTEM (THE LOCKS UNLOCKING/LOCKING AT RANDOM; LIGHTS GOING ON AND OFF AND THE ALARM SYSTEM TRIGGERING EVEN WHEN NOT SET). THERE WAS ALSO LEAKAGE FROM SOMEWHERE IN THE CAR (EITHER THROUGH THE WINDSHIELD OR ELSEWHERE IN THE FRONT) THAT WAS QUITE NOTICEABLE DURING A HEAVY STORM. EARLIER THIS YEAR, I WAS EXITING A PARKING GARAGE WHEN I FIRST SAW AND THEN SMELLED SMOKE COMING FROM OUT OF THE DASH. THE ELECTRICAL WIRES SHORTED OUT AND CAUSED A FIRE THAT MELTED A PORTION OF THE WIRING IN THE FRONT OF THE CAR. THE DEALERSHIP COULD NOT REPAIR THE CAR FOR SEVERAL DAYS AND DURING A STORM TWO DAYS LATER, THE ENTIRE SYSTEM SHORTED OUT AGAIN (LIGHTS AND OTHER COMPONENTS WOULD NOT TURN OFF) AND THE BATTERY COMPLETELY DISCHARGED. THE DEALERSHIP DETERMINED THAT THE LEAK WAS DUE TO A FAULTY WINDSHIELD PLACEMENT AND REPLACED THE WINDSHIELD (AND WATER-TESTED IT) ALONG WITH THE AFFECTED WIRING SYSTEMS, THE BATTERY AND THE CARPETING. NOW, JUST TWO DAYS AGO, I HAVE HAD A RECURRENCE OF THE SAME ISSUE. AGAIN, AFTER A HEAVY STORM, I WOKE TO DISCOVER THAT THE WIRING IN THE SAME AREA OF THE CAR HAD SHORTED OUT. THIS TIME, THE RESULTING FIRE MELTED THE PLASTIC HOUSING SURROUNDING THE FUSEBOX, AND THE HOUSING IS NOW A PILE OF MELTED GOO ON THE CARPET IN THE DRIVER'S SIDE OF THE CAR. THE DEALERSHIP HAS YET TO DETERMINE THE CAUSE OF THE

20050729	553329	UNKNOWN	UNKNOWN	999	N	N			EQUIPMENT	FM	
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I BOUGHT MY IN AUGUST OF 03. IN FEBRUARY OF 05 MY BACK WINDSHIELD BLOW OUT FOR NO REASON. I LET IT GO AND PAID MY DEDUCTIBLE. I THOUGHT IT HAD SOMETHING TO DO WITH THE WEATHER CHANGE. WELL IN JUNE OF 05 IT HAPPEN AGAIN, BUT THIS TIME WE HAD SOME BAD RAIN AND I ENDED UP WITH 6" OF WATER THROUGH MY WHOLE CAR. WE HAD MY CAR TAKEN BACK TO THE DEALERSHIP SO THEY COULD FIX EVERYTHING. MY PARENTS WENT AND PICK UP MY CAR AFTER THE DEALERSHIP HAVING IT FOR A WEEK. AFTER LOOKING OVER MY CAR NOTHING HAD BEEN DONE ACCEPT FOR THEY DRY THE CARPETS INSIDE THE CAR AND REPLACED THE BACK WINDSHIELD. THEY NEVER TOUCH MY TRUNK, REPLACED MY SPEAKERS, OR THE ELECTRONICS THAT HAD BEEN DESTROYED. MY FLOOR MATS ENDED UP MISSING AS WELL AS THE DEALERSHIP HAD BROKE SOMETHING IN THE MIDDLE CONSOLE. I RETURNED THE CAR BACK TO THEM TO FIX EVERYTHING THAT THEY DIDN'T THE FIRST TIME. IT HAS NOW BEEN OVER TWO WEEKS AND I STILL DO NOT HAVE MY CARE. SOMETHING NEEDS TO BE DONE BECAUSE IT IS NOT NORMAL FOR THE SAME WINDSHIELD TO BLOW OUT FOR NO REASON TWICE IN A MATTER OF 4 MONTHS. *NM

20050729	553328	UNKNOWN	UNKNOWN	999	N	N			VISIBILITY:WINDSHIELD	FM	
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20060331	584455	UNKNOWN	UNKNOWN	999	N	N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	NC	
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IN 2001, DRIVER SIDE WINDOW MOTOR DOES NOT OPERATE ANYMORE. REPLACED IT. (\$150). IN 2003, DRIVER WINDOW MOTOR AND PASSENGER AND REAR PASSENGER MOTOR DIES ONCE AGAIN. REPLACED ALL MOTORS, NOW THEY ARE DEAD AGAIN. ESPECIALLY WHEN MY AC DOES NOT WORK EITHER. IN 2004, HEATER CORE AND WATER PUMP BROKEN. REPAIRED. NOW I HAVE A WATER LEAK IN THE DRIVER'S FLOOR AREA

WHICH RUINED MY CARPET AND THAT HAS TO BE REPLACED! ANOTHER \$200. IT SEEMS IT ALL EVOLVES AROUND ELECTRICAL PROBLEMS. *NM
 20060517 588669 UNKNOWN UNKNOWN 999 N N 0 0 TIRES:TREAD/BELT FL
 9

I HAVE HAD SO MANY PROBLEMS 1. THE INNER BRAKE PADS WORE DOWN TO THE STEEL RUINING THE INSIDE OF BOTH ROTORS ABOUT 3,000 MILES. UNDER WARRANTY. BUT THE BRAKE PADS. 2. BATTERY ACID IS CORRODING ABOUT 4,000 MILES THE DEALERSHIP PAY ALL STILL UNDER WARRANTY 3. BATTERY AGAIN BUT IT TURN OUT TO BE THE ALTERNATOR ABOUT 6,500 THE DEALERSHIP PAY UNDER WARRANTY. 4. THE TREAD COMPLETELY SEPARATED FROM THE SIDEWALL. P215/70R15, FIRE STONE ON ALL FOUR TIRES. DEALERSHIP DID NOT COVER TIRE HAVE NO WARRANTY ON NEW VEHICLE 7,000 MILES 5. WATER LEAK, AND CARPET IS WET EVERY TIME IT RAINS I FEEL IT IS COMING FROM THE WINDSHIELD. WARRANTY DOES NOT COVER. 8,000 STILL DOES IT AT 50,256. 6. LIGHTER KEEP SHORTING OUT AND AC KEEP MESS UP UNDER THE WARRANTY 7. WHILE DRIVING THE CHECK OIL LIGHT AND THE BATTERY LINE CAME ON. THE VEHICLE SHUT OFF, LOOSING ALL POWER THE INTAKE MANIFOLD UNDER WARRANTY 38,000 MILES. 8. INTAKE MANIFOLD FIX CAME HOME MY LIGHTS WAS MESS UP WHEN PUT ON MY BRAKES THE FOUR WAY FLASHER CAME ON WHEN I PUT MY LEFT TURN SIGNALS THE RIGHT ONE WOULD CAME ON PUT THE RIGHT TURN SIGNALS THE LEFT ONE WOULD COME ON TOOK IT BACK THEY HAD TO REPAIRED ENTIRE WIRING SYSTEM BECAUSE OF OVER HEARTED BURN IT UP UNDER WARRANT 9. BATTERY ACID IS CORRODING THE BATTERY PAN AND SURROUNDING COMPONENTS, POSITIVE CABLE CONNECTED TO BATTERY HAS FALLEN OFF,38,500 NOT COVER 6 YEAR WAS UP. 10. POWER STEERING FLUID SPRAYING FLUID ONTO THE ENGINE AND SERPENTINE BELT THE DEALERSHIP DID NOT PUT CAP BACK ON POWER STEERING. 11. POWER LOCKS WILL NOT OPERATE FROM DOOR SWITCHES ONLY FROM THE REMOTE POWER WINDOW. BACK AC DOES NOT WORK. 12. CONNECTOR LEFT AND RIGHT MELT TAIL LIGHTS, STOP LIGHTS, TURN SIGNALS ABOUT 42,000. 13. THERE IS A THUMP NOISE WHEN STOPPING AND TAKING OFF. 14. STRONG SMELL OF FUEL WHEN PARKED. 15.

20070621 632099 UNKNOWN UNKNOWN 999 N N 0 0 EQUIPMENT:ELECTRICAL:AIR CONDITIONER FL
 9

CARPETING ON PASSENGER FRONT IS CONSTANTLY WET. SARASOTA FORD TRIED 3 TIMES AND HAD THE VEHICLE OVER 15 DAYS TOTAL WITH NO SATISFACTION

20070820 640595 UNKNOWN UNKNOWN 999 N N 0 0 EQUIPMENT KY
 9

ON AUG. 6TH WHILE DRIVING ON A TWO LANE ROAD IN SOUTH CAROLINA IN MY 2007 AVOLON MY ACCELERATOR STUCK. MY CAR REACHED SPEEDS OF UPTO 80MPH. I COULD ONLY REDUCE THE SPEED TO 60MPH BY RIDING THE BRAKES. I FINALLY STOPPED THE CAR BY FINDING A SAFE PULL-OFF AND SHIFTED INTO NEUTRAL AND THEN PARK. MY BRAKES WERE COMPLETELY RUINED AND REQUIRED REPLACEMENT. MY CAR WAS TOWED TO A TOYOTA DEALER IN GREENVILLE, SC. THE SERVICE DEPARTMENT DETERMINED THAT THE FAULTY ACCELERATION WAS DUE TO A RUBBER ALL-WEATHER MAT. THE MAT HAD BEEN PLACED OVER THE STANDARD FLOOR MAT. I FEEL THAT AVOLON OWNERS NATIONWIDE NEED TO BE NOTIFIED OF THIS DANGEROUS PROBLEM. I NOTED IN MY LOCAL NEWSPAPER LAST WEEK THAT YOU ARE INVESTIGATING THE SAME PROBLEM IN THE LEXUS ES 350 WHICH HAS THE SAME DESIGN AS THE AVOLON. *TR

DATEA CMLPID MAKETXT MODELTXT YEARTXT CRASH FIRE INJURED DEATHS COMPDESC STATE VIN

VEHICLE SYSTEMS, INC.

20031119 436238 VEHICLES FUEL PUMP 999 N N 0 0 EQUIPMENT:ELECTRICAL AZ
SYSTEMS 9

I PURCHASED MY VEHICLE ON 06/1999 BRAND NEW WITH ONLY 122 MILES. WITHIN A FEW MONTHS IT DIDN'T START. I CALLED THE DEALER AND ADVISED THEM OF THE SITUATION. THEY COULDN'T FIND OUT WHAT WAS WRONG WITH IT? ABOUT TWO DAYS LATER THEY TOLD ME THAT THE GAS TANK HAD SUGAR IN IT??? SINCE IT WAS STILL UNDER WARRANTY THEY FIXED IT I HAD TO PAY \$500.00. WHICH I FEEL WAS A DISCREPANCY ON THEIR DIAGNOSIS?? ON 06/00 THE VEHICLE AGAIN WOULD NOT START AND THIS TIME THEY ADVISED ME THAT IT WAS MY BATTERY? A FEW DAYS LATER THE CAR KEPT TUGGING AND JERKING. I DROVE IT TO THE DEALER AGAIN.THEIR DIAGNOSIS THIS TIME WAS: ENGINE CUTS OUT UNDER LOAD; PLUG WIRES ARE DEFECTIVE;PER TECH BULLETIN#00032.THAT SAME DAY MY STERIO CD PLAYER GAVE OUT! IT KEPT READING ERROR CODE, AND MY CARPET CAME LOOSE FROM THE PASSENGERS SIDE? ON 08/00 THE CAR BEGAN TO STALL AGAIN, IT WAS PULLING BACK AND FORTH,IT LEFT ME STRANDED IN THE MIDDLE OF THE DESERT! THE VEHICLE WAS TAKEN TO THE NEAREST DEALER SHIP.THEY FIGUREF OUT THAT IT WAS A WIRING TO MOTOR BROKEN CODE P0507, IAC MOTOR. ON 09/00 MY RADIO AGAIN WENT OUT;HAD TO BE SENT OUT FOR REPAIR? ON 03/01 THE VEHICLE BEGAN TO SHAKE AND THE CHECK ENGINE LIGHT TURNED ON. I TOOK IT AGAIN TO THE DEALER SHIP AND THEY TOLD ME IT WAS THE INTAKE AIR TEMP SENSOR. I DECLINED THE DEALERS SERVICE SINCE I HAVE LOST CONFIDENCE IN THEIR WORK PERFORMANCE. I TOOK IT TO A LOCAL MECHANIC AND HE FIXED THE PROBLEMS THAT IT HAD; FUEL INJECTION, VALVE COVER, SERP V-BELT, WHL CYLINDES L/R, TEMP SENSOR @ A COST OF \$450.00. NOW I HAVE THE SAME PROBLEM, THE CHECK ENGINE LIGHT KEEPS TURNING ON AND THE VEHICLE IS STALLING AND SHAKING. I TOOK IT TO THE SAME LOCAL MECHANIC AND HE TOLD ME THAT IN THE SYSTEM IT CAME UP AS THE AIR TEMP SENSOR. WHEN HE TESTED THE SENSOR, IT CAME UP AS WORKING PROPERLY. HE DOESN'T KNOW WHAT THE PROBLEM IS??? BY THE

VOLKSWAGEN OF AMERICA, INC

19990202 146054 VOLKSWAGEN PASSAT 199 N 0 0 VEHICLE SPEED CONTROL:ACCELERATOR PEDAL CA
WWWNA63B4XE 19990202 9

WHILE UNDER FULL THROTTLE, ACCELERATOR PEDAL DID NOT "SPRING" BACK AFTER RELEASING PRESSURE AND VEHICLE CONTINUED TO ACCELERATE AT FULL THROTTLE UNTIL I REACHED DOWN AND PULLED ACCELERATOR PEDAL BACK. FIRST TIME HAPPENED WHEN ACCELERATING FROM STOP LIGHT; SECOND TIME, WHEN MERGING ONTO FREEWAY. BOTH TIMES I WAS ABLE TO FREE PEDAL AND RESUME NORMAL DRIVING. BOTH TIMES I APPLIED THE BRAKES, AND THIS DID NOT HELP MATTERS, AS VEHICLE CONTINUED TO ACCELERATE AT FULL THROTTLE. CARPET WAS NOT THE CULPRIT AS IT WAS FIRMLY SECURED, USING FACTORY INSTALLED "SNAPS." DEALER HAD CAR ALL DAY MONDAY AND WAS IN CONTACT WITH VW OF AMERICA. UNABLE TO FIND ANYTHING WRONG; EVERYTHING "NORMAL." VW CLAIMED TO NEVER HAVE HEARD OF THIS PROBLEM BEFORE. STILL AWAITING ADDITIONAL ACTION FROM VW. I AM GRAVELY CONCERNED AS DEALER TOLD ME TO DRIVE UNTIL PROBLEM HAPPENS AGAIN. THIS IS NOT AN OPTION!! IF MY WIFE WAS DRIVING SHE WOULD NOT BE ABLE TO REACH DOWN AND RELEASE PEDAL AS I DID. ONLY OPTION WOULD BE TO TURN OFF IGITION AND THEN SHE WOULD LOSE POWER STEERING AND BRAKES. *AK

19990604 137800 VOLKSWAGEN JETTA 199 N Y 0 0 EQUIPMENT:ELECTRICAL NY
3VWRS81H6WN 19990604 8

WHILE TRAVELING 65MPH DEPRESSED CIGARETTE LIGHTER AND IT HAD POPPED OUT OF SOCKET UNDER PASSENGER'S SEAT & FLOOR MAT CAUGHT FIRE. *AK

20000418 203442 VOLKSWAGEN GOLF 199 N VISIBILITY:DEFROSTER/DEFOGGER AZ
3VWBA21G1LM 20000411 0

SYSTEM:WINDSHIELD:HEATER CORE

WHILE DRIVING HOME FROM WORK, THE PASSENGER COMPARTMENT OF MY CAR SUDDENLY BEGIN TO FOG UP. I WAS COASTING TOWARD A STOP LIGHT AND AS SOON AS I STOPPED I NOTICED ANTIFREEZE POURING IN FROM AROUND THE FIREWALL AREA. I WAS ONLY A FEW BLOCKS FROM HOME SO I WATCHED THE TEMPERATURE GAUGE AND PROCEEDED SLOWLY- SOMEHOW KEEPING MY

FEET SUSPENDED OFF OF THE FLOOR

TO AVOID THE HOT ANTIFREEZE. I SUSPECTED THE HEATER CORE BECAUSE I KNEW THAT IT WAS INTERNAL TO THE PASSENGER COMPARTMENT. I REPLACED THIS MYSELF BECAUSE THE DEALER SAID THEY WOULD

