

JUL 12 2012

NHTSA Letter

CL-10459589-5081

INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

National Highway Traffic Safety Administration
U. S. Department of Transportation
Office of Defects Investigations, NVS-210
1200 New Jersey Avenue SE.
Washington, D.C. 20077-9382

Re: Chevrolet Corvette 2003 Anniversary Edition
To Whom it May Concern:

I have suffered with this for over three years. It has chewed me up and spit me out. I am and have been so upset over this.

I can tell you that Chevrolet does NOT stand behind their products. Since this accident I have learned so much about the E.C.L. part. It is very dangerous, and to this day I am unaware of anyone being killed yet, or not, but the day will come I believe. The person who invented this was wrong, but the gentleman who approved its use was even dumber.

I have read on the internet of a lady doctor had also wrecked her car, they fixed the E.C.L. and sure enough it locked up and happened to the poor lady again. This is not the kind of part you can fix or replace with new, but it can happen again and does.

One of the first things it does is your battery will start going dead a lot.

I never knew this then. When I first bought the car if I didn't start it for a week the battery would go dead, count on it.

So after having about five different times of jumping the car through the at no charge, and after a short time it started going dead again. I had to

have them come out and jump the vett two or three more times after this. I did not know this was an early sign of ECL trouble. I drove my auto to the service writer of my local Chevy dealer. He advised I call for an appointment to see just what was causing this problem. I'd estimate that after 2 more jumps I had this battery for a year. I asked my wife to go buy a die hard from Sears. So for quite some time I had no problem. By now my warranty had expired and I thought my problem was over.

well I could not have been more wrong! On line GM, Corvette admits that an E.C.L. which is a theft deterrant, can cause your vehicles steering to lock up while driving and can result in a crash or accident. Then the gas should cut off. But this does not always happen and the car can excellerate, and this can also cause a crash or accident.

And lastly, which I do not understand there is a pin in this mix which I do not understand who's function it is. But something to do with the theft device.

So back to my accident. I was leaving a parking lot with four turns together with four or five stops. Perhaps the car thought it was being stolen. I pulled onto the outer road and had gone 1/10 th of a mile. well my steering just shut down completely.

Page 1

MC

071712

TGW

NHTSA Letter

I had no steering so I hit my brakes as hard as i could and the next thing I knew I went from 25 MPH to 60 MPH. I knew my wife and I were in trouble as we were heading for a ditch which had a LARGE round concrete drainage thing there and my wifes head was headed straight for it. Decapitation was in both our sites. I had on my seat belt and she did not. Well by the grace of Good we hit a curb and went airborne. The car spun around and landed on the opposite side of the ditch. We were scared to death. Well the condition of my car was as follows, 3 tires blown out, a lot of fiberglass damage, AND MY FRAME WAS BENT. The airbags never opened. We were both scared to death but so glad to be alive. Believe me I don't just ride around looking for ditches to run into. I have not had an accident in over 46 years. If anyone would have the time I would love to meet them at the scene to make it a lot clearer and easier to understand.

It's hard to believe that all these things happened after only going 1/10 of a mile. But they did. This E.C.L. is a very dangerous part. It just takes over your car and you have no control over it.

Well now onto Chevrolet. What a joke. This was not a bit funny! Upon our first call they asked a lot of questions and later seemed to use our answers against us. I was being very fair and honest and thought I would receive the same in return. Did not happen that way!

So one of the first things they wanted to do was to send a guy out to look at our little black box. Well we had nothing to hide and sure that would be fine with us. We asked the gentleman who was coming out if he worked for GM. He said NO. Well come to find out later he did work for GM and he had told us "NO". I was told we were only going 48 mph. Later when I complained about the airbags I was told we were only going 32mph. And this was not fast enough to make them work!?!

Lies, lies, lies and more lies. Oh, the guy who looked at the little black box asked my wife if we had come to a lot of stops and told told him "yes" on the parking lot we turned and stopped many times and stopped to put on drivers, my, seatbelt once. All of these stops were made at low speeds. I never got out of the car to let it reset or whatever it does. So I came to the last stop sign and pulled out onto the outer road to the highway only went 1/10th of a mile and you know the rest!

To this day if it was not their part which fits this to a tee what caused my steering wheel to lock up and the car to speed up and the car to go completely out of control. Many years later now and I still do not know WHY (?).

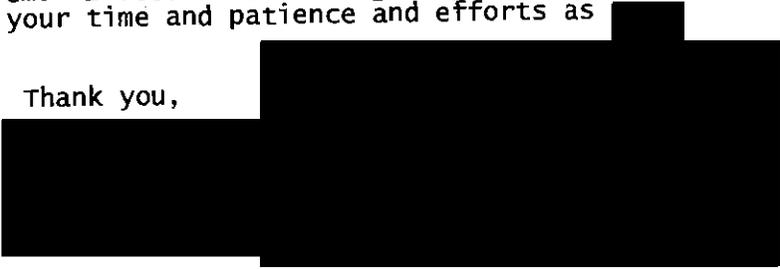
Well after all the mistruthes, or as I call them lies, the last phone conversation the gentleman laughed at me several times. This left me very upset to say the least! I had driven a lot of Chevys in my 63 years of life and for most of the time was satisfied. I find it so hard to believe that Chevy will not stand behind their product! This car only had 35,000 miles on it. Mint condition. All who saw it commented on the beauty of the automobile! That's all gone.

