

NHTSA Consumer Complaints as of October 30, 2014

11 10649589 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I WAS ON MY WAY HOME AND IT WAS RAINING ON THE EXPRESSWAY BUT BY THE TIME I GOT TO THE CITY I LIVE IT HAD STOP. I WAS EXITING THE EXPRESSWAY AND WAS TURNING A LEFT ON THE STREET I LIVE ON. I HAD MADE MY TURN AT ABOUT 30 MPH AND AFTER I HAD MADE MY TURN THE CAR WAS STRAIGHT FOR AWHILE THEN ALL THE SUDDEN THE CAR ACTED UP AND THE STEERING WHEEL OR THE WHEELS OR SOMETHING HAPPEN THAT MADE MY CAR MAKE A SHARP U-TURN GOING IN FRONT OF ONGOING TRAFFIC. MY CAR WENT STRAIGHT IN FRONT OF A CAR AND SHE DIDN'T HAVE TIME TO STOP SO SHE HIT ME AND WE BOTH WENT ONTO THE ISLAND. I HAVE NO IDEA WHAT HAPPENED BUT LUCKILY WE WERE BOTH GOING SLOW THAT NONE OF US WERE HURT BUT OUR CARS WERE IN BAD CONDITIONS. I'M LOOKING AT 3,000 DAMAGE ON MY CAR, AND PROBABLY 4,000 DAMAGE TO HER CAR. I WANT TO SAY IT WAS BC OF THE RAIN, BUT THE ROAD WASN'T WET AND I JUST GOT NEW TIRES AND JUST GOT A OIL CHANGE. I MAINTAIN MY CAR VERY WELL SO I HAVE NO IDEA WHY THAT WOULD HAPPEN.

EDINBURG TX Failure Date: 10/21/2014

11 10639773 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE KEY FAILED TO TURN IN THE IGNITION, PREVENTING THE VEHICLE FROM STARTING. THE CONTACT STATED THE VEHICLE WAS SERVICED UNDER RECALL NHTSA CAMPAIGN NUMBER: 14V047000 (AIR BAGS , ELECTRICAL SYSTEM) AND NHTSA CAMPAIGN NUMBER: 14V171000 (ELECTRICAL SYSTEM). BOTH THE DEALER AND THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE VEHICLE WAS REPAIRED. THE FAILURE MILEAGE WAS 58,000. EVANS GA

Failure Date: 09/27/2014

11 10638214 2009 CHEVROLET COBALT ELECTRICAL SYSTEM VEHICLE WOULD NOT START, TOOK IT TO DEALERSHIP FOR SERVICE, AND WAS TOLD IT WAS THE FUEL PUMP. 2 HOURS LATER, GOT A CALL THAT THE MODULE HARNESS HAD TO BE REPLACED ALSO BECAUSE THE

NHTSA Consumer Complaints as of October 30, 2014

CONNECTION IT MADE TO THE FUEL PUMP HAD BURNED OUT AND FUSED ITSELF TO THE FUEL PUMP. THE SERVICE TECH STATED THIS WAS A VERY UNSAFE SITUATION, DUE TO THE FACT THAT THE EXPOSED ELECTRICAL CONNECTION INSIDE THE FUEL TANK HAD MELTED, AND IF WE HAD BEEN LOW ON FUEL, THERE COULD HAVE BEEN A FIRE  
NEW CASTLE  
DE Failure Date: 09/22/2014

11 10633352 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT RECEIVED RECALL NOTIFICATIONS FOR NHTSA CAMPAIGN NUMBERS: 14V047000 (AIR BAGS, ELECTRICAL SYSTEM) AND 14V171000 (ELECTRICAL SYSTEM). THE PARTS NEEDED TO REPAIR THE VEHICLE WERE UNAVAILABLE. THE DEALER WAS UNCERTAIN WHEN THE PARTS WOULD BECOME AVAILABLE. THE MANUFACTURER WAS NOT NOTIFIED. THE CONTACT HAD NOT EXPERIENCED A FAILURE.  
BOERNE TX Failure Date:  
09/15/2014