CHARGE BETWEEN 600-800.00 FOR THIS REPAIR. THIS WAS THE BIGGEST PAIN THE NECK TO REPAIR BECAUSE I HAD TO REMOVE THE DASHBOARD TO ACCESS THE HEATER CORE. PLUS I HAD TO REPLACE THE

CARPET BECAUSE IT IS ALMOST IMPOSSIBLE TO GET ANTIFREEZE OUT OF CARPET. NOW I KNOW WHY THE DEALER CHARGES SO MUCH! *AK

20010523	316775	VOLKSWAGEN	JETTA	199	N	SUSPENSION:FRONT	CA
3VWSC29M3XM		20010521					

9

THIS CAR WAS PURCHASED NEW IN JULY 2000. IT IS THE NEWLY REDESIGNED JETTA. SINCE IT'S PURCHASE THE CAR HAS BEEN IN THE SHOP 9 TIMES FOR WATER/AIR LEAKS, TWICE FOR FAILED DRIVERS SIDE FRONT

SUSPENSION STEERING FAILURE, NAMELY THE SHOCK, BEARING, SPACER, RETAINER (STRUTS). IN ADDITION SEVERAL PIECES OF THE INSIDE MOLDING HAVE DETACHED. ONE OF THE LARGEST SAFETY ISSUES FOR

ME, OTHER THAN THE STRUT, IS THE POORLY DESIGNED FLOOR MATS WHICH POP LOOSE, SLIP FORWARD, AND CATCH THE GAS PETAL CAUSING ACCERLARATION. THE AIR CONDITIONER HAS MOLDED OVER TWICE. I

HAVE INFORMED BOTH THE SELLER AND THE MANUFACTURING OF MY COMPLAINTS AND HAVE DEMANDED A REFUND OR A LEMON LAW TAKE BACK. I AM NOT SURE WHAT TO DO BUT FEEL VW HASN'T BEEN HONEST

ABOUT ALL THE PROBLEMS THE "NEW" VW HAS HAD. I JUST WANTED TO FILE THIS COMPLAINT IN CASE OTHER OWNERS OUT THERE ARE EXPERIENCEING THE SAME PROBLEMS I AM AND HAVE NOT RECEIVED ANY

20010523	316900	VOLKSWAGEN	JETTA	199	N	OTHER	CA
3VWSC29M3XM		20010521					

9

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20010523	316899	VOLKSWAGEN	JETTA	199		N			SUSPENSION:FRONT:MACPHERSON STRUT	CA	

9

THIS CAR WAS PURCHASED NEW IN JULY 2000. IT IS THE NEWLY REDESIGNED JETTA. SINCE IT'S PURCHASE THE CAR HAS BEEN IN THE SHOP 9 TIMES FOR WATER/AIR LEAKS, TWICE FOR FAILED DRIVERS SIDE FRONT SUSPENSION STEERING FAILURE, NAMELY THE SHOCK, BEARING, SPACER, RETAINER (STRUTS). IN ADDITION SEVERAL PIECES OF THE INSIDE MOLDING HAVE DETACHED. ONE OF THE LARGEST SAFETY ISSUES FOR ME, OTHER THAN THE STRUT, IS THE POORLY DESIGNED FLOOR MATS WHICH POP LOOSE, SLIP FORWARD , AND CATCH THE GAS PETAL CAUSING ACCERLARATION. THE AIR CONDITIONER HAS MOLDED OVER TWICE. I HAVE INFORMED BOTH THE SELLER AND THE MANUFACTURING OF MY COMPLAINTS AND HAVE DEMANDED A REFUND OR A LEMON LAW TAKE BACK. I AM NOT SURE WHAT TO DO BUT FEEL VW HASN'T BEEN HONEST ABOUT ALL THE PROBLEMS THE "NEW" VW HAS HAD. I JUST WANTED TO FILE THIS COMPLAINT IN CASE OTHER OWNERS OUT THERE ARE EXPERIENCEING THE SAME PROBLEMS I AM AND HAVE NOT RECEIVED ANY

20010523	316898	VOLKSWAGEN	JETTA	199		N			STEERING	CA	
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9

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20010815	393297	VOLKSWAGEN	CABRIO	199	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
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7

WHILE DRIVING ABOUT 65 MPH TOOK FOOT OFF ACCELERATOR PEDAL, BUT THE ENGINE DID NOT DECELERATE. HAD TO APPLY EMERGENCY BRAKES TO CONTROL VEHICLE. THEN, TOOK VEHICLE TO DEALER. BUT, THEY COULD NOT FIND OUT WHAT HAD CAUSED THE SITUATION.*AK THE FLOOR MAT WAS CAUGHT UNDER THE ACCELERATOR PEDAL AND CAUSED THE VEHICLE NOT TO DECELERATE, THIS WAS ACCORDING TO 2

20010815	393413	VOLKSWAGEN	CABRIO	199	N	N	0	0	OTHER	CA	
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7

WHILE DRIVING ABOUT 65 MPH TOOK FOOT OFF ACCELERATOR PEDAL, BUT THE ENGINE DID NOT DECELERATE. HAD TO APPLY EMERGENCY BRAKES TO CONTROL VEHICLE. THEN, TOOK VEHICLE TO DEALER. BUT, THEY COULD NOT FIND OUT WHAT HAD CAUSED THE SITUATION.*AK THE FLOOR MAT WAS CAUGHT UNDER THE ACCELERATOR PEDAL AND CAUSED THE VEHICLE NOT TO DECELERATE, THIS WAS ACCORDING TO 2

20020625	369139	AUDI	A4	199		N			VEHICLE SPEED CONTROL	CA	
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5

THE VEHICLE VIN WAUZZZ8DZTA004781 IS A RHD AUSTRALIAN AUDI THE VEHICLE WAS BEING SLOWLY DRIVEN DOWN A DRIVEWAY BY AN ELDERLY LADY THE CAR ACCELERATED VIOLENTLY BUT WAS ABLE TO BE STOPPED WITHOUT AN ACCIDENT. THE ENGINE REVING WAS CONFIRMED BY A RAODSIDE ASSIST MECHANIC AND A TOW TRUCK OPERATOR. THE FAULT WAS REPORTED TO AUDI AUSTRALIA WHO ADVISED THE PLENUM CHAMBER WAS CHOKED WITH LEAVES AND THIS HAD CAUSED AN OVERFLOW AND SOME DAMPNES UNDER THE CARPET WHICH HAD "CAUSED MOISTURE TO FORM IN THE INTEGRATED KICK-DOWN SWITCH IN THE ACCELERATOR CABLE" NOTHING WAS FOUND REMISS WITH THE ENGINE THROTTLE SYSTEM THE CARPET. *AK

20020731	362022	VOLKSWAGEN	JETTA	200		N	0	0	EQUIPMENT:ELECTRICAL:AIR CONDITIONER	TN	
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1

NOTHING BUT PROBLEMS!!! THE DAY I WAS TO PICK MY CAR UP, DRIVER WINDOW NEEDED REPLACEMENT. SINCE THEN IT HAS FALLEN INTO DOOR 3 TIMES. AIR CONITIONER LEAKED INTO INTERIOR, SOAKING CARPETS AND SMELLS BAD. BRAKE LIGHTS STUCK ON WHEN CAR IS OFF, ARM REST AND GLOVE BOX BROKE. RECEIVED ZERO HELP FROM DEALERSHIP OR VOLKS.OF AMERICA. WHAT IS NEXT???

20020731	362023	VOLKSWAGEN	JETTA	200	N	0	0	STRUCTURE:BODY	TN
3VWSS29M31M		20020729							

1

NOTHING BUT PROBLEMS!!! THE DAY I WAS TO PICK MY CAR UP, DRIVER WINDOW NEEDED REPLACEMENT. SINCE THEN IT HAS FALLEN INTO DOOR 3 TIMES. AIR CONITIONER LEAKED INTO INTERIOR, SOAKING CARPETS AND SMELLS BAD. BRAKE LIGHTS STUCK ON WHEN CAR IS OFF, ARM REST AND GLOVE BOX BROKE. RECEIVED ZERO HELP FROM DEALERSHIP OR VOLKS.OF AMERICA. WHAT IS NEXT???

20020731	362024	VOLKSWAGEN	JETTA	200	N	0	0	STRUCTURE:BODY	TN
3VWSS29M31M		20020729							

1

NOTHING BUT PROBLEMS!!! THE DAY I WAS TO PICK MY CAR UP, DRIVER WINDOW NEEDED REPLACEMENT. SINCE THEN IT HAS FALLEN INTO DOOR 3 TIMES. AIR CONITIONER LEAKED INTO INTERIOR, SOAKING CARPETS AND SMELLS BAD. BRAKE LIGHTS STUCK ON WHEN CAR IS OFF, ARM REST AND GLOVE BOX BROKE. RECEIVED ZERO HELP FROM DEALERSHIP OR VOLKS.OF AMERICA. WHAT IS NEXT???

20020731	362025	VOLKSWAGEN	JETTA	200	N	0	0	VISIBILITY:POWER WINDOW DEVICES AND CONTROLS	TN
3VWSS29M31M		20020729							

1

NOTHING BUT PROBLEMS!!! THE DAY I WAS TO PICK MY CAR UP, DRIVER WINDOW NEEDED REPLACEMENT. SINCE THEN IT HAS FALLEN INTO DOOR 3 TIMES. AIR CONITIONER LEAKED INTO INTERIOR, SOAKING CARPETS AND SMELLS BAD. BRAKE LIGHTS STUCK ON WHEN CAR IS OFF, ARM REST AND GLOVE BOX BROKE. RECEIVED ZERO HELP FROM DEALERSHIP OR VOLKS.OF AMERICA. WHAT IS NEXT???

20020731	362021	VOLKSWAGEN	JETTA	200	N	0	0	EXTERIOR LIGHTING:BRAKE LIGHTS	TN
3VWSS29M31M		20020729							

1

NOTHING BUT PROBLEMS!!! THE DAY I WAS TO PICK MY CAR UP, DRIVER WINDOW NEEDED REPLACEMENT. SINCE THEN IT HAS FALLEN INTO DOOR 3 TIMES. AIR CONITIONER LEAKED INTO INTERIOR, SOAKING CARPETS AND SMELLS BAD. BRAKE LIGHTS STUCK ON WHEN CAR IS OFF, ARM REST AND GLOVE BOX BROKE. RECEIVED ZERO HELP FROM DEALERSHIP OR VOLKS.OF AMERICA. WHAT IS NEXT???

20020816	371123	VOLKSWAGEN	JETTA	200	N			OTHER	VA
3VWSK69M91M		20020816							

1

VEHICLE HAS A BURNING RUBBER/WAX SMELL. WHEN ENGINE GETS HOT SMELL GETS REALLY TOXIC. VEHICLE CHECKED BY DEALER, WHO REPLACED CARPET BETWEEN FIREWALL AND DASHBOARD, SINCE THEN SMELL IS EVEN WORSE.*AK *YH

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20021211	393255	AUDI	A4	200	N	N			EXTERIOR LIGHTING:HEADLIGHTS:CONCEALMENT DEVICES	CO	
	WAULT68E02A	20021121									
				2							
<p>THE CONSUMER HAS EXPERIENCED THE FOLLOWING PROBLEMS: THE DRIVER SEAT MOTOR IS INOP/LUMBAR MOTOR/ROCKS BACK/FORTH, THE LEFT HEADLIGHT(MOISTURE COLLECTION IN THE INSIDE DUE TO WEATHER/CAR WASH), THE AIRBAG CONTROL UNIT DEFECTIVE, THE SEAT AIR BAG TORN, THE STRAP ON DRIVER SEAT BELT DOES NOT LOWER/STUCK, WIRES WERE FOUND DAMAGED UNDER THE CARPET, AND THE VEHICLE HAS SHIFTING PROBLEMS/NOT SHIFTING EASILY-FAILED. THE CONSUMER ALSO REQUEST FOR THE DEALER TO BUY BACK THE VEHICLE AND OR COMPENSATE THE CONSUMER FOR THE TIME WITHOUT THE</p>											
20021211	393256	AUDI	A4	200	N	N			SEATS	CO	
	WAULT68E02A	20021121									
				2							
<p>THE CONSUMER HAS EXPERIENCED THE FOLLOWING PROBLEMS: THE DRIVER SEAT MOTOR IS INOP/LUMBAR MOTOR/ROCKS BACK/FORTH, THE LEFT HEADLIGHT(MOISTURE COLLECTION IN THE INSIDE DUE TO WEATHER/CAR WASH), THE AIRBAG CONTROL UNIT DEFECTIVE, THE SEAT AIR BAG TORN, THE STRAP ON DRIVER SEAT BELT DOES NOT LOWER/STUCK, WIRES WERE FOUND DAMAGED UNDER THE CARPET, AND THE VEHICLE HAS SHIFTING PROBLEMS/NOT SHIFTING EASILY-FAILED. THE CONSUMER ALSO REQUEST FOR THE DEALER TO BUY BACK THE VEHICLE AND OR COMPENSATE THE CONSUMER FOR THE TIME WITHOUT THE</p>											
20021211	393258	AUDI	A4	200	N	N			SEAT BELTS:FRONT	CO	
	WAULT68E02A	20021121									
				2							
<p>THE CONSUMER HAS EXPERIENCED THE FOLLOWING PROBLEMS: THE DRIVER SEAT MOTOR IS INOP/LUMBAR MOTOR/ROCKS BACK/FORTH, THE LEFT HEADLIGHT(MOISTURE COLLECTION IN THE INSIDE DUE TO WEATHER/CAR WASH), THE AIRBAG CONTROL UNIT DEFECTIVE, THE SEAT AIR BAG TORN, THE STRAP ON DRIVER SEAT BELT DOES NOT LOWER/STUCK, WIRES WERE FOUND DAMAGED UNDER THE CARPET, AND THE VEHICLE HAS SHIFTING PROBLEMS/NOT SHIFTING EASILY-FAILED. THE CONSUMER ALSO REQUEST FOR THE DEALER TO BUY BACK THE VEHICLE AND OR COMPENSATE THE CONSUMER FOR THE TIME WITHOUT THE</p>											
20021211	393259	AUDI	A4	200	N	N			ELECTRICAL SYSTEM:WIRING	CO	
	WAULT68E02A	20021121									
				2							
<p>THE CONSUMER HAS EXPERIENCED THE FOLLOWING PROBLEMS: THE DRIVER SEAT MOTOR IS INOP/LUMBAR MOTOR/ROCKS BACK/FORTH, THE LEFT HEADLIGHT(MOISTURE COLLECTION IN THE INSIDE DUE TO WEATHER/CAR WASH), THE AIRBAG CONTROL UNIT DEFECTIVE, THE SEAT AIR BAG TORN, THE STRAP ON DRIVER SEAT BELT DOES NOT LOWER/STUCK, WIRES WERE FOUND DAMAGED UNDER THE CARPET, AND THE VEHICLE HAS SHIFTING PROBLEMS/NOT SHIFTING EASILY-FAILED. THE CONSUMER ALSO REQUEST FOR THE DEALER TO BUY BACK THE VEHICLE AND OR COMPENSATE THE CONSUMER FOR THE TIME WITHOUT THE</p>											
20021211	393377	AUDI	A4	200	N	N			POWER TRAIN	CO	
	WAULT68E02A	20021121									
				2							
<p>THE CONSUMER HAS EXPERIENCED THE FOLLOWING PROBLEMS: THE DRIVER SEAT MOTOR IS INOP/LUMBAR MOTOR/ROCKS BACK/FORTH, THE LEFT HEADLIGHT(MOISTURE COLLECTION IN THE INSIDE DUE TO WEATHER/CAR WASH), THE AIRBAG CONTROL UNIT DEFECTIVE, THE SEAT AIR BAG TORN, THE STRAP ON DRIVER SEAT BELT DOES NOT LOWER/STUCK, WIRES WERE FOUND DAMAGED UNDER THE CARPET, AND THE VEHICLE HAS SHIFTING PROBLEMS/NOT SHIFTING EASILY-FAILED. THE CONSUMER ALSO REQUEST FOR THE DEALER TO BUY BACK THE VEHICLE AND OR COMPENSATE THE CONSUMER FOR THE TIME WITHOUT THE</p>											
20021211	393257	AUDI	A4	200	N	N			AIR BAGS:FRONTAL:SENSOR/CONTROL MODULE	CO	
	WAULT68E02A	20021121									
				2							
<p>THE CONSUMER HAS EXPERIENCED THE FOLLOWING PROBLEMS: THE DRIVER SEAT MOTOR IS INOP/LUMBAR MOTOR/ROCKS BACK/FORTH, THE LEFT HEADLIGHT(MOISTURE COLLECTION IN THE INSIDE DUE TO WEATHER/CAR WASH), THE AIRBAG CONTROL UNIT DEFECTIVE, THE SEAT AIR BAG TORN, THE STRAP ON DRIVER SEAT BELT DOES NOT LOWER/STUCK, WIRES WERE FOUND</p>											

DAMAGED UNDER THE CARPET, AND THE VEHICLE HAS SHIFTING PROBLEMS/NOT SHIFTING EASILY-FAILED. THE CONSUMER ALSO REQUEST FOR THE DEALER TO BUY BACK THE VEHICLE AND OR COMPENSATE THE CONSUMER FOR THE TIME WITHOUT THE

20030115	405541	AUDI	A4	200	Y	N			VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	OR
				0						

I WAS DRIVING MY 2000 AUDI A4 1.8T WHEN THE ACCELERATOR SUDDENLY STUCK. AUDI SERVICE TECHNICIANS EXPLAINED TO ME THAT IF THE FLOORMAT MOVES UP EVEN TWO INCHES IT COULD CAUSE THE ACCELERATOR TO STICK. IT WAS THE WAY THE CAR WAS DESIGNED, ACCORDING TO THEM.