My wife and I live on my disability of \$1,600.00 per month. Our house payment is \$700.00 so we basically live on \$900.00 per month which is for food, all utilities, and other bills.

whoever named this the "Golden Years" was very rich on nuts.

Please try to help me with my problem. I feel like I'm fighting a giant with a pee shooter. Thank you for your time and patience and efforts as they are greatly appreciated.

Thank you,



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FILING PROCESS

Step: Review

Up Next:

- FINISHED!

Information Summary

[BACK](#) [SUBMIT COMPLAINT](#)

Claim Information

Please review the information below for accuracy. If there is a problem, use the back buttons to navigate and correct.

Personal Information

Name: [Redacted] Street: [Redacted]
Primary Phone: [Redacted] City: St. Louis
Evening Phone: [Redacted] State: Missouri
Cell Phone: [Redacted] Zip: [Redacted]
Email: [Redacted] We will send documents: Email
Previously Filed Complaint: No How you heard of us; My local B

Vehicle Information

Make: Chevrolet Original Miles: 11000
Model: Corvette Owned or Leased: Purchased
Year: 2003 First Repair Date: 11/04/2006
Transmission: Manual Mileage at first repair: 16384
Purchase / Lease date: 03/01/2006 Are you the titled owner? Yes
In your possession? Yes Titled owner? [Redacted]
Miles or Kms: 33400 Number of vehicles owned/leased:
Titled to a Business? No Purchased as: Used
% Used for Business: 0
Titled to: Individual

Dealer Information

Last servicing dealership: Johnny Londoff Chevrolet Selling dealership: Fast Lane Classic Cars
Servicing dealership address: Dunn Road Dealership address: Little Hills Blvd.
Servicing dealership city: St. Louis Dealership city: St. Charles
Servicing dealership state: Missouri Dealership state: Missouri

Vehicle Issues

# Issue	Still Exist?	Repair Attempts	# Issue	Still Exist?	Repair Attempts
1 Steering locked at 45MPH	Yes	0	6		
2 brakes failed to stop vehicle	Yes	0	7		
3 air bags failed to open	Yes	0	8		
4 acceleration upon brake application	Yes	0	9		
5			10		

Arbitration Preferences

Desired outcome: we want our vehicle replaced or to be reimbursed less a reasonable depreciation as 36 other 2003 vet owners were compensated as this happened to them also. The lord did not want to take us that day because we walked away from what was a horrific crash. Our auto is totalled.

[BACK](#) [SUBMIT COMPLAINT](#)



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2003 Chevrolet Corvette Recalls

Read 2003 Chevrolet Corvette recall reports with detailed explanations of the car defects, problems, and solutions from the manufacturer. There are 3 recalls listed for this Coupe so don't wait until the worst case scenario has happened! Be sure to check the latest 2003 Chevrolet Corvette recalls on a regular basis.

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Value: Average Share RSS

Recalls: 3 Recalls

- Get a Free Price Quote
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MAY 11, 2009 | Recall ID# 68041 [Show Details](#)

EXTERIOR LIGHTING: HEADLIGHTS
 DOPE, INC. IS RECALLING 42,540 COMBINATION CORNER AND BUMPER LAMP ASSEMBLIES OF VARIOUS PART NUMBERS SOLD FOR USE AS AFTERMARKET EQUIPMENT FOR VARIOUS PASSENGER VEHICLES. THESE HEADLAMPS FAIL TO CONFORM TO THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 108, "LAMPS, REFLECTIVE DEVICES, AND ASSOCIATED EQUIPMENT." THESE LAMPS DO NOT CONTAIN THE REQUIRED AMBER SIDE REFLECTORS...[more details](#)

FEB 09, 2004 | Recall ID# 43256 [Hide Details](#)

Recall Reason: **STEERING: COLUMN LOCKING: ANTI-THEFT DEVICE**

Recall Date: **FEB 09, 2004**

Model Affected: **CORVETTE**

Potential Units Affected: **128624**

Recall Summary
 ON CERTAIN PASSENGER VEHICLES EQUIPPED WITH ELECTRONIC COLUMN LOCK SYSTEMS (ECL), WHEN THE IGNITION SWITCH IS TURNED TO LOCK, THE ECL SYSTEM PREVENTS TURNING OF THE STEERING SYSTEM. WHEN THE VEHICLE IS STARTED, THE ECL UNLOCKS THE STEERING SYSTEM. THE VEHICLE IS DESIGNED SO THAT IF THE COLUMN FAILS TO UNLOCK WHEN THE VEHICLE IS STARTED AND THE CUSTOMER TRIES TO DRIVE, THE FUEL SUPPLY WILL BE SHUT OFF SO THAT THE VEHICLE CANNOT MOVE WHEN THE VEHICLE CANNOT BE STEERED. IF VOLTAGE AT THE POWERTRAIN CONTROL MODULE IS LOW OR INTERRUPTED, HOWEVER, THE FUEL SHUT OFF MAY NOT OCCUR AND THE VEHICLE CAN BE ACCELERATED WHILE THE STEERING SYSTEM IS LOCKED. ALSO WHEN THE CONTROL SYSTEM SHOWS THAT THE ECL IS UNLOCKED AND THE VEHICLE IS BEING DRIVEN, THE LOCK PIN LOCATION CAN VARY. DEPENDING ON THE LOCATION OF THE LOCK PLATE RELATIVE TO THE SWITCH TRANSITION POINT, THERE COULD THEN BE CONTACT BETWEEN THE LOCK PLATE AND PIN CAUSING THE STEERING TO LOCK WHILE DRIVING.