11 10630177 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I HAVE ALREADY HAD THE RECALL SERVICE PERFORMED ON MY 2009 CHEVROLET COBALT, BUT THE IGNITION SWITCH PROBLEM STILL PERSISTS AFTER HAVING THE RECALL SERVICE PERFORMED. THERE'S THE POSSIBILITY THAT A SAFETY HAZARD TO THE AMERICAN PUBLIC STILL EXISTS IF THERE ARE CASES SIMILAR TO MINE. THE VEHICLE IGNITION WAS INADVERTENTLY SWITCHED TO THE "OFF" POSITION WHILE I WAS GETTING ONTO A HIGHWAY. I WAS SHIFTING MY HIPS TO ADJUST MY SEATING POSITION, AND MY KNEE BUMPED INTO MY KEYCHAIN AND CAUSED THE IGNITION TO SWITCH TO THE "OFF" POSITION. I LOST SPEED CONTROL AND POWER STEERING, BUT I WAS LUCKILY ABLE TO MOVE TO THE SHOULDER OF THE HIGHWAY, SHIFT INTO "PARK", AND RE-START THE VEHICLE. THIS EVENT HAPPENED WITHIN 48 HOURS OF ME HAVING THE RECALL SERVICE PERFORMED AT A CHEVROLET DEALERSHIP.  
MESA AZ Failure Date:  
08/29/2014

## NHTSA Consumer Complaints as of October 30, 2014

11 10629973 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE VEHICLE WAS REPAIRED ACCORDING TO NHTSA CAMPAIGN NUMBER: 14V171000 (ELECTRICAL SYSTEM), BUT THE FAILURE WAS NOT REMEDIED. THE DEALER REPLACED THE IGNITION SWITCH AND PROVIDED THE CONTACT WITH A NEW SET OF KEYS. WHILE DRIVING APPROXIMATELY 20 MPH, THE VEHICLE JERKED AND STALLED. THE CHECK ENGINE AND SERVICE TRACTION INDICATORS ILLUMINATED DURING THE FAILURE. THE MANUFACTURER WAS NOTIFIED. THE APPROXIMATE FAILURE MILEAGE WAS 50,000. STATEN ISLAND NY Failure Date: 08/30/2014

11 10628913 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT RECEIVED A NOTIFICATION FOR NHTSA CAMPAIGN NUMBER: 14V171000 (ELECTRICAL SYSTEM) AND STATED THAT THE PART NEEDED WAS UNAVAILABLE TO PERFORM THE RECALL REPAIR. THE MANUFACTURER WAS NOTIFIED OF THE ISSUE. THE CONTACT HAD NOT EXPERIENCED A FAILURE. SAN ANTONIO TX Failure Date: 02/12/2014

11 10628016 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. AFTER THE VEHICLE WAS REPAIRED ACCORDING TO NHTSA CAMPAIGN NUMBER: 14V171000 (ELECTRICAL SYSTEM), THE VEHICLE CONTINUOUSLY STALLED WHILE DRIVING VARIOUS SPEEDS. THE DEALER STATED THAT THE BATTERY NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED AND THE MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 69,000. GASTON GA Failure Date: 07/16/2014

11 10628007 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE VEHICLE EXPERIENCED INTERMITTENT ELECTRICAL SHORTS AND THE TEMPERATURE CONTROLS AND POWER WINDOWS FAILED TO WORK PROPERLY. THE CONTACT WAS UNABLE TO USE THE CONTROLS FOR THE AIR CONDITIONER AND HEATER. IN ADDITION, THE

NHTSA Consumer Complaints as of October 30, 2014

CONTACT WAS UNABLE TO START THE VEHICLE ON SEVERAL OCCASIONS. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER WHO DIAGNOSED THAT THE FUEL PUMP AND SENDING UNIT NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED. THE VEHICLE WAS NOT INCLUDED IN NHTSA CAMPAIGN NUMBER: 12V459000 (FUEL SYSTEM, GASOLINE). THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 96,800.                   BLAINE           MN    Failure Date: 07/18/2014

11    10626716    2009 CHEVROLET            COBALT    ELECTRICAL  
SYSTEM    2009 CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO  
IGNITION SWITCH RECALL. \*SMD THE CONSUMER STATED THE IGNITION  
WOULD NOT TURN OFF AND THE KEY COULD NOT BE REMOVED. IT WAS  
DETERMINED THE IGNITION SWITCH NEEDED TO BE REPLACED. HOWEVER,  
THE PARTS WERE NOT AVAILABLE. \*JB                    SACKETS HARBOR  
          NY    Failure Date: 07/24/2014