20031105	447411	VOLKSWAGEN	JETTA	200	N	N	0	0	STRUCTURE	MI
3VWSD69M81M		20031105	40000							

1

2001 VW JETTA WOLFSBURG 40K MILES - WATER LEAKS INTO THE CAR FROM UNDERNEATH THE INSTRUMENT PANEL ON THE PASSENGER SIDE. DEALER STATED THAT IT WAS THE DRAIN CHANNEL FROM THE SUNROOF. WEEK LATER THE PROBLEM REOCCURRED. DEALER STATED THAT THEY HAVE NO IDEA AS TO WHAT IS CAUSING THE PROBLEM. THEY'RE IN PROCESS OF TAKING THE CAR APART. VW CUSTOMER SERVICE

IS NOT BEING HELPFUL AT ALL. I'VE SEEN AT LEAST TWO COMMENTS ON THE WEB ABOUT SIMILAR PROBLEM, BUT THE DEALER AND THE VW CUSTOMER SERVICE CLAIMS THAT THEY HAVE NEVER SEEN THIS

PROBLEM BEFORE. ANY ADVISE BEFORE MY CAR GETS TOTALLY DISASSEMBLED? NOT TO MENTION WATER DAMAGE TO THE CARPETING...*AK

20031105	447412	VOLKSWAGEN	JETTA	200	N	N	0	0	VISIBILITY:SUN ROOF ASSEMBLY	MI
3VWSD69M81M		20031105	40000							

1

2001 VW JETTA WOLFSBURG 40K MILES - WATER LEAKS INTO THE CAR FROM UNDERNEATH THE INSTRUMENT PANEL ON THE PASSENGER SIDE. DEALER STATED THAT IT WAS THE DRAIN CHANNEL FROM THE SUNROOF. WEEK LATER THE PROBLEM REOCCURRED. DEALER STATED THAT THEY HAVE NO IDEA AS TO WHAT IS CAUSING THE PROBLEM. THEY'RE IN PROCESS OF TAKING THE CAR APART. VW CUSTOMER SERVICE

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20040204	452438	VOLKSWAGEN	NEW BEETLE	200	N	N			ENGINE AND ENGINE COOLING	GA	

0

NUMEROUS NUISANCE PROBLEMS SINCE PURCHASE OF THIS VEHICLE AS FOLLOWS: PASSENGER WINDOW WILL NOT CLOSE WITH ELECTRIC SWITCH AT 42,000 MILES, TRUNK LATCH DEFECTIVE AT 35,000 MILES SO

THAT TRUNK RELOCKS PREMATURELY, ELECTRIC MIRROR SWITCH BROKEN AT 35,000 MILES, HORN INOPERATIVE AT 35,000 MI, FLOOR MAT SNAPS NEARLY ALL BROKE AT 35,000 AND WERE NO LONGER AVAILABLE.

DRIVER WINDOW SWITCH BROKE AT 20,000 MI. LEAVING WINDOW IN OPEN POSITION, IGNITION LOCK CYLINDER BROKEN AT 19,000 MI. LEAVING RADIO ON AFTER CAR TURNED OFF, CIGARETTE LIGHTER INOPERATIVE

UPON PURCHASE, AIR BAG LIGHT ON SPONTANEOUSLY AT 17,000 MI., PASSENGER VANITY MIRROR SPONTANEOUSLY BROKEN AT 17,000 AND THEN AGAIN IMMEDIATELY AFTER REPLACEMENT BY DEALER. FINALLY

CAR STALLED AT 31,000 MI. DEALER CLAIMED THAT NEW CLUTCH WAS NEEDED. NONDEALER, HOWEVER, FOUND THAT WHEN DEALER HAD INSPECTED ENGINE AFTER A COLLISION 3 MONTHS EARLIER, THEY HAD NOT

PUT BOLTS BACK ON PROPERLY, CAUSING BOLTS TO BE LOST LIKELY ONE AT A TIME OVER THE 3 MONTHS. TRANSMISSION SLIPPED WHEN LAST BOLT WAS LOST (WHICH I HAD FOUND ON THE ROAD AT THE TIME OF

THE STALL). DEALER IS INCOMPETENT AND IRRESPONSIBLE. COMPLAINT FILED WITH MANAGER WHO MADE NO AMENDS. RUN, DON'T WALK, AWAY FROM ANY VW!!!!*AK

20040329	473097	AUDI	A6	199	N	N			VEHICLE SPEED CONTROL	OH	
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8

WHILE DRIVING AT ANY SPEED VEHICLE ACCELERATED ON ITS OWN. VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION, BUT DEALER WAS UNABLE TO RESOLVE THE PROBLEM. *AK THE DEALER SUGGESTED

THE FOLLOWING ISSUES: THE FLOOR MAT WAS ON THE GAS PEDAL, WIRES WERE DAMAGED, AND A PART THAT WAS PREVIOUSLY REPLACED PER RECALL FAILED. *SC

20040604	483606	VOLKSWAGEN	PASSAT	200	N	N			ELECTRICAL SYSTEM:IGNITION	CT	
----------	--------	------------	--------	-----	---	---	--	--	----------------------------	----	--

2

NAR 3-10-03 WITH THE CONSUMER VEHICLE HAVING LESS THAN 7000 MILES, MANY PROBLEMS OCCURRED, THE FRONT AND REAR WINDOWS FROZE FROM THE INSIDE, THE VEHICLE BEGAN TO STALL, THE IGNITION

COIL NEEDED TO BE REPLACED, THE GLOVE COMPARTMENT FLOODED WHEN IT RAINED OR SNOWED, ALSO THE CARPETS AND POLLEN FILTER WERE DAMAGED DUE TO THE FLOOD. THE CONSUMERS WAS VERY

DISAPPOINTED AND SUGGESTED THAT A FULL REFUND BE GIVEN OR HAVE VOLVO TO GIVE THEM A NEW 2003 PASSAT, EQUALLY EQUIPPED AS THE 2002 AT THE SAME PURCHASE PRICE. *CB *JB

20040604	483499	VOLKSWAGEN	PASSAT	200	N	N			SUSPENSION:FRONT:SPRINGS:COIL SPRINGS	CT	
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2

NAR 3-10-03 WITH THE CONSUMER VEHICLE HAVING LESS THAN 7000 MILES, MANY PROBLEMS OCCURRED, THE FRONT AND REAR WINDOWS FROZE FROM THE INSIDE, THE VEHICLE BEGAN TO STALL, THE IGNITION

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20040604	483500	VOLKSWAGEN	PASSAT	200	N	N			EQUIPMENT	CT	
----------	--------	------------	--------	-----	---	---	--	--	-----------	----	--

2

NAR 3-10-03 WITH THE CONSUMER VEHICLE HAVING LESS THAN 7000 MILES, MANY PROBLEMS OCCURRED, THE FRONT AND REAR WINDOWS FROZE FROM THE INSIDE, THE VEHICLE BEGAN TO STALL, THE IGNITION

COIL NEEDED TO BE REPLACED, THE GLOVE COMPARTMENT FLOODED WHEN IT RAINED OR SNOWED, ALSO THE CARPETS AND POLLEN FILTER WERE DAMAGED DUE TO THE FLOOD. THE CONSUMERS WAS VERY

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20040604	483604	VOLKSWAGEN	PASSAT	200	N	N			VISIBILITY	CT	
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2

NAR 3-10-03 WITH THE CONSUMER VEHICLE HAVING LESS THAN 7000 MILES, MANY PROBLEMS OCCURRED, THE FRONT AND REAR WINDOWS FROZE FROM THE INSIDE, THE VEHICLE BEGAN TO STALL, THE IGNITION COIL NEEDED TO BE REPLACED, THE GLOVE COMPARTMENT FLOODED WHEN IT RAINED OR SNOWED, ALSO THE CARPETS AND POLLEN FILTER WERE DAMAGED DUE TO THE FLOOD. THE CONSUMERS WAS VERY

DISAPPOINTED AND SUGGESTED THAT A FULL REFUND BE GIVEN OR HAVE VOLVO TO GIVE THEM A NEW 2003 PASSAT, EQUALLY EQUIPPED AS THE 2002 AT THE SAME PURCHASE PRICE. *CB *JB

20040604	483605	VOLKSWAGEN	PASSAT	200	N	N			ENGINE AND ENGINE COOLING:ENGINE	CT
WWWPD63B92P		20030306	7000							

2

NAR 3-10-03 WITH THE CONSUMER VEHICLE HAVING LESS THAN 7000 MILES, MANY PROBLEMS OCCURRED, THE FRONT AND REAR WINDOWS FROZE FROM THE INSIDE, THE VEHICLE BEGAN TO STALL, THE IGNITION COIL NEEDED TO BE REPLACED, THE GLOVE COMPARTMENT FLOODED WHEN IT RAINED OR SNOWED, ALSO THE CARPETS AND POLLEN FILTER WERE DAMAGED DUE TO THE FLOOD. THE CONSUMERS WAS VERY

DISAPPOINTED AND SUGGESTED THAT A FULL REFUND BE GIVEN OR HAVE VOLVO TO GIVE THEM A NEW 2003 PASSAT, EQUALLY EQUIPPED AS THE 2002 AT THE SAME PURCHASE PRICE. *CB *JB

20040712	501562	VOLKSWAGEN	PASSAT	200	N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION	NJ
WWWYH63B84E		20040712	2200							

4

MY TRANSMISSION ON A 2004 PASSAT WAGON ALL WHEEL DRIVE (V6) ENGINE SLIPS AND STARTLES ME VERY FREQUENTLY. WHEN THE VEHICLE IS SLOWED DOWN IT BUCKS VIOLENTLY AS IF I WAS REAR ENDED BY ANOTHER VEHICLE. SO FAR, VOLKSWAGON GAVE ME A REPLACEMENT CAR (SINCE IT WAS A BRAND NEW CAR). HOWEVER, THE REPLACEMENT CAR IS DOING THE VERY SAME THING. THIS PROBLEM IS POTENTIALLY DANGEROUS BECAUSE IT FEELS AS IF YOU'RE BEING REAR ENDED. ALSO, IT CREATES A POTENTIAL DANGER ON THE ROADS. VOLKSWAGON ORIGINALLY SAID IT WAS THE ALL WHEEL DRIVE (BUT THIS IS SIMPLY NOT THE CASE). NOW, THEY'RE SAYING THE TRANSMISSION NEEDS TO BE "FLASHED"? I WILL BE FILING A LEMON LAW COMPLAINT AGAINST THE COMPANY. I FEAR THAT MANY OTHER VEHICLES HAVE THE SAME PROBLEM AND THEY'RE BEING IGNORED OR SWEEPED UNDER THE CARPET. I WOULD REALLY HOPE THAT SOMEONE IN YOUR ORGANIZATION WOULD INVESTIGATE THIS COMPLAINT AND WILL BRING THIS POTENTIALLY SERIOUS PROBLEM TO THE ATTENTION OF VOLKSWAGON. AT AT MINIMUM PERHAPS, THEY SHOULD RECALL THESE VEHICLES AND SEND OUT A NOTICE TO OWNERS OF THIS VEHICLE TYPE. PLEASE

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20041003	498573	VOLKSWAGEN	PASSAT	200	N	N	0	0	ELECTRICAL SYSTEM	NY	
WWWPD63B12P	20041003	32000									

2

FOLLOWING HEAVY RAINS ON 29 SEPT 2004 VEHICLE WINDOWS/LOCKS WERE INOPERABLE. FUSE BLOWN. REPLACED FUSE, HORN WOULD NOT STOP AND WINDOWS STILL INOPERABLE. UNABLE TO TURN OFF VEHICLE LIGHTS. NEW FUSE BLOWN. TOWED PASSAT VIA VW ROADSIDE TO DEALER. TOLD FRI 1 OCT 2004 THAT THERE WAS STANDING WATER IN CAR AND COMFORT MODULE WOULD NEED REPLACEMENT. DUE TO WATER, THE CARPET & MODULE WOULD NOT BE COVERED UNDER WARRANTY. EST 1500.00 IN PARTS PRE-LABOR. AS THE WINDOWS WERE NOT OPERABLE, WE DO NOT KNOW HOW THIS WATER DAMAGE OCCURRED. VW CLAIMS TO DUE DEBRIS IN SUNROOF, DRAINS CLOGGED AND FLOODED FLOOR. UNACCEPTABLE AS CAR WAS DETAILED 2.5 WKS PRIOR AND IS WASHED EVERY WEEK. ASKED TO SEE DEBRIS, THEY COULD NOT PROVIDE ANYTHING. WE FEEL THIS MAY BE DUE TO THE WINDOW SURROUND TRIM THAT CONTINUALLY CAME LOOSE/FELL OFF OR PRIOR CONCEALED DAMAGE (CERTIFIED USED VEHICLE). NOTE THAT SEATS/HEADLINER WERE COMPLETELY DRY. WE DID NOT NOTICE WET CARPETS AS ONLY THE REAR WAS WET. CAR SMELLED AWFUL @ VW ON FRIDAY 1 OCT AS IT IS TURNING INTO A MOLD PIT. FILED GEICO INSURANCE CLAIM-WAITING ON

20041014	503540	VOLKSWAGEN	JETTA	200	N	Y	0	0	ELECTRICAL SYSTEM:WIRING:FRONT UNDERHOOD	TX	
				3							

WHILE I WAS DRIVING ON THE FREEWAY, SUDDENLY A FIRE STARTED FOR NO REASON FROM UNDER THE PASSENGER GLOVE COMPARTMENT, BURNING PLASTIC WAS DRIPPING TO THE FLOOR MATS. I PULLED OVER TO THE SHOULDER, AND AFTER SEVERAL MINUTES MY CAR WAS TOTALLY ON FIRE. I WOULD LIKE TO KNOW IF THERE ARE OTHER INCIDENTS OF SPONTANEOUS FIRES FOR THIS MAKE AND YEAR MODEL.*AK

20041115	518258	VOLKSWAGEN	PASSAT	200	N	N	0	0	STRUCTURE:BODY	NJ	
				3							

AFTER RAINY DAYS MY 2003 PASSAT WAGON (4 MOTION) HAS 1 -2 INCHES OF WATER ON FLOOR OF THE FRONT PASSENGER SIDE. THIS HAS NOW BEEN TO THE DEALER TWICE (I JUST TOOK IT BACK TODAY) - THE FIRST TIME THEY TOLD US THAT IT WAS A DRAIN PROBLEM FROM THE SUN ROOF THAT WAS CLOGGED. THE CARPET SMELLS AND I AM AFRAID THAT THE ELECTRIC SEATS WILL SOON SHORT OUT.*AK

20041115	518259	VOLKSWAGEN	PASSAT	200	N	N	0	0	ELECTRICAL SYSTEM	NJ	
				3							

AFTER RAINY DAYS MY 2003 PASSAT WAGON (4 MOTION) HAS 1 -2 INCHES OF WATER ON FLOOR OF THE FRONT PASSENGER SIDE. THIS HAS NOW BEEN TO THE DEALER TWICE (I JUST TOOK IT BACK TODAY) - THE FIRST TIME THEY TOLD US THAT IT WAS A DRAIN PROBLEM FROM THE SUN ROOF THAT WAS CLOGGED. THE CARPET SMELLS AND I AM AFRAID THAT THE ELECTRIC SEATS WILL SOON SHORT OUT.*AK

20041210	513560	VOLKSWAGEN	PASSAT	199	N	N			VISIBILITY:DEFROSTER/DEFOGGER	NY	
WWWNA63B7WE	20041210	75000									

8

WATER LEAKS INTO DRIVERS SIDE FLOOR, RELAY FAILURE AND RESULTANT DEFROSTER FAILURE. MILDEW, RESPIRATORY DISTRESS, UNCONTROLABLE SNEEZING, AND RESULTANT DIFFICULTY WITH VEHICLE CONTROL. ENTIRE CARPET REPLACEMENT. COST OVER \$1000 WITH LABOR.*AK

20041210	513559	VOLKSWAGEN	PASSAT	199	N	N			VISIBILITY:WINDSHIELD	NY	
WWWNA63B7WE	20041210	75000									

8

WATER LEAKS INTO DRIVERS SIDE FLOOR, RELAY FAILURE AND RESULTANT DEFROSTER FAILURE. MILDEW, RESPIRATORY DISTRESS, UNCONTROLABLE SNEEZING, AND RESULTANT DIFFICULTY WITH VEHICLE CONTROL. ENTIRE CARPET REPLACEMENT. COST OVER \$1000 WITH LABOR.*AK

20041212	515049	VOLKSWAGEN	JETTA	199	N	N			SUSPENSION	NC	
3VWSF29M7XM	20041212										

9

MID-1999 VOLKSWAGEN INTRODUCED THE JETTA IV SERIES. THE COILS SUSPENSION SPRINGS ON THE 4-CYLINDER TDI DIESEL ARE TOO TALL AND TOO SOFT, LEADING TO EXTREME OVER STEER AND BODY ROLL IN

CURVES AND EXTREME INTOLERANCE FOR WIND TURBULENCE AT HIGHWAY SPEEDS CREATED BY NATURE, TRACTOR TRAILERS AND (EVEN) SMALL CARS. THIS IS (NEARLY) AN ADMITTED DEFECT, AS VOLKSWAGEN OFFERS A SPRING UPGRADE KIT FOR 4-CYLINDER JETTAS IN ITS AFTERMARKET CATALOG! NESTLED RIGHT THERE BETWEEN THE CUSTOM KEY FOBS AND FLOOR MATS! FURTHERMORE, REVIEWS OF THE 2005

MODEL REVEAL A COMPLETE OVERHAUL TO THE SUSPENSION SYSTEM. I HAVE TRIED TO CORRECT THE PROBLEM WITH STIFFER AND WIDER TIRES, TO NO AVAIL. THEY NEED TO BE TAKEN TO TASK ON THIS ISSUE.