Consequence
 IF THIS OCCURS, A CRASH COULD OCCUR WITHOUT WARNING.

Remedy
 ON VEHICLES EQUIPPED WITH AN AUTOMATIC TRANSMISSION, THE DEALER WILL DISABLE THE STEERING COLUMN LOCK BY REMOVING THE COLUMN LOCK PLATE. WHEN THE IGNITION KEY IS REMOVED, THE TRANSMISSION SHIFTER WILL LOCK BUT THE STEERING COLUMN WILL NOT LOCK. ON VEHICLES EQUIPPED WITH A MANUAL TRANSMISSION, THE DEALER WILL REPROGRAM THE POWERTRAIN CONTROL MODULE, PERFORM A DIMENSIONAL CHECK OF THE COLUMN LOCK AND, IF NECESSARY, REPLACE THE LOCK PLATE. THE STEERING COLUMN ON THESE VEHICLES WILL CONTINUE TO LOCK WHEN THE KEY IS REMOVED. OWNER NOTIFICATION TO OWNERS OF 1997 VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS BEGAN ON APRIL 26, 2004. OWNERS OF 1998 THROUGH 2004 VEHICLES (EXCEPT 1997-1998 MANUAL TRANSMISSION VEHICLES) WILL BE NOTIFIED BEGINNING ON AUGUST 2, 2004. THE REMAINING OWNERS (1997-1998 MANUAL TRANSMISSION VEHICLES) WILL BE NOTIFIED LATER IN 2004, WHEN PARTS ARE AVAILABLE. OWNERS SHOULD CONTACT CHEVROLET AT 1-800-630-2438.

Notes
 GENERAL MOTORS CORP. 04006

Ask a Chevrolet Mechanic
 24 Chevrolet Mechanics Are Online! Ask a Question, Get an Answer ASAP.
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2009 Chevrolet Clearance
 Dealers are Cutting Prices to Meet Quotas. Get Our Lowest Price.
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over

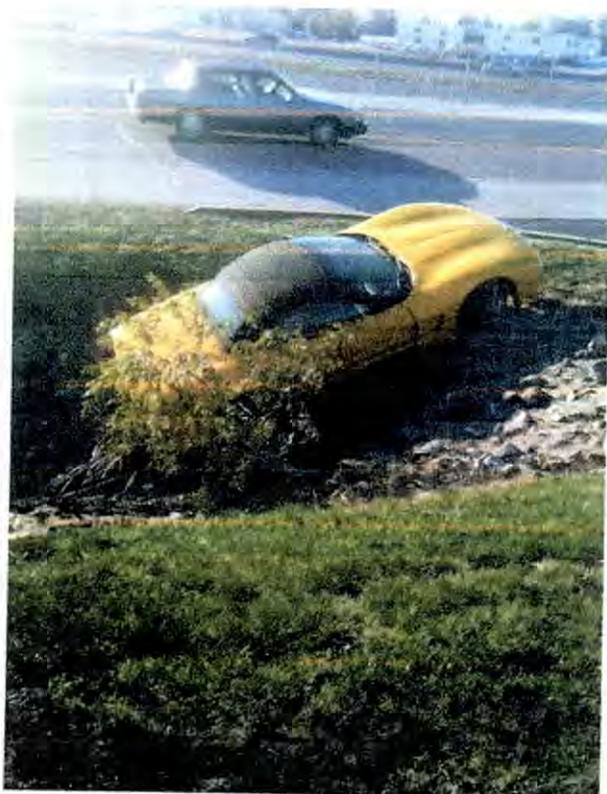
From: [REDACTED]
To: [REDACTED]
Date: Wed, December 23, 2009 4:27:10 PM
Subject: Fwd: Accident

*Enterprise Leasing
Employee tank
Dec 11, 2009*

Sent from my iPhone

Begin forwarded message:

From: [REDACTED]
Date: December 23, 2009 8:53:37 AM CST
To: [REDACTED] "[REDACTED]" [REDACTED]
Subject: Accident



Sent from my iPhone

ASSEMBLY ONLY. THE RECALL WILL BEGIN ON AUGUST 25, 2004. OWNERS SHOULD CONTACT CADILLAC AT 1-866-982-2339 OR CHEVROLET AT 1-800-830-2438