11    10626345    2009 CHEVROLET            COBALT    ELECTRICAL  
SYSTEM    TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT STATED THAT THE VEHICLE STALLED INTERMITTENTLY ON SEVERAL  
OCCASIONS. THE CONTACT WAS ABLE TO SHIFT INTO NEUTRAL AND RESTART  
THE VEHICLE. THE CONTACT STATED THAT THE VEHICLE WAS PREVIOUSLY  
REPAIRED ACCORDING TO NHTSA CAMPAIGN NUMBER: 14E021000  
(ELECTRICAL SYSTEM:IGNITION:SWITCH), BUT THE FAILURE SOON RECURRED.  
THE CONTACT ALSO RECEIVED A RECALL NOTIFICATION FOR NHTSA  
CAMPAIGN NUMBER: 10V073000 (STEERING); HOWEVER, THE PARTS WERE  
NOT AVAILABLE FOR THE REPAIR. THE DEALER WAS UNABLE TO PROVIDE A  
SPECIFIC DATE AS TO WHEN THE PARTS WOULD BECOME AVAILABLE. THE  
MANUFACTURER WAS NOTIFIED. THE APPROXIMATE FAILURE MILEAGE WAS  
NOT AVAILABLE.                    CHULA VISTA            CA    Failure Date: 07/29/2014

11    10622305    2009 CHEVROLET            COBALT    ELECTRICAL  
SYSTEM    TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT RECEIVED A RECALL NOTICE FOR NHTSA CAMPAIGN NUMBER:  
14V171000 (ELECTRICAL SYSTEM). THE CONTACT STATED THAT THE PART

NHTSA Consumer Complaints as of October 30, 2014

NEEDED FOR THE REPAIR WAS UNAVAILABLE. THE VIN WAS UNAVAILABLE.  
THE MANUFACTURER WAS NOT NOTIFIED. THE CONTACT HAD NOT  
EXPERIENCED A FAILURE. CALEXICO CA Failure Date: 06/01/2014

11 10621784 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT STATED THAT THE ENGINE WAS RUNNING WHILE THE KEY WAS OUT  
OF THE IGNITION, THE VEHICLE WAS IN PARK AND THE VEHICLE ROLLED AWAY.  
THE CONTACT HAD RECEIVED TWO NOTIFICATIONS FOR NHTSA CAMPAIGN  
NUMBER: 14V171000 (ELECTRICAL SYSTEM) AND NHTSA CAMPAIGN NUMBER:  
10V073000(STEERING) HOWEVER, THE PARTS WERE NOT AVAILABLE. THE  
MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE APPROXIMATE  
FAILURE MILEAGE WAS 29,000. BURTON SC Failure Date:  
04/08/2014

11 10621415 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT RECEIVED RECALL NOTICES FOR NHTSA CAMPAIGN NUMBERS:  
14V047000 (AIR BAGS, ELECTRICAL SYSTEM) AND 14V171000 (ELECTRICAL  
SYSTEM); HOWEVER, THE PARTS NEEDED FOR THE REPAIR WERE  
UNAVAILABLE. THE MANUFACTURER WAS NOT NOTIFIED. THE CONTACT HAD  
NOT EXPERIENCED A FAILURE. UNIONVILLE CT Failure Date:  
08/11/2014

11 10619609 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM 2009 CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO  
VEHICLE IGNITION SWITCH RECALL ISSUES. \*SMD THE CONSUMER RECEIVED  
A RECALL NOTICE AND TOOK THE VEHICLE TO THE DEALER AS DIRECTED. THE  
DEALER INFORMED HER, THE ORIGINAL KEY FOB WAS BROKEN AND SHE  
WOULD NEED TO PURCHASE A NEW FOR 4120 AND PAY \$45.00 TO HAVE IT RE-  
PROGRAMMED. THE CONSUMER STATED THE DEALER DAMAGED THE  
STEERING POST, WHEN THEY REPLACED THE IGNITION SWITCH. \*JB  
ONAWA IA Failure Date: 06/10/2014

## NHTSA Consumer Complaints as of October 30, 2014

11 10618191 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT RECEIVED NOTIFICATION OF NHTSA CAMPAIGN NUMBER: 14E021000 (IGNITION SWITCH) HOWEVER, THE PART WAS NOT AVAILABLE TO REPAIR THE VEHICLE UNDER THE RECALL. THE MANUFACTURER WAS NOT MADE AWARE OF THE ISSUE. THE CONTACT HAD NOT EXPERIENCED A FAILURE.