I AM REPORTING TODAY, AS IT IS ONLY MODERATELY WINDY AND (YET) I HAVE HAD DIFFICULTY MAINTAINING STABILITY AT HIGHWAY SPEEDS. THIS COULD BE AN UNDETECTED FACTOR IN MANY INCIDENTS.*JB

20041216	517969	VOLKSWAGEN	PASSAT	199	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	PA
WWWMD63B0XE		20041216	131000							

9

1999 VW PASSAT ON 12/15/04 AND 12/16/04 SUDDENLY INCREASED SPEED ON ITS OWN WITHOUT DRIVER PRESSING THE GAS PEDAL. ON 12/15 WHILE DRIVING WB ON I-80 IN PENNA AROUND THE 278/279 MILE MARKER

WITH THE VEHICLE IN CRUISE CONTROL THE CAR ITSELF INCREASED TO NEARLY 90 MPH WITHOUT ANY DRIVER INTERVENTION, I PUSHED BRAKE TO GET CRUISE TO RELEASE WHICH DIDN'T DO ANYTHING, I TURNED

OFF CRUISE CONTROL ON TURN SIGNAL ARM WITH NO SPEED INCREASE STOPPAGE, I REACHED DOWN TO BE SURE THE FLOOR MAT WASN'T STUCK AND CAUSING GAS PEDAL TO BE PUSHED AND IT WASN'T. I FINALLY

WHY STANDING WITH BOTH FEET ON THE BRAKES GOT THE VEHICLE TO SLOW ENOUGH TO SAFELY PULL OVER AND I TURNED IT OFF. I THEN TURNED THE VEHICLE ON TWICE AND THE RPM'S PEGGED IMMEDIATELY

TO 5000-6000 RPM'S AND I TURNED THE CAR OFF AT ONCE. ON A THIRD TRY THE CAR TURNED ON IN IT'S NORMAL MODE AND IDLED OKAY. I THEN DROVE THE REMAINING APPROX 15 MILES TO WORK ON THE PA

TURNPIKE AND PA RTE 115. I DROVE THE CAR HOME THE EVENING OF 12/15 WITHOUT ANY PROBLEMS BUT, DID NOT ENGAGE THE CRUISE CONTROL. ON THE MORNING OF 12/16 WHILE ON WAY TO WORK AT APPROX

THE 114 MILE MARK OF THE PA TURNPIKE NB THE CAR DID THE SAME AS IT HAD DONE THE PREVIOUS MORNING AND STARTED TAKING OFF ON IT'S OWN AGAIN, HOWEVER, THIS DAY JUST LIKE THE RETURN TRIP HOME

THE NIGHT OF 12/15 I DID NOT HAVE THE CRUISE CONTROL ENGAGED. ON 12/16 I GOT THE CAR ON THE SHOULDER SAFELY AND WHILE BRAKING AND GETTING THE CAR TO AROUND 35-40 MPH I TURNED IT OFF AND

CAME TO A STOP. ON THE FIRST RESTART THE CAR AGAIN PEGGED RPM'S UP TO AROUND 5000-6000 AND I TURNED IT OFF IMMEDIATELY. WITH THE SECOND RESTART OF THE CAR IT RAN NORMAL AND I COMPLETED

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20041221	522029	VOLKSWAGEN	PASSAT	200	Y	N			ELECTRICAL SYSTEM:WIRING:INTERIOR/UNDER DASH	SC	

2

NUMBEROUS PROBLEMS WITH VEHICLE. AFTER BUMPING NOISE, ENGINE REVVED, CAR LURCHED FORWARD AND ACCELERATED TO A RAPID SPEED. *BF THE MLP LIGHT CAM ON SEVERAL TIMES. THE RADIO DID NOT WORK. THE RADIO WAS REPAIRED AND BROKE AGAIN THEN WAS REPLACED. THE CONSUMER STATED THAT SHE FOUND STANDING WATER IN THE CAR ON THE BACK RIGHT SIDE UNDER THE FRONT SEAT. THE AIR POLLEN FILTER WAS CRACKED. FILTER AND CARPET WAS REPLACED. THE BACK DOOR LOCKS REFUSED TO UNLOCK THEREFORE THE CONSUMER COULD NOT OPEN EITHER BACK DOOR FROM INSIDE OR OUT.

THE VEHICLE ACCELERATED OUT OF CONTROL OF THE DRIVER AND HIT A CURB AT 50 MILES AN HOUR. THE CONSUMER CONTINUED TO PUMP THE BRAKES FINALLY GETTING THE VEHICLE TO STOP. THE VEHICLE HAD 4 FLAT TIRES AS A RESULT OF HITTING THE CURB HEAD ON WITH RIMS BENT AS WELL. THE BUMPER CAME OFF. *TC

20041221	521926	VOLKSWAGEN	PASSAT	200	Y	N			ENGINE AND ENGINE COOLING:ENGINE	SC	
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2

NUMBEROUS PROBLEMS WITH VEHICLE. AFTER BUMPING NOISE, ENGINE REVVED, CAR LURCHED FORWARD AND ACCELERATED TO A RAPID SPEED. *BF THE MLP LIGHT CAM ON SEVERAL TIMES. THE RADIO DID NOT WORK. THE RADIO WAS REPAIRED AND BROKE AGAIN THEN WAS REPLACED. THE CONSUMER STATED THAT SHE FOUND STANDING WATER IN THE CAR ON THE BACK RIGHT SIDE UNDER THE FRONT SEAT. THE AIR POLLEN FILTER WAS CRACKED. FILTER AND CARPET WAS REPLACED. THE BACK DOOR LOCKS REFUSED TO UNLOCK THEREFORE THE CONSUMER COULD NOT OPEN EITHER BACK DOOR FROM INSIDE OR OUT.

THE VEHICLE ACCELERATED OUT OF CONTROL OF THE DRIVER AND HIT A CURB AT 50 MILES AN HOUR. THE CONSUMER CONTINUED TO PUMP THE BRAKES FINALLY GETTING THE VEHICLE TO STOP. THE VEHICLE HAD 4 FLAT TIRES AS A RESULT OF HITTING THE CURB HEAD ON WITH RIMS BENT AS WELL. THE BUMPER CAME OFF. *TC

20041221	522028	VOLKSWAGEN	PASSAT	200	Y	N			VEHICLE SPEED CONTROL	SC	
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2

NUMBEROUS PROBLEMS WITH VEHICLE. AFTER BUMPING NOISE, ENGINE REVVED, CAR LURCHED FORWARD AND ACCELERATED TO A RAPID SPEED. *BF THE MLP LIGHT CAM ON SEVERAL TIMES. THE RADIO DID NOT WORK. THE RADIO WAS REPAIRED AND BROKE AGAIN THEN WAS REPLACED. THE CONSUMER STATED THAT SHE FOUND STANDING WATER IN THE CAR ON THE BACK RIGHT SIDE UNDER THE FRONT SEAT. THE AIR POLLEN FILTER WAS CRACKED. FILTER AND CARPET WAS REPLACED. THE BACK DOOR LOCKS REFUSED TO UNLOCK THEREFORE THE CONSUMER COULD NOT OPEN EITHER BACK DOOR FROM INSIDE OR OUT.

THE VEHICLE ACCELERATED OUT OF CONTROL OF THE DRIVER AND HIT A CURB AT 50 MILES AN HOUR. THE CONSUMER CONTINUED TO PUMP THE BRAKES FINALLY GETTING THE VEHICLE TO STOP. THE VEHICLE HAD 4 FLAT TIRES AS A RESULT OF HITTING THE CURB HEAD ON WITH RIMS BENT AS WELL. THE BUMPER CAME OFF. *TC

20041221	522030	VOLKSWAGEN	PASSAT	200	Y	N			EQUIPMENT:ELECTRICAL:RADIO/TAPE DECK/CD ETC.	SC	
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2

NUMBEROUS PROBLEMS WITH VEHICLE. AFTER BUMPING NOISE, ENGINE REVVED, CAR LURCHED FORWARD AND ACCELERATED TO A RAPID SPEED. *BF THE MLP LIGHT CAM ON

SEVERAL TIMES. THE RADIO DID NOT WORK. THE RADIO WAS REPAIRED AND BROKE AGAIN THEN WAS REPLACED. THE CONSUMER STATED THAT SHE FOUND STANDING WATER IN THE CAR ON THE BACK RIGHT SIDE UNDER THE FRONT SEAT. THE AIR POLLEN FILTER WAS CRACKED. FILTER AND CARPET WAS REPLACED. THE BACK DOOR LOCKS REFUSED TO UNLOCK THEREFORE THE CONSUMER COULD NOT OPEN EITHER BACK DOOR FROM INSIDE OR OUT. THE VEHICLE ACCELERATED OUT OF CONTROL OF THE DRIVER AND HIT A CURB AT 50 MILES AN HOUR. THE CONSUMER CONTINUED TO PUMP THE BRAKES FINALLY GETTING THE VEHICLE TO STOP. THE VEHICLE HAD 4 FLAT TIRES AS A RESULT OF HITTING THE CURB HEAD ON WITH RIMS BENT AS WELL. THE BUMPER CAME OFF. *TC

20050106 526191	VOLKSWAGEN	PASSAT	200	N	N	VEHICLE SPEED CONTROL	SC
WWWPD63B02P	20041130						

2

THERE WERE NUMEROUS PROBLEMS WITH THIS VEHICLE. THE FILTER AND CARPET ON THE BACK PASSENGER SIDE WAS REPLACED. THE MLP LIGHT HAD COME ON AND THE DEALER INSTALLED A NEW VACUUM HOSE. THE RADIO DID NOT WORK, STANDING WATER WAS FOUND IN THE BACK RIGHT SIDE OF THE VEHICLE UNDER THE FRONT SEAT, THE POLLEN FILTER WAS CLOGGED AND THE AIR POLLEN FILTER WAS CRACKED DUE TO THE FACTORY, THE BACK DOOR LOCKS REFUSED TO OPEN AND COULD NOT BE OPENED FROM THE INSIDE OR OUT, A BUMPING NOISE WAS HEARD COMING FROM UNDER THE VEHICLE, THE ENGINE REVVED, THE VEHICLE LURCHED FORWARD AND ACCELERATED AT RAPID SPEED ALL WHILE THE BRAKES WERE PUMPED WITH NO RESPONSE. THE VEHICLE HIT A CURB DOING OVER 50 MPH ALL WHILE PUMPING THE BRAKES UNTIL IT FINALLY STOPPED 20-30 YARDS INTO A FIELD DAMAGING TIRES, RIMS AND THE BUMPER. *SC *JB

20050106 526187	VOLKSWAGEN	PASSAT	200	N	N	ELECTRICAL SYSTEM	SC
WWWPD63B02P	20041130						

2

THERE WERE NUMEROUS PROBLEMS WITH THIS VEHICLE. THE FILTER AND CARPET ON THE BACK PASSENGER SIDE WAS REPLACED. THE MLP LIGHT HAD COME ON AND THE DEALER INSTALLED A NEW VACUUM HOSE. THE RADIO DID NOT WORK, STANDING WATER WAS FOUND IN THE BACK RIGHT SIDE OF THE VEHICLE UNDER THE FRONT SEAT, THE POLLEN FILTER WAS CLOGGED AND THE AIR POLLEN FILTER WAS CRACKED DUE TO THE FACTORY, THE BACK DOOR LOCKS REFUSED TO OPEN AND COULD NOT BE OPENED FROM THE INSIDE OR OUT, A BUMPING NOISE WAS HEARD COMING FROM UNDER THE VEHICLE, THE ENGINE REVVED, THE VEHICLE LURCHED FORWARD AND ACCELERATED AT RAPID SPEED ALL WHILE THE BRAKES WERE PUMPED WITH NO RESPONSE. THE VEHICLE HIT A CURB DOING OVER 50 MPH ALL WHILE PUMPING THE BRAKES UNTIL IT FINALLY STOPPED 20-30 YARDS INTO A FIELD DAMAGING TIRES, RIMS AND THE BUMPER. *SC *JB

Friday, August 24, 2007

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050106	526188	VOLKSWAGEN	PASSAT	200	N	N			STRUCTURE	SC	

2

THERE WERE NUMEROUS PROBLEMS WITH THIS VEHICLE. THE FILTER AND CARPET ON THE BACK PASSENGER SIDE WAS REPLACED. THE MLP LIGHT HAD COME ON AND THE DEALER INSTALLED A NEW VACUUM HOSE. THE RADIO DID NOT WORK, STANDING WATER WAS FOUND IN THE BACK RIGHT SIDE OF THE VEHICLE UNDER THE FRONT SEAT, THE POLLEN FILTER WAS CLOGGED AND THE AIR POLLEN FILTER WAS CRACKED DUE TO THE FACTORY, THE BACK DOOR LOCKS REFUSED TO OPEN AND COULD NOT BE OPENED FROM THE INSIDE OR OUT, A BUMPING NOISE WAS HEARD COMING FROM UNDER THE VEHICLE, THE ENGINE REVVED, THE VEHICLE LURCHED FORWARD AND ACCELERATED AT RAPID SPEED ALL WHILE THE BRAKES WERE PUMPED WITH NO RESPONSE. THE VEHICLE HIT A CURB DOING OVER 50 MPH ALL WHILE PUMPING THE BRAKES UNTIL IT FINALLY STOPPED 20-30 YARDS INTO A FIELD DAMAGING TIRES, RIMS AND THE BUMPER. *SC *JB

20050106	526189	VOLKSWAGEN	PASSAT	200	N	N			VISIBILITY:DEFROSTER/DEFOGGER	SC	
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2

SYSTEM:WINDSHIELD:HEATER CORE

THERE WERE NUMEROUS PROBLEMS WITH THIS VEHICLE. THE FILTER AND CARPET ON THE BACK PASSENGER SIDE WAS REPLACED. THE MLP LIGHT HAD COME ON AND THE DEALER INSTALLED A NEW VACUUM HOSE. THE RADIO DID NOT WORK, STANDING WATER WAS FOUND IN THE BACK RIGHT SIDE OF THE VEHICLE UNDER THE FRONT SEAT, THE POLLEN FILTER WAS CLOGGED AND THE AIR POLLEN FILTER WAS CRACKED DUE TO THE FACTORY, THE BACK DOOR LOCKS REFUSED TO OPEN AND COULD NOT BE OPENED FROM THE INSIDE OR OUT, A BUMPING NOISE WAS HEARD COMING FROM UNDER THE VEHICLE, THE ENGINE REVVED, THE VEHICLE LURCHED FORWARD AND ACCELERATED AT RAPID SPEED ALL WHILE THE BRAKES WERE PUMPED WITH NO RESPONSE. THE VEHICLE HIT A CURB DOING OVER 50 MPH ALL WHILE PUMPING THE BRAKES UNTIL IT FINALLY STOPPED 20-30 YARDS INTO A FIELD DAMAGING TIRES, RIMS AND THE BUMPER. *SC *JB