RECALL: 2004 Chevrolet Corvette

NHTSA Campaign Number:	04V273000	www.nhtsa.dot.gov
Manufacturer	GENERAL MOTORS CORP.	
Recall Date:	06/09/2004	
Potential Number Of Units Affected:	41,928	
Description	STEERING:LINKAGES	
Summary	ON CERTAIN PASSENGER VEHICLES INVOLVED IN THIS CAMPAIGN, THE LOWER CONTROL ARM BALL STUD NUT/WASHER ASSEMBLIES WITH WASHERS WERE MADE OF THE WRONG MATERIAL. THE WASHERS MAY FRACTURE AND BECOME LOOSE OR FALL AWAY FROM THE VEHICLE, REDUCING CLAMP LOAD. SEPARATION OF THE CONTROL ARM BALL STUD AND STEERING KNUCKLE, DUE TO DISENGAGEMENT OF THE TAPERED ATTACHMENT AND RETAINING NUT, IS POSSIBLE.	
Consequence	IF THE CONTROL ARM SEPARATES FROM THE KNUCKLE, THE AFFECTED CORNER OF THE VEHICLE WILL DROP AND THE CONTROL ARM WOULD BE FORCED DOWNWARD, CONTACTING THE WHEEL. THE AFFECTED WHEEL COULD TILT OUTWARD AND CREATE A DRAGGING ACTION THAT WOULD TEND TO SLOW THE VEHICLE AND CREATE A TENDENCY FOR THE VEHICLE TO TURN IN THE DIRECTION OF THE AFFECTED WHEEL. IN EXTREME SITUATIONS, THE AFFECTED WHEEL ASSEMBLY COULD SEPARATE FROM THE VEHICLE. SEPARATION OF THE WHEEL ASSEMBLY WOULD ALSO SEVER THAT WHEEL'S HYDRAULIC BRAKE HOSE AND RESULT IN DIMINISHED BRAKING PERFORMANCE OF THE VEHICLE, WHICH COULD RESULT IN A CRASH.	
Remedy	DEALERS WILL (1) INSPECT THE LEFT ENGINE EXHAUST MANIFOLD CLIP FOR PROPER ALIGNMENT AND PLACEMENT ON THE BODY-MOUNTED STUD. IF INCORRECT, THEY WILL REPOSITION THE CLIP ON THE BRAKE LINES AND REINSTALL THE CLIP ON THE STUD; (2) THE DEALER WILL VERIFY THAT BOTH REAR BRAKE LINES HAVE THE PROPER CLEARANCE TO THE LEFT EXHAUST PIPE. THEY WILL REPOSITION THE LINES BY BENDING AS NECESSARY; (3) DEALERS WILL REMOVE THE MACHINING TAB FROM THE REAR DIFFERENTIAL HOUSING. ALSO, DEALERS ARE TO INSPECT THE BRAKE LINES FOR WEAR IN THESE RELATED AREAS AND REPAIR OR REPLACE IF THERE IS ANY SIGN OF WEAR-THROUGH ON THE NYLON OVERCOATING. THE RECALL BEGAN ON JANUARY 18, 2005. OWNERS SHOULD CONTACT CADILLAC AT 1-866-882-2239 OR CHEVROLET AT 1-800-830-2438.	

RECALL: 2003 - 2004 Chevrolet Corvette

NHTSA Campaign Number:	04V060000	www.nhtsa.dot.gov
Manufacturer	GENERAL MOTORS CORP.	
Recall Date:	02/09/2004	
Potential Number Of Units Affected:	126,824	
Description	STEERING:COLUMN LOCKING:ANTI-THEFT DEVICE	
Summary	ON CERTAIN PASSENGER VEHICLES EQUIPPED WITH ELECTRONIC COLUMN LOCK SYSTEMS (ECL), WHEN THE IGNITION SWITCH IS TURNED TO "LOCK," THE ECL SYSTEM PREVENTS TURNING OF THE STEERING SYSTEM. WHEN THE VEHICLE IS STARTED, THE ECL UNLOCKS THE STEERING SYSTEM. THE VEHICLE IS DESIGNED SO THAT IF THE COLUMN FAILS TO UNLOCK WHEN THE VEHICLE IS STARTED AND THE CUSTOMER TRIES TO DRIVE, THE FUEL SUPPLY WILL BE SHUT OFF SO THAT THE VEHICLE CANNOT MOVE WHEN THE VEHICLE CANNOT BE STEERED. IF VOLTAGE AT THE POWERTRAIN CONTROL MODULE IS LOW OR INTERRUPTED, HOWEVER, THE FUEL SHUT OFF MAY NOT OCCUR AND THE VEHICLE CAN BE ACCELERATED WHILE THE STEERING SYSTEM IS LOCKED. ALSO WHEN THE CONTROL SYSTEM SHOWS THAT THE ECL IS UNLOCKED AND THE VEHICLE IS BEING DRIVEN, THE LOCK PIN LOCATION CAN VARY, DEPENDING ON THE LOCATION OF THE LOCK PLATE RELATIVE TO THE SWITCH TRANSITION POINT, THERE COULD THEN BE CONTACT BETWEEN THE LOCK PLATE AND PIN CAUSING THE STEERING TO LOCK WHILE DRIVING.	
Consequence	IF THIS OCCURS, A CRASH COULD OCCUR WITHOUT WARNING.	
Remedy	ON VEHICLES EQUIPPED WITH AN AUTOMATIC TRANSMISSION, THE DEALER WILL DISABLE THE STEERING COLUMN LOCK BY REMOVING THE COLUMN LOCK PLATE. WHEN THE IGNITION KEY IS REMOVED, THE TRANSMISSION SHIFTER WILL LOCK BUT THE STEERING COLUMN WILL NOT LOCK. ON VEHICLES EQUIPPED WITH A MANUAL TRANSMISSION, THE DEALER WILL REPROGRAM THE POWERTRAIN CONTROL MODULE, PERFORM A DIMENSIONAL CHECK OF THE COLUMN LOCK AND, IF NECESSARY, REPLACE THE LOCK PLATE. THE STEERING COLUMN ON THESE VEHICLES WILL CONTINUE TO LOCK WHEN THE KEY IS REMOVED. OWNER NOTIFICATION TO OWNERS OF 1997 VEHICLES EQUIPPED WITH AUTOMATIC TRANSMISSIONS BEGAN ON APRIL 26, 2004. OWNERS OF 1998 THROUGH 2004 VEHICLES (EXCEPT 1997-1998 MANUAL TRANSMISSION VEHICLES) WILL BE NOTIFIED BEGINNING ON AUGUST 2, 2004. THE REMAINING OWNERS (1997-1998 MANUAL TRANSMISSION VEHICLES) WILL BE NOTIFIED LATER IN 2004, WHEN PARTS ARE AVAILABLE. OWNERS SHOULD CONTACT CHEVROLET AT 1-800-830-2438.	