SILVA NC Failure Date: 05/03/2014

11 10618108 2009 CHEVROLET COBALT ELECTRICAL SYSTEM GM DEALER WAS CONTACTED WITH RECALL INFORMATION ON THIS VEHICLE IN LAST WEEK OF MAY 2014. WE WERE ADVISED THAT THE PART WOULD BE ORDERED, WE WOULD BE PUT ON A WAITING LIST, AND THEN CALLED WHEN THE REPAIR WAS SCHEDULED. TWO MONTHS HAVE NOW PASSED WITH NO IDEA FROM THE DEALER WHEN PARTS WILL ARRIVE OR WHEN THIS SAFETY ISSUE WILL BE CORRECTED. I FEEL LIKE I AM SITTING ON A TICKING TIME BOMB EVERY TIME I DRIVE THIS CAR AND THAT GM ISN'T REALLY THAT CONCERNED WITH THIS SAFETY ISSUE. WHAT'S MORE IMPORTANT TO ME IS THAT THIS IS MY DAUGHTER'S CAR AND MY SAFETY WITH THIS VEHICLE IS NOT NEAR AS IMPORTANT AT THAT OF ONE I LOVE VERY DEARLY. IT IS REALLY UNACCEPTABLE THAT GM WOULD DRAG THEIR FEET ON THIS SAFETY ISSUE AND NOT BE RESPONSIVE IN THE DETERMINATION OF WHEN THIS IGNITION RECALL WILL BE FIXED. LENEXA KS

Failure Date: 05/26/2014

11 10616944 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT RECEIVED A RECALL NOTICE FOR NHTSA CAMPAIGN NUMBER: 14V171000 (ELECTRICAL SYSTEM); HOWEVER, THE PART NEEDED FOR THE REPAIR WAS UNAVAILABLE. THE MANUFACTURER WAS NOTIFIED. THE VIN WAS UNAVAILABLE. THE CONTACT HAD NOT EXPERIENCED A FAILURE. NEW ORLEANS LA Failure Date: 03/01/2014

11 10616087 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE

NHTSA Consumer Complaints as of October 30, 2014

CONTACT RECEIVED A RECALL NOTICE FOR NHTSA CAMPAIGN ID NUMBER: 14E021000 (IGNITION SWITCH) AND STATED THAT THE PART NEEDED WAS UNAVAILABLE TO PERFORM THE REPAIR. THE MANUFACTURER WAS NOTIFIED OF THE ISSUE. THE VIN WAS NOT AVAILABLE. THE CONTACT HAD NOT EXPERIENCED A FAILURE. GROVEPORT OH Failure Date: 03/01/2014

11 10614723 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I BOUGHT THE CAR USED WITH APPROX. 43,000 MILES IN 2010, AND PAID FOR EXTENDED WARRANTY, BUT DIDN'T TEST ALL FUNCTIONS OF POWER WINDOWS, ONLY THE DRIVER SIDE WINDOW WORKED . I WAS UNAWARE OF THIS FOR MONTHS BECAUSE I SELDOM HAVE OTHERS IN MY CAR. ON JULY 18TH 2014,THE DRIVERS WINDOW WOULD NOT WORK. I HAD COMPLAINED ABOUT THE OTHER WINDOWS, BUT THOUGH I MIGHT HAVE PROBLEMS WITH SAFETY LOCKS .I HAD ALREADY CALLED ABOUT THE RECALL THAT I SAW ON TV, AND WAS TOLD THAT PART WAS NOT AT DEALERS, AND WOULD BE CALLED WHEN THEY GOT THE PARTS. I WAS TOLD I WOULD BE CHARGED FOR ANY REPAIRS TO WINDOWS AS MY EXTRA WARRANTY HAD EXPIRED. I THOUGHT WARRANTY WAS FOR 90,000 MILES, I DID TALK TO MANAGER, AND TOLD HIM I HAD C/O NUMEROUS TIMES ABOUT THE 3 NON WORKING WINDOWS.AT THE SAME TIME DRIVERS WINDOW QUIT, THE LIGHT ON ODOMETER QUIT WORKING.I DID HAVE CAR TO JUMP, AND KEEP RUNNING AFTER TURNING OFF CAR, THEY DID FIX WITH IGNITION KIT. CONTINUED TO CALL TO SEE IF RECALLED PART WAS IN AND WAS TOLD I COULD PAY FOR EXAM ON WINDOWS ON WINDOWS AT THE SAME TIME. AMARILLO TX Failure Date: 07/18/2014