20050106	526190	VOLKSWAGEN	PASSAT	200	N	N			LATCHES/LOCKS/LINKAGES	SC	
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2

THERE WERE NUMEROUS PROBLEMS WITH THIS VEHICLE. THE FILTER AND CARPET ON THE BACK PASSENGER SIDE WAS REPLACED. THE MLP LIGHT HAD COME ON AND THE DEALER INSTALLED A NEW VACUUM HOSE. THE RADIO DID NOT WORK, STANDING WATER WAS FOUND IN THE BACK RIGHT SIDE OF THE VEHICLE UNDER THE FRONT SEAT, THE POLLEN FILTER WAS CLOGGED AND THE AIR POLLEN FILTER WAS CRACKED DUE TO THE FACTORY, THE BACK DOOR LOCKS REFUSED TO OPEN AND COULD NOT BE OPENED FROM THE INSIDE OR OUT, A BUMPING NOISE WAS HEARD COMING FROM UNDER THE VEHICLE, THE ENGINE REVVED, THE VEHICLE LURCHED FORWARD AND ACCELERATED AT RAPID SPEED ALL WHILE THE BRAKES WERE PUMPED WITH NO RESPONSE. THE VEHICLE HIT A CURB DOING OVER 50 MPH ALL WHILE PUMPING THE BRAKES UNTIL IT FINALLY STOPPED 20-30 YARDS INTO A FIELD DAMAGING TIRES, RIMS AND THE BUMPER. *SC *JB

20050317	533540	VOLKSWAGEN	PASSAT	199	N	N	1		VISIBILITY:DEFROSTER/DEFOGGER	VA	
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6

SYSTEM:WINDSHIELD:HEATER CORE

IN JANUARY 2004 I DROVE BACK TO SCHOOL IN VIRGINIA AFTER SPENDING CHRISTMAS WITH MY FAMILY. ON THE WAY BACK WHILE I WAS ON THE PENNSYLVANIA TURN PIKE MY HEATER CORE BURST, SPRAYING BOILING HOT COOLANT (BOTH LIQUID AND STEAM) INTO THE VEHICLES INTERIOR. THE LIQUID FOR THE MOST PART CAUSED DAMAGE TO THE CARPET, AND FORTUNATELY ANY THAT WAS SPRAYED ON MY SIDE OF THE COMPARTMENT WAS BLOCKED BY MY PANTS. THE STEAM HOWEVER FILLED MY COMPARTMENT, MAKING IT IMPOSSIBLE TO SEE AND CAUSING A NEAR COLLISION WITH ANOTHER VEHICLE BEFORE I WAS ABLE TO OPEN MY WINDOWS AND CLEAR IT OUT. THE INJURY LISTED AS SUCH IS IN REGARDS TO MY BREATHING THE COOLANT IN, WHICH IS HARMFUL TO ONES HEALTH.

MAINTENNANCE HAD BEEN PERFORMED PREVIOUSLY ON MY VEHICLE JUST BEFORE THAT REPLACING THE AUX WATER PUMP, AND I HAD THE COOLANT SYSTEM FLUSHED AND MAINTENNANCE DONE ON IT AT THAT TIME AT AN AUTHORIZED VW DEALERSHIP.

THERE HAVE BEEN SEVERAL PROBLEMS WITH MY COOLING SYSTEM, THE AUX WATER PUMP, THE HEATER CORE, AND THE THERMOSTAT. FORTUNATELY POLICE WERE PASSING BY AT THE TIME AND GAVE

20050712 546611 VOLKSWAGEN PASSAT 200 N N STRUCTURE:BODY NY
 WWWWH63B34E 20050712 30

4

WATER COMING INTO FRONT PASSENGER SEAT RESULTING IN DAMAGES TO THE TCM (TRANSMISSION CONTROL MODULE), WET CARPETING, AND RUST UNDER THE PASSENGER SEAT. THE TRANSMISSION MODULE FAILURE RESULTED IN VEHICLE NOT ABLE TO SHIFT INTO HIGHER GEAR, AND DELAY ACCELERATION. THE TCM AND CARPETING WAS REPLACED.

20050712 546610 VOLKSWAGEN PASSAT 200 N N VEHICLE SPEED CONTROL NY
 WWWWH63B34E 20050712 30

4

WATER COMING INTO FRONT PASSENGER SEAT RESULTING IN DAMAGES TO THE TCM (TRANSMISSION CONTROL MODULE), WET CARPETING, AND RUST UNDER THE PASSENGER SEAT. THE TRANSMISSION MODULE FAILURE RESULTED IN VEHICLE NOT ABLE TO SHIFT INTO HIGHER GEAR, AND DELAY ACCELERATION. THE TCM AND CARPETING WAS REPLACED.

20050712 546609 VOLKSWAGEN PASSAT 200 N N POWER TRAIN:AUTOMATIC TRANSMISSION:CONTROL NY
 WWWWH63B34E 20050712 30

4

MODULE (TCM, PCM)
 WATER COMING INTO FRONT PASSENGER SEAT RESULTING IN DAMAGES TO THE TCM (TRANSMISSION CONTROL MODULE), WET CARPETING, AND RUST UNDER THE PASSENGER SEAT. THE TRANSMISSION MODULE FAILURE RESULTED IN VEHICLE NOT ABLE TO SHIFT INTO HIGHER GEAR, AND DELAY ACCELERATION. THE TCM AND CARPETING WAS REPLACED.

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20050713	549132	AUDI	A4 CABRIOLET	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
	WAUAT48H84K	20050713	28686								

4

WHILE COMMUTING TO WORK, THE ACCELERATOR PEDAL ON MY 2004 AUDI A4 CABRIOLET STUCK TO THE FLOOR. AT THE TIME, I WAS DRIVING APPROXIMATELY 35-40 MPH. THE PEDAL SUDDENLY MOVED AWAY FROM MY FOOT, STUCK TO THE FLOOR, AND MY CAR STARTED TO RAPIDLY INCREASE IN SPEED. NOT KNOWING EXACTLY WHAT WAS GOING ON, I HIT THE BRAKES, TO NO AVAIL. THE ENGINE WAS SCREAMING AS THE RPMs RACED INTO THE 7000S. I TRIED TO JIGGLE THE GAS PEDAL FREE WITH MY FOOT, BUT IT WAS STUCK AND WOULD NOT BUDGE. THE BRAKES, WHICH I PRESSED ON AGAIN WITH ALL MY STRENGTH, WOULD NOT OVERPOWER THE ENGINE. I THREW THE MANUAL TRANSMISSION INTO "PARK" BUT THAT DID NOT STOP THE CAR EITHER. I FINALLY TURNED THE IGNITION OFF AND THE CAR CAME TO A GRINDING HALT IN THE MIDDLE OF THE STREET. THE CAR WAS TOWED TO THE CLOSET AUDI DEALERSHIP, HOEHN AUDI. THEY HAD THE CAR FOR TWO WEEKS BUT TOLD ME SINCE THEY WERE NOT ABLE TO RECREATE THE PROBLEM AND DID NOT DETECT ANY MALFUNCTIONS IN THE CAR'S COMPUTER, THERE WAS NOTHING WRONG WITH MY CAR NOR WAS THERE ANYTHING THEY COULD DO FOR ME. IN FACT, THEY TRIED TO TELL ME THAT THE ACCELERATOR MAY HAVE GOTTEN STUCK UNDER THE FLOOR MAT. I TOLD THEM THAT WAS NOT POSSIBLE AND THAT I WAS LOOKING AT THE ACCELERATOR AS I WAS TRYING TO GET IT UNSTUCK AND THERE WAS NO FLOOR MAT IN THE WAY. I ALSO FILED A COMPLAINT WITH AUDI'S CUSTOMER CARE ADVOCATES. MY COMPLAINT WAS DENIED BECAUSE THE DEALERSHIP DID NOT FIND ANYTHING WRONG WITH MY CAR. I THEN TOOK MY CAR TO THE AUDI DEALERSHIP WHERE I LEASED THE VEHICLE, MIRAMAR AUDI, FOR A SECOND OPINION. THEY, TOO, TOLD ME THAT THEY WERE NOT ABLE TO DETECT ANYTHING WRONG WITH MY CAR AND THAT THERE WAS NOTHING MORE THEY COULD DO FOR ME. THEY TOLD ME THAT THEY BELIEVED AUDI CORPORATE WAS INVOLVED BUT WOULD NOT PROVIDE WITH THE NAME OF ANYONE AT AUDI CORPORATE WITH WHOM I COULD DISCUSS THE ISSUE FURTHER. THEY ALSO STATED THAT THEY HAD THREE OTHER AUDIS IN THEIR SERVICE DEPT FOR THE SAME PROBLEM.

20050713	548747	AUDI	A4 CABRIOLET	200	N	N	0	0	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA	
	WAUAT48H13K	20050713	13500								

3

ON JULY 2, 2005, AT APPROXIMATELY 11:00 A.M., I WAS DRIVING WITH MY TWO CHILDREN (AGES 7 AND 9) NORTH ON INTERSTATE 5 NEAR LAJOLLA, CA. I WAS TRAVELING AT APPROXIMATELY 70-75 MILES PER HOUR. SUDDENLY, MY CAR BEGAN TO ACCELERATE. THINKING THAT THE CRUISE CONTROL HAD ENGAGED, I STEPPED ON THE BRAKE TO DISENGAGE IT. ALTHOUGH MY CAR SLOWED A SMALL AMOUNT, THE ENGINE CONTINUED TO REV HIGHER. I THEN TOOK MY FOOT OFF THE BRAKE (FEARING THAT MY BRAKES WOULD WEAR OUT AND WERE NOT VERY EFFECTIVE IN ANY EVENT), AND THE CAR ACCELERATED AGAIN. I SUCCEEDED IN MOVING TOWARD THE SHOULDER, PUT THE CAR IN NEUTRAL, AND APPLIED THE BRAKE. WHILE THIS SUCCEEDED IN STOPPING THE CAR, THE ENGINE CONTINUED TO REV UP AS I WAS STOPPED IN THE EMERGENCY LANE. WITH MY LEFT FOOT ON THE BRAKE, I USED MY RIGHT FOOT TO STEP ON THE ACCELERATOR IN AN EFFORT TO DISENGAGE IT. AFTER APPROXIMATELY A MINUTE, THE ACCELERATOR DISENGAGED, AND THE ENGINE REV'D DOWN. AFTER THE INCIDENT, I DROVE THE CAR HOME AT A SIGNIFICANTLY SLOWER SPEED, AND THE PROBLEM DID NOT RECUR. ON TUESDAY, JULY 5, I CALLED MIRAMAR AUDI AND REPORTED THE PROBLEM TO BEN BOSWELL. HE ASKED ME WHEN AND WHERE THE INCIDENT TOOK PLACE, AND WHETHER THERE WAS ANY CONSTRUCTION IN THE AREA. HE EXPLAINED THAT AUDI NORTH AMERICA HAD INSTRUCTED HIM TO ASK THIS QUESTION, BECAUSE THEY HAD RECEIVED OTHER COMPLAINTS OF AUDI A4S WITH THE SAME PROBLEM. (THERE WAS NO CONSTRUCTION). HE ALSO TOLD ME THAT HE HAD 4 OR 5 A4S IN THE SHOP WITH THE SAME COMPLAINT. MY CAR WAS AT MIRAMAR AUDI FROM JULY 5 UNTIL JULY 13. ON MONDAY, JULY 11, MR. BOSWELL TOLD ME THAT THEY HAD RUN A COMPUTER DIAGNOSTIC ON MY CAR, AND COULD NOT FIND ANY PROBLEM. HE ALSO TOLD ME THAT HE HAD HAD EXTENSIVE COMMUNICATIONS WITH AUDI NORTH AMERICA, AND THAT HE HAD BEEN TOLD TO RELEASE THE CAR TO ME. AFTER SEVERAL CONTACTS WITH AUDI NORTH AMERICA (WHICH I CAN PROVIDE IN DETAIL), I WAS TOLD THAT THE PROBLEM WAS MOST LIKELY CAUSED BY MY FLOORMAT BEING OUT OF POSITION.

20051222	572032	VOLKSWAGEN	PASSAT	199	N	N			POWER TRAIN:AUTOMATIC TRANSMISSION:CONTROL	NY	
	WWWNA63B8XE	20051222	51977								

9

MODULE (TCM, PCM)

PURCHASED A 99 VW PASSAT WAGON FROM A VIRGINIA DEALER IN NOV 2004 MILEAGE 47.5K . THE TRANSMISSION CONTROL UNIT/MODULE HAS NOW COMPLETELY FAILED. THIS EXPENSIVE (\$1300) CIRCUIT BOARD IS LOCATED UNDER THE FRONT PASSENGER SEAT. IT IS IN A NON-DRAINING WELL IN THE FLOOR PAN UNDER THE CARPETING AND PADDING. IT IS IN NO WAY SEALED OR WATERPROOFED TO PREVENT CORROSION FROM CONDENSATION OR FAILURE FROM WATER BUILDUP IN THE AREA. NORMAL USE IN INCLEMENT WEATHER ALLOWS DROPS OF WATER TO ACCUMULATE IN THIS AREA . ONCE THE WATER GETS TO THE AREA WHERE THE TCU IS LOCATED IT REMAINS THERE. WHATEVER EVAPORATION THAT DOES OCCUR JUST INCREASES THE HUMIDITY AROUND THE TCU, IT THEN CONDENSES ON THE COLD METAL FLOOR PAN OR THE TCU AND DRAINS BACK INTO THE WELL THE TCU IS IN. SINCE IT IS UNDER THE CARPET AND THE PADDING ONE CANNOT SEE OR EASILY DETECT THAT WATER OR EVEN JUST A DAMPNESS EXISTS HERE. THE TCU CORRODES UNTIL IT FAILS, WHEN IT FAILS THE VEHICLE IS UNDRIVEABLE AND MUST THEN BE TOWED TO A VW DEALER. THERE IS NO DIAGNOSTIC DATA AVAILABLE THAT WOULD ALLOW A REGULAR GARAGE TO REPAIR IT. EVEN GC VOLKSWAGEN REQUESTED 3 HRS OF DIAGNOSTIC TIME. THEIR FINAL CHARGE WAS 3.5 HRS TO IDENTIFY THE PROBLEM AND REPLACE THE TCU. A 12 MONTH/12000 MILE WARRANTY WAS GIVEN EXCEPT FOR FAILURE DUE TO OUTSIDE INFLUENCE. AS I UNDERSTAND IT THIS MEANS ANY USE OF THE VEHICLE OUTSIDE OF A TEMPERATURE AND HUMIDITY CONTROLLED ENCLOSURE. I WAS ASSURED THAT IT WILL FAIL AGAIN AND THERE WAS NOTHING I COULD DO TO PREVENT IT. BY THE TIME ONE DISCOVERS WATER IN THE AREA THE DAMAGE IS ALREADY DONE. VW WILL NOT REIMBURSE ME FOR THE REPAIRS OR ISSUE A SOLUTION TO PREVENT FURTHER DAMAGE TO THE TCU. THIS IS A DESIGN FLAW AND SHOULD BE RECALLED AS IT EFFECTS EVERY 1.8T W/ TIPTRONIC AUTO TRANSMISSION. VW IS ENDANGERING PEOPLES LIVES AND COSTING PEOPLE THOUSANDS OF DOLLARS DUE TO THE POOR PLACEMENT OF THIS COMPONENT. OUTSIDE INFLUENCE IS A SCAM TO DENY PAYMENT. I WOULD NOT BUY A CAR I COULDN'T DRIVE OUTSIDE- WOULD YOU? *JB

20060120 577102	VOLKSWAGEN	PASSAT	200	N	N	0	0	STRUCTURE:FRAME AND MEMBERS	CT
WWWVD63B62E	20060120	40264							

2

DT*: THE CONTACT STATED THE COWLING DRAINAGE BECAME FILLED WILL DEBRIS CAUSING WATER TO ENTER THE TRANSMISSION MODULE. THE VEHICLE LOST PARTIAL POWER. THE VEHICLE WAS TOWED TO A DEALERSHIP. THE DEALERSHIP CLEANED THE COWLING DRAINS, REPAIRED THE WIRING AND BATTERY. ADDITIONALLY, THE BRAKE BOOSTER, THE TRANSMISSION MODULE AND THE CARPETING WERE REPLACED. *NM