Same print
of 04060



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RECALL

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Chevrolet Corvette Recall Information

Last Updated November 26, 2009

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NEWS: GM recalls 2005, 2006 Corvettes after roofs fly off

May 26, 2006, -- General Motors Corp. will recall more than 30,000 Corvettes after customers complained that the roof flew off while driving the \$45,000 sports car.

NEWS: GM recalls some Corvettes

May 26, 2006, -- NHTSA said General Motors Corp. is recalling 30,793 Chevrolet Corvette cars from the 2005-2006 model years as the adhesive between the roof panel and the frame may separate and the roofs could fly off.

NEWS: October 7, 2005 -- ConsumerAffairs.com

Automakers are recalling 450,000 vehicles, including the Chevrolet Corvette, for a range of defects reported by the National Highway Traffic Safety Administration (NHTSA).

The General Motors recall includes 123,592 pickup trucks, SUVs, vans and cars because of potential power steering problems that could lead to engine fires. NHTSA reports that under extreme steering conditions the power steering hose may break and leak fluid. Power steering fluid could then spray onto hot engine parts and an engine compartment fire could occur.

RECALL: 2005 - 2006 Chevrolet Corvette	
NHTSA Campaign Number:	06V181000 www.nhtsa.dot.gov
Manufacturer:	GENERAL MOTORS CORP.
Recall Date:	MAY 24, 2006
Potential Number Of Units Affected:	30793
Description:	STRUCTURE:BODY:ROOF AND PILLARS
Summary:	ON CERTAIN 2005-2006 CHEVROLET CORVETTES EQUIPPED WITH PAINTED ROOFS, THE ADHESIVE BETWEEN THE ROOF PANEL AND THE FRAME MAY SEPARATE.
Consequence:	IF THERE IS A COMPLETE SEPARATION, THE ROOF PANEL MAY DETACH FROM THE VEHICLE AND IT COULD STRIKE ANOTHER VEHICLE AND CAUSE INJURY AND PROPERTY DAMAGE.
Remedy:	DEALERS WILL INSPECT VEHICLES FREE OF CHARGE FOR POTENTIAL ROOF PANEL-TO- FRAME SEPARATION AND ADD THE SPECIFIED ADHESIVE FOAM OR REPLACE THE ROOF WITH ONE HAVING ADHESIVE FOAM. THE RECALL IS EXPECTED TO BEGIN ON AUGUST 4, 2006. OWNERS MAY CONTACT CHEVROLET AT 1-800-630-2438.

RECALL: 2005 - 2006 Chevrolet Corvette	
NHTSA Campaign Number:	05V455000 www.nhtsa.dot.gov
Manufacturer:	GENERAL MOTORS CORP.



February 6, 2004

04V-060 ① or ②

Mr. K. N. Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5321
Washington, D.C. 20590

RECEIVED
FEB 11 2004

Dear Mr. Weinstein:

The following information is submitted pursuant to the requirements of 49 CFR 573.8, as applies to a determination by General Motors of a safety defect involving certain 1997-2004 model year Chevrolet Corvette model vehicles.

6(c)(1)
4(C)234
573.6(c)(5)

573.8(a)(1): Chevrolet Division of General Motors Corporation

573.6(c)(2)(3)(4): This information is shown on the attached sheet.

573.6(c)(5): General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 1997-2004 model year Chevrolet Corvette vehicles with electronic column lock (ECL). When the ignition switch is turned to "lock," the ECL prevents turning of the steering system. When the vehicle is started, the ECL unlocks the steering system. The vehicle is designed so that if the column fails to unlock when the vehicle is started and the customer tries to drive, the fuel supply will be shut off so that the vehicle cannot move when the vehicle cannot be steered. If voltage at the Powertrain Control Module (PCM) is low or interrupted, however, the fuel shut off may not occur and the vehicle can be accelerated while the steering system is locked. If this occurs, a crash could occur without warning.