20060122 576460	VOLKSWAGEN	PASSAT	200	N	N	0	0	STRUCTURE	MA
WWWXH63B02E	20060122	36000							

2

WE HAVE A 2002 VOLKSWAGEN PASSAT STATION WAGON. SEVERAL DAYS AGO, THE AIR BAG LIGHT CAME ON STEADILY & THE CAR WAS ACCELERATING SLUGGISHLY. WE TOOK IT INTO THE DEALERSHIP THE FOLLOWING DAY. THERE WAS A CRACK IN THE POLLEN FILTER HOUSING WHICH HAD ALLOWED RAINWATER TO TRACK INTO THE PASSENGER COMPARTMENT, UNDER THE CARPETS. A NUMBER OF KEY ELECTRONIC MODULES ARE IN THIS LOCATION, INCLUDING THE TRANSMISSION CONTROL MODULE AND THE COMFORT CONTROL MODULE. THESE UNITS HAD BEEN DESTROYED BY THE POOLING WATER AND WILL HAVE TO BE REPLACED. THE DEALERSHIP TELLS US THAT THIS HAS BEEN A COMMON PROBLEM WITH PASSATS; FURTHER RESEARCH ON THE INTERNET REVEALS A LARGE NUMBER OF PEOPLE WHO'VE HAD SIMILAR PROBLEMS (SEE [HTTP://WWW.THEAUTOBAHN.COM/FORUM/SHOWTHREAD.PHP?T=12789&PAGE=1&PP=10](http://www.theautobahn.com/forum/showthread.php?t=12789&page=1&pp=10)). I BELIEVE THAT THIS IS A SERIOUS DEFECT WITH PASSATS THAT CARRIES RISK TO DRIVERS AND PASSENGERS OF THESE

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060306	581215	VOLKSWAGEN	PASSAT	200	N	N			STRUCTURE	CA	

FOR THE 2ND TIME IN 14 MONTHS THE SYSTEM THAT DRAINS RAIN WATER OUT OF MY CAR HAS BECOME CLOGGED. THE RESULT IS THAT WATER COLLECTS UNDER THE FLOOR BOARD ON THE FRONT PASSENGER SIDE OF THE VEHICLE, WHERE COMPUTERS ARE LOCATED INSIDE AN UNSEALED PLASTIC BOX. THE FIRST TIME THIS HAPPENED, IN DEC 2004, I WAS TOLD THE FAILURE WAS DUE TO AN UNUSUALLY STRONG RAIN STORM AND THE RESULTING WATER DAMAGE EFFECTED THE BREAK SYSTEM. AT THAT TIME THE CAR WAS STILL UNDER WARRANTY. THIS TIME IT'S HAPPENING OFF WARRANTY AND I'M BEING TOLD THAT ONE OF THE COMPUTERS HAS TO BE REPLACED AND THERE COULD BE FURTHER DAMAGE WHICH WILL ONLY BE DETECTED AFTER A NEW COMPUTER IS INSTALLED. IN BOTH INSTANCES, THE SEATS AND CARPETING HAD TO BE REMOVED AND THE CARPETING AND WIRING SYSTEM HAD TO BE FAN DRIED. THIS TIME AROUND I SPOKE WITH A VW MECHANIC AT THE DEALERSHIP WHERE THE REPAIRS ARE BEING DONE AND HE SAID THIS IS NOT AN INFREQUENT OCCURRENCE AFTER A RAIN STORM. NOW, IT SEEMS TO ME THAT LOCATING A COMPUTER SYSTEM IN A FLAT, LOW LYING AREA OF THE CAR WHERE WATER CAN COLLECT IS A HUGE DESIGN FLAW, BUT THAT BEING THE CASE, HAD I BEEN MADE AWARE OF THE FACT THAT REGULAR FLUSHING OF THE DRAINAGE SYSTEM COULD HAVE PROBABLY PREVENTED A NOW COSTLY AND TIME CONSUMING REPAIR, I WOULD HAVE GLADLY TAKEN MY CAR IN FOR SUCH A SERVICE. RECORDS WILL SHOW THAT I FOLLOWED VWS SCHEDULED MAINTENANCE PROGRAM, HAVING THE SERVICE DONE AT AN AUTHORIZED VW DEALERSHIP ON TIME. SURPRISINGLY, FLUSHING THE DRAINAGE SYSTEM IS NOT PART OF VWS ROUTINE MAINTENANCE PROGRAM EVEN THOUGH THEY ARE AWARE THAT THE POTENTIAL FOR THIS PROBLEM EXISTS. IT SEEMS TO ME THAT FLUSHING THE DRAINAGE SYSTEM IS FAR MORE IMPORTANT THAN, SAY, FILLING THE WINDSHIELD WIPER FLUID, BUT THEN I GUESS VW STANDS TO BENEFIT FAR MORE FROM REPAIRING A WATER

20060310	585586	VOLKSWAGEN	PASSAT	200	N	N	0	0	POWER TRAIN:AUTOMATIC TRANSMISSION:CONTROL	CA	
WWWVD63B23E	20060310	26960							MODULE (TCM, PCM)		

THIS IS A 2003 VW PASSAT WITH 27,000 MILES. IT IS KEPT OUTSIDE IN NORTHERN CALIFORNIA. THERE HAVE BEEN RAINS HERE RECENTLY, EXPECTED THIS TIME OF YEAR. THE REAR FOOTWELL WAS FOUND TO HAVE WATER IN IT RECENTLY. NEITHER THE SUNROOF NOR WINDOWS HAD BEEN LEFT OPEN. ALTHOUGH THE VEHICLE HAS BEEN MAINTAINED BY VW DEALERS ACCORDING TO SCHEDULE, THE BOTTOM OF THE SUNROOF DRAIN TUBE WAS CLOGGED, BACKING WATER UP. THE RESULTING DAMAGE INCLUDED CARPET, DAMPENED TRANSMISSION CONTROL UNIT, WIRING HARNESS AND A SAFETY RELAY AMOUNTING TO OVER \$3,000 TO REPAIR. THE DEALER IS REPLACING THE DAMAGED PARTS AND UNCLOGGING THE DRAIN TUBE. THERE IS NO GUARANTEE THAT THIS WILL FIX THE PROBLEM PERMANENTLY. THE TRANSMISSION CONTROL

20060310	585585	VOLKSWAGEN	PASSAT	200	N	N	0	0	STRUCTURE:BODY	CA	
WWWVD63B23E	20060310	26960									

THIS IS A 2003 VW PASSAT WITH 27,000 MILES. IT IS KEPT OUTSIDE IN NORTHERN CALIFORNIA. THERE HAVE BEEN RAINS HERE RECENTLY, EXPECTED THIS TIME OF YEAR. THE REAR FOOTWELL WAS FOUND TO HAVE WATER IN IT RECENTLY. NEITHER THE SUNROOF NOR WINDOWS HAD BEEN LEFT OPEN. ALTHOUGH THE VEHICLE HAS BEEN MAINTAINED BY VW DEALERS ACCORDING TO SCHEDULE, THE BOTTOM OF THE SUNROOF DRAIN TUBE WAS CLOGGED, BACKING WATER UP. THE RESULTING DAMAGE INCLUDED CARPET, DAMPENED TRANSMISSION CONTROL UNIT, WIRING HARNESS AND A SAFETY RELAY AMOUNTING TO OVER \$3,000 TO REPAIR. THE DEALER IS REPLACING THE DAMAGED PARTS AND UNCLOGGING THE DRAIN TUBE. THERE IS NO GUARANTEE THAT THIS WILL FIX THE PROBLEM PERMANENTLY. THE TRANSMISSION CONTROL

20060404	583432	VOLKSWAGEN	PASSAT	200	N	N	0	0	STRUCTURE	SC	
WWWVH63B63E	20060404	44500									

DUE TO A SUNROOF DRAIN CLOG, OUR 2003 PASSAT WAGON PASSENGER FLOORBOARD QUICKLY FILLED WITH WATER IN WHAT I WOULD DESCRIBE AS MAJOR FLOODING. AS AN IMMEDIATE AND DIRECT RESULT WITH NO OPPORTUNITY TO REACT AND RESPOND OUR CAR BEGAN TO HAVE TROUBLE STARTING. AFTER GETTING IT STARTED AND BEING UNAWARE OF THE SITUATION WE WERE DEALING WITH, AN ATTEMPT WAS MADE

TO DRIVE IT TO THE DEALER TO SEE WHAT WAS WRONG. DURING THAT RIDE THE ELECTRICAL SYSTEM WENT HAYWIRE, THE CAR BEGAN TO LURCH AND ULTIMATELY SHUT DOWN ON THE SIDE OF THE HIGHWAY. I

WAS FORCED TO CALL VW FOR A TOW AND WAS RESPONDED TO PROMPTLY. THE DEALER'S SERVICE DEPT EXAMINED THE CAR AND FOUND THAT THE TRANSMISSION CONTROL MODULE AND THE AIR BAG CONTROL MODULE WERE BOTH SUBMERGED AS THEY BOTH REST UNDERNEATH THE CARPET IN THE FLOORBOARD. BOTH ITEMS WERE DEEMED TO BE NONFUNCTIONING AND HAD TO BE REPLACED. ALONG WITH THE LABOR

TO CLEAN CARPETS AND REPLACE THESE PARTS THE TOTAL BILL WAS AROUND 2300 DOLLARS. HERE IS MY COMPLAINT: THIS WAS NOT COVERED UNDER WARRANTY ACCORDING TO THE DEALER, HOWEVER; THERE

IS NO LITERATURE IN THE OWNERS MANUAL OR BUYERS GUIDE THAT SUGGESTS THE IMPORTANCE OF KEEPING THESE DRAINS UNCLOGGED. I MEAN IF MAJOR FLOODING IN THE FLOORBOARD OF A VEHICLE, A PLACE

WHERE THE VITAL COMPUTER MODULES ARE KEPT, IS GOING TO CREATE CATASTROPHIC DAMAGE THEN IT SHOULD BE NOTATED AND/OR MADE CLEAR TO THE BUYER AT THE TIME OF PURCHASE. I CONSIDER THIS

TO BE A DESIGN FLAW AND WORTHY OF WARRANTING A RECALL. IF YOU NEED VERIFICATION OF MANY MORE INSTANCES OF THE SAME PROBLEM WITH THE SAME TYPES OF VEHICLES (VW PASSATS, ETC.) CREATING

THE SAME TYPES OF CONSEQUENCES ALL YOU NEED TO DO IS VISIT THE FORUM AT THEAUTOBAHN.COM AND I AM SURE YOU WILL BE JUST AS DISTURBED AND FRUSTRATED AS I WAS EVEN IF YOU DON'T OWN ONE

20060512 586694	VOLKSWAGEN	SEAT BELTS	999	N	N	EQUIPMENT	MA
			9				

2001 VW PASSAT V6. A DEFECTIVE POLLEN FILTER SEAL ALLOWED WATER TO PULL ON THE PASSENGER SIDE FLOOR. THIS OCCURRED AFTER 24 HOURS OF RAIN. THE WATER HAS DAMAGED THE TRANSMISSION

CONTROL MODULE. THOSE REPAIRS AND THE REPAIR OF THE WATER DAMAGE TO THE CARPET AND RESULTING MOLD IS ESTIMATED AT OVER \$2,000. THE DEALER REPORTS THAT THIS IS AN LONG-STANDING

DEFECT. THERE ARE HUNDREDS OF REPORTS OF THE SAME EXACT PROBLEM WITH VW AND AUDI. *NM

20060512 586693	VOLKSWAGEN	PASSAT	200	N	N	STRUCTURE	MA
WWWRH63B01E	20060512	65000					
			1				

2001 VW PASSAT V6. A DEFECTIVE POLLEN FILTER SEAL ALLOWED WATER TO PULL ON THE PASSENGER SIDE FLOOR. THIS OCCURRED AFTER 24 HOURS OF RAIN. THE WATER HAS DAMAGED THE TRANSMISSION

CONTROL MODULE. THOSE REPAIRS AND THE REPAIR OF THE WATER DAMAGE TO THE CARPET AND RESULTING MOLD IS ESTIMATED AT OVER \$2,000. THE DEALER REPORTS THAT THIS IS AN LONG-STANDING

DEFECT. THERE ARE HUNDREDS OF REPORTS OF THE SAME EXACT PROBLEM WITH VW AND AUDI. *NM

20060530 588376	AUDI	A4	200	N	N	VEHICLE SPEED CONTROL:ACCELERATOR PEDAL	CA
			3				

ON TWO OCCASIONS BETWEEN JANUARY 2006 AND MAY 2006, AFTER FULLY STEPPING ON AND SUBSEQUENTLY RELEASING THE ACCELERATOR PEDAL, THE CAR CONTINUED TO ACCELERATE AS IF THE ACCELERATOR

WAS STUCK TO THE FLOOR. I THEN QUICKLY PRESSED ON AND RELEASED THE ACCELERATOR THREE OR FOUR TIMES BEFORE THE THROTTLE FINALLY LET UP AND THE CAR STOPPED ACCELERATING. AFTER BOTH

OCCASIONS, I CHECKED THE FLOOR MAT AND IT WAS SECURED TO THE FLOOR AND AWAY FROM THE ACCELERATOR PEDAL. *JB

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20060606	590596	VOLKSWAGEN	PASSAT	200	N	N	0	0	STRUCTURE:BODY:ROOF AND PILLARS	SC	
<p>WWWVD63B12E 20060606 55</p> <p>2</p> <p>CLOGGED DRAIN, FOR SUN ROOF, CAUSES WATER BUILD UP ON RT. SIDE FLOOR OF CAR, ELECTRONIC MODULE(\$800.00), NOT WATER PROOF, CREATES MIXED SIGNALS-AIRBAG FAULT HAVE SERVICED-ENGINE LUBRICATION FAULT "STOP ENGINE"--THERE DEFECT, THEY DON'T PAY DUE TO "WATER EXCLUSION"-CARPETING \$1,400.00-"WATER EXCLUSION!!!!"</p>											
20060606	590595	VOLKSWAGEN	PASSAT	200	N	N	0	0	OTHER	SC	
<p>WWWVD63B12E 20060606 55</p> <p>2</p> <p>CLOGGED DRAIN, FOR SUN ROOF, CAUSES WATER BUILD UP ON RT. SIDE FLOOR OF CAR, ELECTRONIC MODULE(\$800.00), NOT WATER PROOF, CREATES MIXED SIGNALS-AIRBAG FAULT HAVE SERVICED-ENGINE LUBRICATION FAULT "STOP ENGINE"--THERE DEFECT, THEY DON'T PAY DUE TO "WATER EXCLUSION"-CARPETING \$1,400.00-"WATER EXCLUSION!!!!"</p>											
20060702	592551	VOLKSWAGEN	PASSAT	200	N	N			OTHER	MD	
<p>WWWVYH63B62E 20060702 38000</p> <p>2</p> <p>I BOUGHT A 2002 PASSAT WAGON GLX CERTIFIED USED AT LINDSAY VW IN STERLING VA. I HAVE ONLY HAD THE CAR 10 MONTHS. I HAD MY CAR WASHED THE WEEK BEFORE JUNE 27TH, MY CAR IS GARAGE KEPT DAY AND NIGHT. WE HAD BAD RAIN STORMS IN THE WASHINGTON DC AREA WHICH I DID NOT DRIVE IN THE FIRST DAY... THE SECOND DAY I DID GET CAUGHT IN A RAIN STORM BUT IT WAS NOT UNUSUALLY HARD AND I DID NOT GO THROUGH AND LARGE PUDDLES. WHEN I GOT HOME I NOTICED A TON OF WATER HAD COLLECTED ON THE FLOOR OF THE DRIVERS SIDE OF THE CAR. THE LIGHTS BEGAN TO FLICKER AND GO ON AND OFF... THE ELECTRICAL SYSTEM WAS NOT WORKING... SO I CALLED THE DEALER WHO INFORMED ME THIS WAS THE CASE WITH A LOT OF THEIR CUSTOMERS AND COULD BE A BACKED UP DRAIN FROM THE SUNROOF. HE SAID TO HAVE TO CAR TOWED IN ... WHICH I DID. I THEN HEARD FROM THE DEALER TWO DAYS LATER WHO SAID THERE WERE SOME LEAVES IN THE WINDSHIELD WIPER CATCH AND THAT WAS WHAT CAUSED THE WATER TO POOL INTO THE CAR... IT WAS NOT COVERED UNDER WARRANTY ESSENTIALLY MY FAULT AND THE REPAIR CONSISTED OF GUTTING THE INTERIOR REPLACEMENT OF CARPET AND ELECTRICAL BOXES UNDER DRIVERS SIDE ETC. THAT IS WOULD BE EXPENSIVE.. PARTS ALONE ESTIMATED OVER 1K. I WAS SHAKEN... HE SAID HE HAD TO BREAK THE NEWS TO A LOT OF CUSTOMERS... I HAVE CHECKED MESSAGE BOARDS AND THIS SEEMS TO BE A VERY COMMON AND COSTLY PROBLEM FOR A LOT OF PASSAT VW OWNERS. THIS SEEMS THAT IF SO MANY PEOPLE ARE HAVING A PROBLEM THERE MUST BE A DESIGN FLAW. I AM STILL TRYING TO APPEAL THE FACT I HAVE TO PAY WITH THE DEALER.. HAVE NOT YET HEARD FROM THEM IN 3 DAYS. VW NEEDS TO PAY OR RECALL AND FIX THESE PROBLEMS. THANK YOUR FOR YOUR HELP.</p>											
20060704	593497	VOLKSWAGEN	PASSAT	200	N	N	0	0	STRUCTURE	PA	
<p>WWWPD63BX2P 20060704 29700</p> <p>2</p> <p>1 - HEAVY RAINS - CAR PARKED OUTSIDE IN DRIVEWAY - NO FLOODING. WATER LEAKED INTO 2002 VW PASSAT PASSENGER SIDE REAR FOOT WELL, VIA VENT/AIR FILTER - 3 INCHES OF STANDING WATER ON THE FLOOR. 2 - CARPETING SATURATED - DUE TO INSULATION UNDERNEATH, UNABLE TO DRY WITHOUT REMOVING. VEHICLE COMPUTER SYSTEMS UNDER SAME SIDE CARPETING ALL DAMAGED - IN NEED OF REPLACEMENT - DEALERSHIP ESTIMATES REPAIRS AT OVER \$2000. 3 - CALLED VW CUSTOMER CARE CENTER - THEY SAID THAT BECAUSE THE CAR IS OUT OF WARRANTY, THEY WILL GIVE NO CONSIDERATION TO HELPING WITH REPAIR COSTS. WILL CONTACT INSURANCE COMPANY AND/OR LAWYER. *NM</p>											
20060706	592398	VOLKSWAGEN	PASSAT	200	N	N			STRUCTURE:FRAME AND MEMBERS	CT	
<p>WWWVYH63B62E 20060706 38000</p> <p>2</p> <p>WATER LEAKAGE IN 2002 PASSAT 1.8T GLS. AFTER RAIN, WATER SEEPED IN THROUGH FAULTY POLLEN FILTER HOUSING. FRIED ENGINE CLUSTER. AFTER BEING RETURNED, WATER CONTINUED TO SEEP IN. IT CORRODED ELECTRICAL WIRES AND CAUSED MANY PROBLEMS. AFTER 5+ DEALER VISITS, NO ONE WAS ABLE TO FIX IT UNTIL I PERSONALLY STRIPPED ALL CARPETING AND FOUND THE FAULTY WIRE. DEALER HAD TOLD ME FILTER HOUSING WAS SUSCEPTIBLE TO WATER LEAKAGE, AND YET HE DID NO FIX IT... *JB</p>											
20060706	593216	VOLKSWAGEN	PASSAT	200	N	N			ELECTRICAL SYSTEM:WIRING	CT	

2

WATER LEAKAGE IN 2002 PASSAT 1.8T GLS. AFTER RAIN, WATER SEEPED IN THROUGH FAULTY POLLEN FILTER HOUSING. FRIED ENGINE CLUSTER. AFTER BEING RETURNED, WATER CONTINUED TO SEEP IN. IT CORRODED ELECTRICAL WIRES AND CAUSED MANY PROBLEMS. AFTER 5+ DEALER VISITS, NO ONE WAS ABLE TO FIX IT UNTIL I PERSONALLY STRIPPED ALL CARPETING AND FOUND THE FAULTY WIRE. DEALER HAD TOLD ME FILTER HOUSING WAS SUSCEPTIBLE TO WATER LEAKAGE, AND YET HE DID NO FIX IT... *JB

20060725	596408	VOLKSWAGEN	PASSAT	199	N	N	0	0	ELECTRICAL SYSTEM:WIRING	WI
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9

THIS HAS HAPPENED TO MANY PEOPLE, AND VOLKSWAGEN SHOULD OWN UP TO IT. WATER IS GETTING INTO MY CAR THROUGH SOMETHING UNDER THE HOOD AND SOAKING MY CARPETS. IT HAS FRIED MY ELECTRICAL SYSTEM AS WELL AS MANY OTHERS. THE COMFORT CONTROL MODULE NEEDS REPLACING AS WELL AS THE CORRODED WIRES. THE ESTIMATED COST IS ABOVE \$2000. *NM

20060829	606453	VOLKSWAGEN	PASSAT	200	N	N			STRUCTURE	CT
WWWTH63B61P	20060829		50000							

1

DT*: THE CONTACT STATED WHILE DRIVING VARIOUS SPEEDS, THE VEHICLE LURCHED FORWARD WITHOUT WARNING. THE VEHICLE WAS INSPECTED BY AN INDEPENDENT REPAIR SHOP WHO DETERMINED THE RAINWATER DRAINAGE TUBES UNDER THE CARPETED FLOORBOARD AREA LEAKED ONTO THE ELECTRICAL WIRING WHICH CAUSED THE AUTOMATIC TRANSMISSION CONTROL MODULE TO MALFUNCTION. THE MECHANIC DETERMINED THE WIRING TO THE TRANSMISSION CONTROL MODULE NEEDED REPLACED. THE DEALERSHIP AND THE MANUFACTURER WERE ALERTED 10/17/2006 - THE MANUFACTURER

20061002	603501	VOLKSWAGEN	PASSAT	200	N	N	0		STRUCTURE	VA
WWWYH63B51E	20061002		68698							

1

INTERIOR LEFT FRONT FLOOR OF CAR FLOODED WITH WATER AFTER VERY HEAVY RAIN. THERE WAS AN INCH OF STANDING WATER SITTING ON THE VEHICLE'S CARPET. THIS IS THE 2ND INCIDENT IN 5 WEEKS. AFTER A SIMILAR HEAVY RAINFALL IN AUGUST THE INTERIOR LEFT FRONT AND REAR FLOOR WAS FLOODED. STANDING WATER WAS IN THE FRONT AND REAR OF THE CAR. AFTER DOING RESEARCH ON-LINE THIS APPEARS TO BE A PROBLEM WITH THE SUN ROOF DRAINS. *JB

DATEA	CMPLID	MAKETXT	MODELTEXT	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20061002	603500	VOLKSWAGEN	PASSAT	200	N	N		0	VISIBILITY:SUN ROOF ASSEMBLY	VA	
WWWYH63B51E	20061002		68698								

1

INTERIOR LEFT FRONT FLOOR OF CAR FLOODED WITH WATER AFTER VERY HEAVY RAIN. THERE WAS AN INCH OF STANDING WATER SITTING ON THE VEHICLE'S CARPET. THIS IS THE 2ND INCIDENT IN 5 WEEKS. AFTER A SIMILAR HEAVY RAINFALL IN AUGUST THE INTERIOR LEFT FRONT AND REAR FLOOR WAS FLOODED. STANDING WATER WAS IN THE FRONT AND REAR OF THE CAR. AFTER DOING RESEARCH ON-LINE THIS APPEARS TO BE A PROBLEM WITH THE SUN ROOF DRAINS. *JB

20061103	607332	VOLKSWAGEN	PASSAT	200	N	N			VISIBILITY:SUN ROOF ASSEMBLY	NJ	
WWWPD63B22P	20061103		45000								

2

DT*: THE CONTACT STATED THERE WAS A LEAK FROM THE SUNROOF THAT WENT UNDER THE FLOOR MAT ON THE PASSENGER SIDE AFFECTING THE COMPUTER THAT CONTROLLED THE VEHICLE. IT WAS TAKEN TO THE SERVICE DEALER, WHO DETERMINED A NEW COMPUTER WAS NEEDED.

20061206	610887	VOLKSWAGEN	JETTA III	199	N	N	0	0	STRUCTURE	VA	
3VWSE29M3XM	20061206		90036								

9

MY SON'S 1999 VW JETTA GLS VR6 -- AND APPARENTLY HUNDREDS OF OTHER JETTAS THROUGH MODEL YEAR 2006 IDENTIFIED ON WWW.CARSURVEY.ORG-- HAVE BEEN SEVERELY WATER DAMAGED AFTER RAIN STORMS. IN MY CASE, IT FIRST HAPPENED ON 13 OCTOBER 2005, BECAUSE OF A DESIGN FLAW IN THE COWL-VENT/FRESH-AIR INLET SETUP THAT ALLOWED WATER IN, FLOODING THE CAR FROM UNDER THE RIGHT FRONT PASSENGER SIDE; ALL CARPETING AND PADDING WERE COVERED IN RED AND BLACK MOLD REQUIRING TOTAL REMOVAL, CLEANSING, AND REPLACEMENT (NOTE: NOT ANY OTHER VEHICLE IN MY CUL DE SAC, INCLUDING MY 1998 VW PASSAT, ABSORBED 1-DROP). VW OF AMERICA PAID FOR THE RESTORATION, WHICH I GRACIOUSLY THANKED THEM FOR DOING. ONE YEAR LATER, AGAIN AFTER A HEAVY RAINSTORM, WHEN I WENT TO DRIVE THE CAR ON 27 NOV 06, THIS TIME THE DRIVER'S SIDE AND LEFT REAR PASSENGER SIDE CARPETING WERE FILLED WITH WATER (NOTE: AGAIN, NOT A SINGLE CAR IN MY 80-HOME SUBDIVISION LET 1-DROP OF WATER INSIDE, INCLUDING MY NEW 2006 PASSAT, MERCEDES, FORDS, HONDAS, TOYOTAS, BUICKS, MIATAS, CHRYSLERS, BRONCOS, HIGHLANDERS, VOLVOS, AND 2-CADILLACS). I TOOK THE CAR IMMEDIATELY TO THE DEALER FOR REPAIR, JUST AS A NUMBER OF OTHER VW OWNERS HAD ALSO DONE, AND NOTIFIED CORPORATE VW OF AMERICA THAT I WAS AGAIN ASKING FOR RELIEF FROM THE \$800 CARPET REPLACEMENT. THIS TIME, SO FAR, THEY HAVE REFUSED ANY REIMBURSEMENT -- IN SPITE OF SOME 178 IDENTICAL COMPLAINTS OF THIS SAME DESIGN FLAW BEING POSTED IN EVER INCREASING NUMBERS ON, FOR EXAMPLE, THE CARSURVEY.ORG WEBSITE. I, MY USAA INSURANCE COMPANY, AND HUNDREDS OF OTHER VW JETTA OWNERS ASK THAT A RECALL BE IMPOSED TO RESOLVE THIS DESIGN FLAW; UNRESOLVED, IT CREATES A HEALTH HAZARD, MECHANICAL RUST DAMAGE, AND ELECTRICAL MALFUNCTIONS (THE RADIO SOUND STOPPED WHILE I WAS EN ROUTE TO THE DEALERSHIP!). *NM

20070105	614729	VOLKSWAGEN	PASSAT	200	N	Y			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM	MA	
WWWWH23BXYE	20070105										

0

OWNER WAS DRIVING THE VEHICLE, PARKED IT, TURNED OFF THE ENGINE, AND WENT INSIDE A RESTAURANT TO PICK UP A PIZZA. WHILE OWNER WAS INSIDE, THE VOLKSWAGEN CAUGHT FIRE. FIRE BURNED CARPET IN FRONT CENTER OF PASSENGER COMPARTMENT, PLASTICS IN FRONT CENTER OF DASH. ALL DAMAGE ABOVE LOCATION OF EXHAUST AND CATALYTIC CONVERTER UNDERNEATH THE FLOOR.

20070105	613556	VOLKSWAGEN	JETTA	200	N	Y			ENGINE AND ENGINE COOLING:EXHAUST SYSTEM	MA	
3VWSE29M0YM	20070105										

0

OWNER TRIED TO START ENGINE AFTER VEHICLE SITTING UNUSED FOR ONE WEEK. ENGINE WOULD NOT START, SO OWNER JUMP-STARTED IT AND LET IT RUN APPROXIMATELY 5 MINUTES. OWNER THEN DROVE VEHICLE APPROXIMATELY 8 MINUTES AND NOTICED SMOKE COMING FROM THE CENTER CONSOLE AND THE RIGHT FRONT OF THE VEHICLE. PULLED OVER AND CALLED THE FIRE DEPARTMENT. EXHAUST SYSTEM WAS OVERHEATED AND SHOWED BLUE HEAT DISCOLORATION. PLASTICS AND CARPET ON CENTER FLOOR OF PASSENGER COMPARTMENT WERE BURNED.

20070226 619617 VOLKSWAGEN JETTA 200 N N VISIBILITY:SUN ROOF ASSEMBLY CA
 WWWSP61J22W 20070226 86000

2

TL* THE CONTACT OWNS A 2002 VW JETTA. WHENEVER THERE WAS HEAVY RAIN, THE WATER CAME THROUGH THE SUN ROOF. THE WATER DAMAGED THE FLOOR OF THE VEHICLE AND CAUSED MOLD UNDER THE CARPET CUSHION. THIS FAILURE OCCURRED ON TWO OCCASIONS. THE CURRENT AND FAILURE MILEAGE WAS 86,000. *AK

20070817 639596 VOLKSWAGEN JETTA III 199 N N 1 0 ENGINE AND ENGINE COOLING PA
 3VWRC81H8SM 20070817 176000

5

DRIVING DOWN THE HIGHWAY BURNING COOLANT STARTED SPEWING ON MY LEGS, I NEARLY LOST CONTROL, WHEN I PULLED OVER I NOTICED THAT THE CARPET WAS SOAKED IN ANTI-FREEZE. HEATER CORE BLEW. I

CALLED VW AFTER HEARING THEY WOULD REPLACE FREE OF CHARGE AND WAS BLOWN OFF. *TR

VOLVO CARS OF N.A. LLC.

19980328 182202 VOLVO 850 199 N VEHICLE SPEED CONTROL:ACCELERATOR PEDAL TX
 YV1LS5715S2 19980328

5

ACCELERATOR PRESSES AGAINST UNSUPPORTED CARPET, CAUSING THE ACCELERATOR TO STICK AT FULL THROTTLE ON CROWDED ROADS. WAS ABLE TO CONTROL VEHICLE BY SHUTTING OFF THE IGNITION. *AK

20001026 295111 VOLVO 850 199 Y 0 0 SEATS:FRONT ASSEMBLY:POWER ADJUST CO
 YV1LW5546V2 20001020

7

HEATED SEAT CAUGHT ON FIRE; FIRE WAS PUT OUT BY FIRE EXTINGUISHER FROM RESTAURANT BY WHICH VEHICLE WAS STOPPED; FIRE DAMAGED THE SEAT, DRIVER'S SIDE DOOR, STEERING COLUMN, FRONT DASH

AND STEERING WHEEL. CARPETING OF THE VEHICLE WAS ALSO DAMAGED, AND OTHER DAMAGE TO THE ELECTRICAL SYSTEM, ARM REST, ETC MAY HAVE OCCURED. PROBLEM HAS BEEN REPORTED TO VOLVO AND

THEY ARE SENDING OUT AN INSPECTOR TO EXAMINE THE CAR ON 10/25/00.