Note: The ECL was standard production content for U.S. Corvettes with automatic transmissions for model years 1997, 1998, 1999 and 2000. In May 2001, General Motors began a customer satisfaction program covering 1996-2000 Corvettes built from 04/01/99 through 12/31/99 because of manufacturing problems that could cause the ECL to fail to unlock (recall #01044). The service procedure for the automatic transmission vehicles was to disable the ECL. The same procedure was performed on some additional automatic transmission vehicles under a service bulletin. Automatic transmission Corvettes sold in the United States after the 2000 model year, do not have an ECL. All manual transmission Corvettes, model years 1997-2004, have an ECL.

6(c)6

573.8(a)(6): During vehicle testing in December 2003, it was observed that while the steering system was locked, the fuel inhibit function was not operating in a vehicle and the cause was traced to an intermittent battery connection. Additional testing and investigation continued during December 2003 and January 2004. On January 22, 2004, Engineering interviewed an employee from the Bowling Green assembly plant who had reported that an ECL failed to unlock and that fuel was not inhibited in a 2004 Corvette. On January 23, 2004, the vehicle was inspected and it was concluded that the condition resulted from resetting of the PCM as a result of low battery voltage. Because of the PCM reset, the message from the body control module about the ECL status is not processed.

★ →
YES

On January 29, 2004 Product Investigations presented the issue to the FPE Director. The FPE Director reviewed the issue with the GMNA Senior Management Committee. On February 2, 2004 GM made the decision to conduct a safety recall.



6(c)8

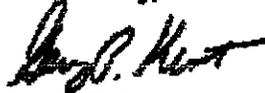
579.6(c)(8): For manual transmission vehicles, dealers will reprogram the PCM. For automatic transmission vehicles, dealers will disable the ECL. Additional information will be included in the service procedure of the final dealer bulletin.

General Motors will provide reimbursement to owners for repairs completed on or before ten days after the final owner mailing is completed, according to the plan submitted on January 15, 2003.

6(c)9

579.6(a)(8): Draft copies of the dealer bulletin and owner notification are attached. Final copies of the dealer bulletin and owner notification will be forwarded when available. General Motors plans to begin this safety recall in the second quarter of 2004.

Sincerely,



Gay P. Kent
Director

Product Investigations

2129-04003
Attachments

MY WIFE AND MYSELF Never
Received ANY Re-call Notice
THIS PROBLEM IS NOT LIKE A CUT YOU PUT
A BAND AID ON AND IT HEALS. YOU CAN
RECALL THESE TILL THE COWS COME HOME.
IT HAS THE SAME PERCENTAGE THAT A MAN
ONE WILL DO THE EXACT ^{SAME} THING.

to page one 2,3,4 attach 10

VEHICLES POTENTIALLY AFFECTED BY MAKE, MODEL, AND MODEL YEAR PLUS INCLUSIVE DATES OF MANUFACTURE

04V-060 3 of 7

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES (FROM) (TO)		DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.	EST. NO. W/CONDITION
Chevrolet	Y Car	1997	9,008	08/98	07/97	Corvette	* Unknown
Chevrolet	Y Car	1998	24,429	03/97	06/98	Corvette	.
Chevrolet	Y Car	1999	16,121	03/98	06/99	Corvette	.
Chevrolet	Y Car	2000	23,104	03/99	06/00	Corvette	.
Chevrolet	Y Car	2001	14,953	03/00	06/01	Corvette	.
Chevrolet	Y Car	2002	16,822	03/01	06/02	Corvette	.
Chevrolet	Y Car	2003	16,123	02/02	06/03	Corvette	.
Chevrolet	Y Car	2004	7,098	02/03	01/04	Corvette	.

Grand Total: 126,624

* All involved vehicles will be corrected.

JAN 25 2005

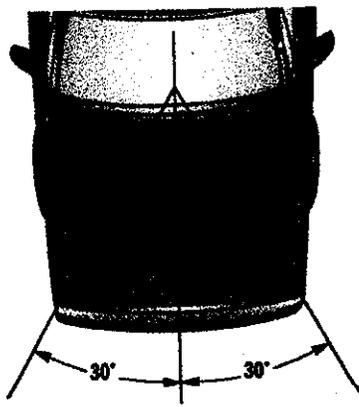
General Motors Corporation

Quarterly Recall Report
Federal Regulation 573.6

Quarter Ending: December 31, 2004

Par. (b)(1) NHTSA Number	Par. (b)(2) Owner Notification		Par. (b)(3) Total No. Vehicles Involved	Par. (b)(4) Vehicles Inspected and Repaired	Par. (b)(4) Veh. Insp. Not Needing Repair	Unreachable Vehicles			Pres. Owner Unknown	Notification Undeliverable	Total Unreachable
	Date Began	Date Completed				Vehicles Exported	Vehicles Stolen	Vehicles Scrapped			
04V-003	12/30/2003	12/30/2003	127,639	118,806	0	0	0	729	14	730	1,473
04V-004	12/30/2003	12/30/2003	77,785	72,406	0	0	0	419	9	376	804
04V-036	2/23/2004	5/19/2004	1,415,231	588,007			62	4	11,512	35,615	47,183
04V-045	6/11/2004	6/11/2004	68,897	7,085	28,747		1	2	132	40	175
04V-046	7/6/2004	7/6/2004	581,394	298,354	36,560		12	5	3,043	2,925	5,985
04V-060	4/28/2004	6/24/2004	126,624	47,360			6	2	388	9	405
04V-061	7/15/2004	7/15/2004	438	216	0	0	0	2	0	7	9
04V-090*	1/20/2004	9/20/2004	904,175	491,476	4,020		13	17	6,104	1,003	7,137
04V-110	5/26/2004	N/A	484,477	188,187	3,583		1	18	299	327	645
04V-123	3/5/2004	3/5/2004	2,037	55	827				6	3	9
04V-129	9/16/2004	9/29/2004	3,421,081	940,892	8,385	1	16	10	3,786	7,959	11,774
04V-150**	6/21/2004	6/21/2004	199,236	142,495	0	0	2	6	886	645	1,539
04V-161	5/3/2004	5/3/2004	11,375	7,878				1	6		7
04V-188	5/7/2004	5/7/2004	95,142	50,980				10	82		92
04V-189	5/7/2004	5/7/2004	309	86							
04V-190	6/8/2004	6/8/2004	65,443	40,147					57		57
04V-201	6/24/2004	6/24/2004	283,568	12,554	138,991		6	1	1,628	1,295	2,930
04V-226	9/2/2004	9/2/2004	736	78							
04V-273	8/18/2004	8/18/2004	41,928	21,717				6	44	3	53
04V-281	6/9/2004	6/9/2004	668	643	0	0	0	0	0	0	0
04V-287	6/28/2004	6/28/2004	47,991	22,987				7	83		90
04V-289	8/19/2004	8/19/2004	29,951	15,719					229	139	368
04V-299	8/16/2004	8/16/2004	281		98					10	10
04V-300	8/23/2004	8/23/2004	37	1	4						
04V-301	6/23/2004	6/23/2004	2,857	409	1,940						

When a Collision Occurs



Angle of Frontal Impact

Most air bags are designed to automatically deploy in the event of a vehicle fire when temperatures reach 300 to 400 degrees Fahrenheit. This safety feature helps to ensure that such temperatures do not cause an explosion of the inflator unit within the air bag module.

Front air bags are not designed to deploy in side impact, rear impact or rollover crashes. Since air bags deploy only once and deflate quickly after the initial impact, they will not be beneficial during a subsequent collision. Safety belts help reduce the risk of injury in many types of crashes. They help to properly position occupants to maximize the air bag's benefits and they help restrain occupants during the initial and any following collisions. So, it is extremely important that safety belts always be worn, even in air bag-equipped vehicles.



When a crash occurs, the vehicle rapidly decelerates while its structure absorbs the majority of the crash forces. Unbelted occupants continue to move forward at the vehicle's original speed until the vehicle's interior (the steering wheel, instrument panel, windshield, etc.) stops their movement. Belted occupants come to a more gradual stop by being secured to the vehicle's structure. In severe crashes, even properly belted occupants may come into contact with the vehicle's interior.

Air bags supplement the safety belt by reducing the chance that the occupant's head and upper body will strike some part of the vehicle's interior. They also help reduce the risk of serious injury by distributing crash forces more evenly across the occupant's body.

continued next page



Approximately 1/20th sec.

Less than 1 sec.

When Do Air Bags Deploy?

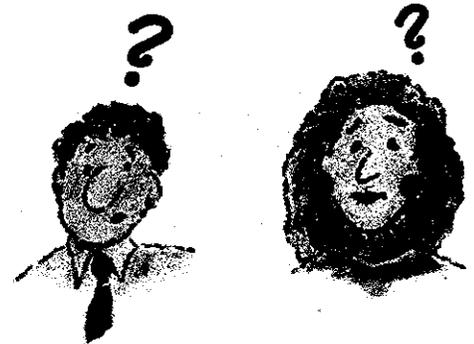
2 The **CRASH SENSORS** are located either in the front of the vehicle and/or in the passenger compartment. Vehicles can have one or more crash sensors. The sensors are typically activated by forces generated in significant frontal or near-frontal crashes. Sensors measure deceleration, which is the rate at which the vehicle slows down. Because of this, the vehicle speed at which the sensors activate the air bag varies with the nature of the crash. Air bags are not designed to activate during sudden braking or while driving on rough or uneven pavement. In fact, the maximum deceleration generated in the severest braking is only a small fraction of that necessary to activate the air bag system.

3 The **DIAGNOSTIC UNIT** monitors the readiness of the air bag system. The unit is activated when the vehicle's ignition is turned on. If the unit identifies a problem, a warning light alerts the driver to take the vehicle to an authorized service department for examination of the air bag system. Most diagnostic units contain a device, which stores enough electrical energy to deploy the air bag if the vehicle's battery is destroyed very early in a crash sequence.