Friday, August 24, 2007

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DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20020606	363264	VOLVO	740	198	N	N	1	0	AIR BAGS:FRONTAL	NY	

9

I ENTERED MY CAR AND PUT THE KEY IN THE IGNITION. WHEN I TURNED THE KEY TO START THE ENGINE, THE AIR BAG DEPLOYED. MY LEFT HAND WAS RESTING ON THE STEERING WHEEL AS I TURNED THE KEY. THE AIR BAG RIPPED MY WATCH FROM MY WRIST AND LACERATED THE WRIST IN NUMEROUS PLACES. MY NECK, CHEST AND BOTH ARMS WERE ABRASIED. VOLVO CARS OF NORTH AMERICA WAS NOTIFIED. THEY SENT A "TECHNICAL SPECIALIST TO INSPECT THE CAR. VOLVO CARS OF NORTH AMERICA SENT ME A REPORT OF HIS FINDINGS WHICH STATED, "OUR TECHNICAL SPECIALIST DID OBSERVE THAT THE DRIVER AND PASSENGER SIDE FRONT FLOORING HAD SIGNS OF EXTENSIVE WATER DAMAGE AND THAT THE SRS SENSOR WAS HEAVILY CORRODED DUE TO THE EXPOSURE TO WATER. IT IS DUE TO CORROSION OF THE SENSOR THAT CAUSED THE AIRBAG TO DEPLOY." I LIVE IN BUFFALO, NEW YORK. WE RECEIVE LARGE AMOUNTS OF SNOW IN THE WINTER. IT IS ALMOST IMPOSSIBLE NOT TO HAVE WATER ACCUMULATE ON THE FRONT FLOORING. THE SENSOR IS LOCATED ON THE FLOOR UNDER THE DRIVER'S SEAT. ONE WOULD EXPECT THAT IT WOULD BE SUBJECTED TO THE ACCUMULATED WATER. THE QUESTION ARISES IN MY MIND WHY IS SUCH A CRITICAL SENSOR PLACED IN AN AREA THAT IS VULNERABLE TO WATER CORROSION? IT APPEARS TO ME TO BE A DESIGN ERROR. MY AUTO IS 13 YEARS OLD AND HAS OVER 200,000 MILES ON IT. MAYBE IT TAKES THAT LONG TO CORROD. THE POINT IS THAT IT DID BECAUSE IT WAS ON THE FLOOR WHERE WATER CAN SOAK THE CARPETING. I SHUTTER TO THINK WHAT WOULD HAVE BEEN THE RESULT IF I WAS TRAVELING ON THE HIGHWAY AT 60 MILES PER HOUR WHEN IT DEPLOYED. ONE THING WOULD BE CERTAIN, I WOULDN'T BE WRITING THIS LETTER. I WOULD LIKE VOLVO TO REPLACE MY STEERING WHEEL WITH A NEW BAG AND A NEW SENSOR. I ALSO THINK THEY SHOULD CONSIDER PLACING THE SENSOR IN A MORE SECURE AREA. THANK YOU FOR YOUR CONSIDERATION.*AK

WINNEBAGO INDUSTRIES, INC.

20001120	262231	RIALTA	RIALTA	199	N	0	0	STRUCTURE:FRAME AND MEMBERS	VA
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5

TWO INTERIOR PLASTIC PLUMBING FITTINGS CRACKED, PROBABLY FROM FATIGUE FROM TRAVEL OVER BUMPY ROADS, ONE FITTING, THEN LATER A SECOND FITTING. BOTH EPISODES LEAKED WATER IN THE INTERIOR CABINETRY, SATURATING CARPET AND CONTENTS. THE SECOND BREAK SHOWERED WATER ON INTERIOR ELECTRICAL EQUIPMENT (INTERIOR USE ONLY, NOT WATERPROOF). AN ELECTRICAL HAZARD. LOCAL DEALER SAYS "THIS HAS NEVER HAPPENED BEFORE."

20041008	499844	WINNEBAGO	SIGHTSEER	200	N	Y	0	0	EQUIPMENT	PA
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3

BOUGHT 2003 WINNEBAGO/ SIGHTSEER MODEL 30B LEFTOVER FROM MEYERS SUPER STORE IN NEW YORK ON FEBRUARY 14, 2004. SINCE THEN HAVE HAD NUMEROUS DEFECTS ON UNIT. HYDRAULIC JACKS FAILED ON FIRST TRIP- LEAK ON JACK AT FITTING, JACK WOULD NOT RETRACT. TAKEN FOR SERVICE, COULD NOT FIND PROBLEM. SERVICE DEALER REPLACED NUMEROUS PARTS IN FIVE TRIPS TO DEALERSHIP (MANIFOLD REPLACED; SOLENOID REPLACED; SWITCHED WIRES; REPLACED SWITCH BOX INSIDE UNIT - TOUCHPAD). LEFT REAR JACK STILL DOES NOT SEEM TO WORK IN UNISON WITH OTHER JACKS WHEN USED. SECOND TRIP OUT - WATER HEATER FAILED TO IGNITE ON 2ND DAY. RESISTOR REPLACED UNDER WARRANTY. OTHER PROBLEMS ENCOUNTERED SO FAR: POD LEFT OF ENTRY DOOR LEAKS, STAIN ON CARPET BY TABLE WHEN SLIDE IS OUT - SHAMPOOED OUT TWICE - RETURNS; ENTRY DOOR HARD TO CLOSE - MUST BE SLAMMED TO CLOSE TIGHT; BORDER IN BATHROOM AND KITCHEN AREAS FALLING OFF; STAIN ON CURTAIN - PASSENGER SIDE - FRONT SHADE; 30 AMP PLUG SEPARATING FROM CORD ON LANDLINE FOR CAMPER - REPLACED WARRANTY. ENTRY DOOR RATTLES WHEN UNIT IS MOVING. ON 9-27-04, ON 2ND TRIP BACK TO SERVICE DEALER FOR REPAIR OF GENERATOR (NOT WORKING) ENGINE COMPARTMENT CAUGHT FIRE WHEN JACKS WERE BEING PUT DOWN DUE TO HYDRAULIC FLUID HITTING EXHAUST MANIFOLD FROM BROKEN HYDRAULIC LINE WHERE IT EXITS RACEWAY FOR HOSES BEHIND ENGINE. ON 10-8-04, HEARD FROM SERVICE DEALER (SPITLER RV, MONTOURSVILLE, PA) THAT WINNEBAGO ACKNOWLEDGES SHARP EDGE OF RAIL CAUSED HOSE TO BE CUT AND AUTHORIZED SPITLERS TO DO NECESSARY REPAIRS. DO NOT FEEL THAT REPAIRS ARE WARRANTED AT THIS TIME DUE TO PROBLEMS AND FIRE ON UNIT. UNIT

SHOULD BE REPLACED OR BOUGHT BACK AT

20041008 499845 WINNEBAGO SIGHTSEER 200 N Y 0 0 STRUCTURE:BODY:DOOR PA
 1FCMF53S330 20041008 5738

3

BOUGHT 2003 WINNEBAGO/ SIGHTSEER MODEL 30B LEFTOVER FROM MEYERS SUPER STORE IN NEW YORK ON FEBRUARY 14, 2004. SINCE THEN HAVE HAD NUMEROUS DEFECTS ON UNIT. HYDRAULIC JACKS FAILED ON FIRST TRIP- LEAK ON JACK AT FITTING, JACK WOULD NOT RETRACT. TAKEN FOR SERVICE, COULD NOT FIND PROBLEM. SERVICE DEALER REPLACED NUMEROUS PARTS IN FIVE TRIPS TO DEALERSHIP (MANIFOLD REPLACED; SOLENOID REPLACED; SWITCHED WIRES; REPLACED SWITCH BOX INSIDE UNIT - TOUCHPAD). LEFT REAR JACK STILL DOES NOT SEEM TO WORK IN UNISON WITH OTHER JACKS WHEN USED. SECOND TRIP OUT - WATER HEATER FAILED TO IGNITE ON 2ND DAY. RESISTOR REPLACED UNDER WARRANTY. OTHER PROBLEMS ENCOUNTERED SO FAR: POD LEFT OF ENTRY DOOR LEAKS, STAIN ON CARPET BY TABLE WHEN SLIDE IS OUT - SHAMPOOED OUT TWICE - RETURNS; ENTRY DOOR HARD TO CLOSE - MUST BE SLAMMED TO CLOSE TIGHT; BORDER IN BATHROOM AND KITCHEN AREAS FALLING OFF; STAIN ON CURTAIN - PASSENGER SIDE - FRONT SHADE; 30 AMP PLUG SEPARATING FROM CORD ON LANDLINE FOR CAMPER - REPLACED WARRANTY. ENTRY DOOR RATTLES WHEN UNIT IS MOVING. ON 9-27-04, ON 2ND TRIP BACK TO SERVICE DEALER FOR REPAIR OF GENERATOR (NOT WORKING) ENGINE COMPARTMENT CAUGHT FIRE WHEN JACKS WERE BEING PUT DOWN DUE TO HYDRAULIC FLUID HITTING EXHAUST MANIFOLD FROM BROKEN HYDRAULIC LINE WHERE IT EXITS RACEWAY FOR HOSES BEHIND ENGINE. ON 10-8-04 , HEARD FROM SERVICE DEALER (SPITLER RV, MONTOURSVILLE, PA) THAT WINNEBAGO ACKNOWLEDGES SHARP EDGE OF RAIL CAUSED HOSE TO BE CUT AND AUTHORIZED SPITLERS TO DO NECESSARY REPAIRS. DO NOT FEEL THAT REPAIRS ARE WARRANTED AT THIS TIME DUE TO PROBLEMS AND FIRE ON UNIT. UNIT SHOULD BE REPLACED OR BOUGHT BACK AT

20041008 499742 WINNEBAGO SIGHTSEER 200 N Y 0 0 OTHER PA
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BOUGHT 2003 WINNEBAGO/ SIGHTSEER MODEL 30B LEFTOVER FROM MEYERS SUPER STORE IN NEW YORK ON FEBRUARY 14, 2004. SINCE THEN HAVE HAD NUMEROUS DEFECTS ON UNIT. HYDRAULIC JACKS FAILED ON FIRST TRIP- LEAK ON JACK AT FITTING, JACK WOULD NOT RETRACT. TAKEN FOR SERVICE, COULD NOT FIND PROBLEM. SERVICE DEALER REPLACED NUMEROUS PARTS IN FIVE TRIPS TO DEALERSHIP (MANIFOLD REPLACED; SOLENOID REPLACED; SWITCHED WIRES; REPLACED SWITCH BOX INSIDE UNIT - TOUCHPAD). LEFT REAR JACK STILL DOES NOT SEEM TO WORK IN UNISON WITH OTHER JACKS WHEN USED. SECOND TRIP OUT - WATER HEATER FAILED TO IGNITE ON 2ND DAY. RESISTOR REPLACED UNDER WARRANTY. OTHER PROBLEMS ENCOUNTERED SO FAR: POD LEFT OF ENTRY DOOR LEAKS, STAIN ON CARPET BY TABLE WHEN SLIDE IS OUT - SHAMPOOED OUT TWICE - RETURNS; ENTRY DOOR HARD TO CLOSE - MUST BE SLAMMED TO CLOSE TIGHT; BORDER IN BATHROOM AND KITCHEN AREAS FALLING OFF; STAIN ON CURTAIN - PASSENGER SIDE - FRONT SHADE; 30 AMP PLUG SEPARATING FROM CORD ON LANDLINE FOR CAMPER - REPLACED WARRANTY. ENTRY DOOR RATTLES WHEN UNIT IS MOVING. ON 9-27-04, ON 2ND TRIP BACK TO SERVICE DEALER FOR REPAIR OF GENERATOR (NOT WORKING) ENGINE COMPARTMENT CAUGHT FIRE WHEN JACKS WERE BEING PUT DOWN DUE TO HYDRAULIC FLUID HITTING EXHAUST MANIFOLD FROM BROKEN HYDRAULIC LINE WHERE IT EXITS RACEWAY FOR HOSES BEHIND ENGINE. ON 10-8-04 , HEARD FROM SERVICE DEALER (SPITLER RV, MONTOURSVILLE, PA) THAT WINNEBAGO ACKNOWLEDGES SHARP EDGE OF RAIL CAUSED HOSE TO BE CUT AND AUTHORIZED SPITLERS TO DO NECESSARY REPAIRS. DO NOT FEEL THAT REPAIRS ARE WARRANTED AT THIS TIME DUE TO PROBLEMS AND FIRE ON UNIT. UNIT SHOULD BE REPLACED OR BOUGHT BACK AT

DATEA	CMPLID	MAKETXT	MODELTX	YEARTXT	CRASH	FIRE	INJURED	DEATHS	COMPDESC	STATE	VIN
20041008	499743	WINNEBAGO	SIGHTSEER	200	N	Y	0	0	ELECTRICAL SYSTEM:WIRING	PA	
1FCMF53S330	20041008	20041008	5738								

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20051018	565123	WINNEBAGO	BRAVE	200	N	Y	1	0	PARKING BRAKE:DRIVELINE:HYDRAULIC	FL	
5B4LP37J5Y3	20051018	20051018	26482								

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WE HAVE A 2000 WINNEBAGO BRAVE, P32 CHASSIS. IN JULY WE RECEIVED A LETTER FROM WORKHORSE TELLING US TO HAVE OUR AUTO PARK SYSTEM CHECKED. SINCE WE WERE PLANNING A LONG OUT OF STATE TRIP IN AUGUST WE DECIDED TO HAVE THE SYSTEM CHECKED OUT BEFORE OUR TRIP. OUR COACH HAS 26,000 MILES AND WE HAVE NEVER HAD ANY PROBLEMS. WE THOUGHT THIS LETTER WAS A RECALL LETTER. ON THE WAY TO THE WORKHORSE SERVICE CENTER, AND ABOUT 35 MILES AWAY FROM OUR HOME, ABOUT A HALF MILE FROM THE TOLL GATE, WHILE SLOWING DOWN FROM ABOUT 60 MPH, THERE WAS AN AUDIBLE POP AND THEN A SLIGHT SCRUBBING NOISE FROM UNDER THE COACH, WENT THROUGH THE TOLL GATE AND PULLED OFF THE ROAD. JUST BEFORE I CAME TO A COMPLETE STOP, THE MOTOR HOME STARTING FILLING UP WITH SMOKE. I SHUT EVERYTHING OFF, AND GOT OUT OF THE COACH AND I COULD SEE FIRE UNDER THE COACH AT THE PARKING BRAKE DRUM. THE AUTO PARK SYSTEM HAD FOR NO REASON SUDDENLY ENGAGED, OVERHEATED AND CAUGHT FIRE. FLAMES UNDERNEATH THE MOTOR HOME WERE FINALLY PUT OUT, AND THEN THE INSIDE AGAIN FILLED WITH SMOKE. THIS TIME IT WAS DISCOVERED THAT THE CARPET IN THE STORAGE COMPARTMENT ABOVE THE BRAKE DRUM WAS ON FIRE. THIS FIRE WAS PUT OUT AS WELL. AT THE SERVICE CENTER THE WORKHORSE REPAIR TECHNICIANS STATED THAT THEY HAD DEALT WITH THIS PROBLEM MANY TIMES BEFORE AND RECOMMENDED THAT THE COMPLETE SYSTEM, NOT JUST THE BROKEN PARTS, BE CHANGED. THIS WAS BECAUSE PAST EXPERIENCE OF REPAIRING OF ONLY BROKEN PARTS DID NOT WORK. AFTER A VERY LONG WAIT FOR PARTS, LOSS OF USE FOR MORE THAN 2 MONTHS, THE COACH HAS NOW BEEN REPAIRED AND IS WAITING FOR US TO PICK IT UP. THE PROBLEM IS THAT REPEATED CONVERSATIONS WITH WORKHORSE HAVE FAILED TO PROVIDE US WITH ANY SATISFACTION. WE HAVE A REPAIR BILL OF OVER \$4300.00 WITH THE PARTS PORTION BEING OVER \$2100.00. WE HAVE SINCE LEARNED THE MAGNITUDE OF THIS PROBLEM AND BELIEVE IT JUSTIFIES A NATIONWIDE RECALL, NOT JUST AN "INFO" LETTER. HAD WE BEEN TRAVELING ON THE ROAD OUR FAMILY COULD HAVE BEEN INJURED OR KILLED BY THE FIRE. *NM

WORKHORSE CUSTOM CHASSIS

20060505	587332	WORKHORSE	W22	200	N	N	0	0	FUEL SYSTEM, GASOLINE:FUEL INJECTION SYSTEM	SC	
5B4MP67G543	20060505	20060505	15235								

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FRONT ENGINE GASOLINE POWERED MOTORHOME WAS IN SERVICE SHOP FOR LEAKING REAR AXLE HUB. AFTER THAT WAS FIXED, SHOP OWNER WAS MOVING UNIT WHEN

SIGNIFICANT FUEL WAS OBSERVED LEAKING FROM ENGINE AREA (FRONT OF UNIT) ONTO THE GROUND. FUEL ALSO SOAKED THE CARPET NEAR THE DRIVER AND DRIVER'S FOOT BECAME WET WITH GASOLINE. FUEL LEAKED DUE TO RETAINING CLIP FAILURE ON FUEL PRESSURE REGULATOR LOCATED ON TOP OF ENGINE ON DRIVER'S SIDE. AS A RESULT, HIGH PRESSURE FUEL FROM FUEL INJECTION SYSTEM WAS ALLOWED TO FLOW FREELY OVER THE ENGINE AND SPRAYED THE UNDERSIDE OF THE MOTORHOME WITH SOME FUEL ENTERING THE MOTORHOME WHERE THE ENGINE COVER MEETS THE FLOOR OF THE MOTORHOME. FUEL REGULATOR AND RETAINING CLIP REPLACED. ADDITIONAL DETAILS CAN BE VIEWED HERE: [HTTP://IRV2.INFOPOP.CC/GROUPEE/FORUMS/A/TPC/F/8626012545/M/9871080422/P/1](http://IRV2.INFOPOP.CC/GROUPEE/FORUMS/A/TPC/F/8626012545/M/9871080422/P/1). *NM

Friday, August 24, 2007

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