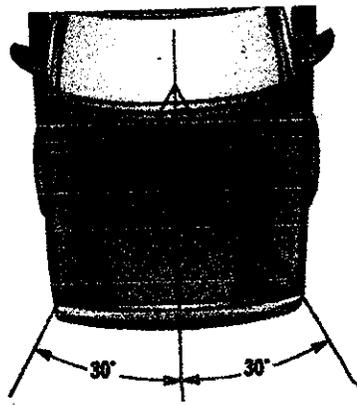
4 Some vehicles without rear seats, such as pick up trucks and convertibles, or with rear seats too small to accommodate rear-facing child restraints, have manual ON/OFF switches for the passenger air bag installed at the factory. ON/OFF switches for driver or passenger air bags may also be installed by qualified service personnel at the request of owners who meet government-specified criteria and who receive government permission. (For more details, see the section "Deactivation.")

A ir bags are typically designed to deploy in frontal and near-frontal collisions, which are comparable to hitting a solid barrier at approximately 8 to 14 miles per hour (mph). Roughly speaking, a 14 mph barrier collision is equivalent to striking a parked car of similar size across the full front of each vehicle at about 28 mph. This is because the parked car absorbs some of the energy of the crash, and is pushed by the striking vehicle. Unlike crash tests into barriers, real-world crashes typically occur at angles, and the crash forces usually are not evenly distributed across the front of the vehicle. Consequently, the relative speed between a striking and struck vehicle required to deploy the air bag in a real-world crash can be much higher than an equivalent barrier crash.

Because air bag sensors measure deceleration, vehicle speed and damage are not good indicators of whether or not an air bag should have deployed. Occasionally, air bags can deploy due to the vehicle's undercarriage violently striking a low object protruding above the roadway surface. Despite the lack of visible front-end damage, high deceleration forces may occur in this type of crash, resulting in the deployment of the air bag.



When a Collision Occurs



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When Do Air Bags Deploy?

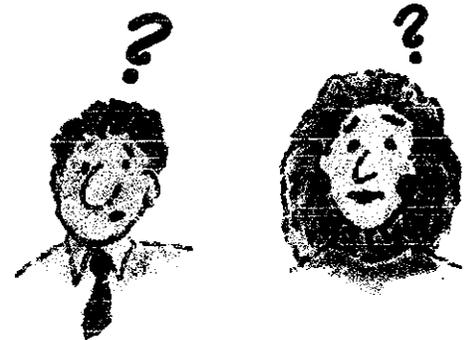
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JAN 25 2005

General Motors Corporation

Quarterly Recall Report
Federal Regulation 573.6

Quarter Ending: December 31, 2004

Par. (b)(1) NHTSA Number	Par. (b)(2) Owner Notification		***	Par. (b)(3) Total No. Vehicles Involved	Par. (b)(4) Vehicles Inspected and Repaired	Par. (b)(4) Veh. Insp. Not Needing Repair	Par. (b)(5) Unreachable Vehicles			Pres. Owner Unknown	Notification Undeliverable	Total Unreachable
	Date Began	Date Completed					Vehicles Exported	Vehicles Stolen	Vehicles Scrapped			
04V-003	12/30/2003	12/30/2003	***	127,638	118,808	0	0	0	729	14	730	1,473
04V-004	12/30/2003	12/30/2003	***	77,785	72,406	0	0	0	419	9	376	804
04V-036	2/23/2004	5/18/2004	***	1,415,231	588,007			52	4	11,512	35,815	47,183
04V-045	6/11/2004	6/11/2004	***	68,897	7,085	28,747		1	2	132	40	175
04V-048	7/8/2004	7/8/2004	***	581,394	298,364	36,580		12	5	3,043	2,925	5,985
04V-060	4/28/2004	6/24/2004	***	126,824	47,360			6	2	388	9	405
04V-061	7/15/2004	7/15/2004	***	438	216	0	0	0	2	0	7	9
04V-090*	1/20/2004	9/20/2004	***	904,175	491,478	4,020		13	17	6,104	1,003	7,137
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04V-188	5/7/2004	5/7/2004	***	95,142	50,980				10	82		92
04V-189	5/7/2004	5/7/2004	***	309	86							
04V-190	6/8/2004	6/8/2004	***	65,443	40,147					57		57
04V-201	6/24/2004	6/24/2004	***	283,568	12,554	138,991		6	1	1,628	1,295	2,930
04V-225	9/2/2004	9/2/2004	***	738	78							
04V-273	8/18/2004	8/18/2004	***	41,928	21,717				6	44	3	63
04V-281	6/9/2004	6/9/2004	***	668	643	0	0	0	0	0	0	0
04V-287	6/28/2004	6/28/2004	***	47,991	22,887				7	83		90
04V-289	6/19/2004	8/19/2004	***	29,951	15,719					229	139	368
04V-299	8/16/2004	8/16/2004	***	281		88					10	10
04V-300	8/23/2004	8/23/2004	***	37	1	4						
04V-301	6/23/2004	6/23/2004	***	2,857	409	1,940						

October 19, 1977

W 48-226

RETURN RECEIPT
REQUESTED

Ready **P**ost.

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To: N.H.T.S.A.
U.S. Dept. of Transportation/ODOT
1200 New Jersey Avenue S.E.
Washington, D.C. 20077-9382