11 10614455 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 3 MPH AND IN REVERSE, THE VEHICLE SUDDENLY STALLED. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE CONTACT STATED THAT A NOTIFICATION FOR NHTSA CAMPAIGN NUMBER: 14E021000 (ELECTRICAL SYSTEM: IGNITION

NHTSA Consumer Complaints as of October 30, 2014

SWITCH) WAS RECEIVED IN MAY OF 2014. THE CONTACT STATED THAT THE DEALER AND THE MANUFACTURER WERE CONTACTED ON SEVERAL OCCASIONS AND INFORMED THAT THE PART NEEDED FOR THE REPAIR WAS NOT AVAILABLE. THE FAILURE MILEAGE WAS 48,000. NEW

BRIGHTON PA Failure Date: 02/05/2014

11 10608979 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I COULD NOT REMOVE THE KEY FROM THE IGNITION WHEN THE IGNITION WAS NOT ON THE "OFF" POSITION. I TOOK THE CAR TO CARMAX AND THEY TOLD ME IT WAS A RECALL FROM CHEVROLET. CHEVROLET FIXED IT, BUT YEARS AFTER THE FACT CHEVROLET CONTACTED ME AGAIN SAYING THAT THE PARTS THAT THEY REPLACED WERE USED PARTS THAT I NEED IT TO TAKE IT BACK TO THE DEALER. I CALLED AGAIN MY CLOSEST CHEVROLET ( VAN CHEVROLET KCMO) DEALER AND I WAS TOLD THAT THE PARTS NEED TO BE ORDER AND THAT IT MAY TAKE UP TO 2 MONTHS. MEANWHILE NOW THERE IS ANOTHER PROBLEM IN THE CAR THE THEFT LOCK SYSTEM GOT TURN ON BY ITSELF. MY CAR DOES NOT WANT TO START NORMALLY. I CALLED THE DEALER AND THEY SAID THAT THEY ARE GOING TO WAIT UNTIL THE OTHER PART SHOWS UP TO FIX IT. THIS IS VERY FRUSTRATING AND CHEVROLET DO NOT CARE ABOUT PEOPLE'S SAFETY. WHY ARE THEY TAKING SO LONG TO FIX THE RECALL ON MY CAR? I AM ALMOST SURE THAT THE COMPUTER SYSTEM IN THE CAR HAS BIG PROBLEMS TOO. HELP PLEASE. KANSAS

CITY MO Failure Date: 06/02/2014

11 10607617 2009 CHEVROLET COBALT ELECTRICAL SYSTEM WHILE I WAS DRIVING DOWN MY STREET, MY CAR STARTED SHAKING & MY ENGINE, OIL & TRACTION SERVICE LIGHTS CAME ON. THE ENGINE SERVICE POWER DETECTOR CAME ON ON MY DASHBOARD. I HAD TO MISS WORK & CALLED THE DEALERSHIP & INFORMED THE MECHANIC OF THE PROBLEM. HE ASKED ME TO DRIVE IT IN. I INFORMED HIM THAT I DIDN'T FEEL SAFE DRIVING ON THE STREETS OR THE HIGHWAY. THE MECHANIC OFFERED FOR ME TO USE THEIR TOWING COMPANY BUT THEY CHARGE. I INFORMED THEM THAT I HAVE TOWING SERVICE. THE CAR WAS TOWED THAT DAY & ON

## NHTSA Consumer Complaints as of October 30, 2014

FRIDAY, I RECEIVED A CALL; WHILE I WAS AT WORK FROM THE MECHANIC STATING THAT THEY CHECKED THE CAR OUT & THE FRONT THROTTLE BODY HAD TO BE REPLACED DUE TO A SENSOR BEING FAULTY. THE COST OF REPAIRS WOULD BE \$575. I JUST PURCHASED THIS CAR ON 4/19/14 FROM JIM TRENARY IN O'FALLON MO & 3 WEEKS LATER, I HAD TO HAVE IT TOWED TO THE DEALERSHIP FOR THE ACCELERATOR PEDAL FAILING. THE DEALERSHIP DID PAY FOR THAT EXPENSE BUT NOT THIS ONE BECAUSE THE ELECTRICAL PROBLEM ISN'T COVERED UNDER THE POWER TRAIN WARRANTY. I FEEL LIKE THEY ARE TRYING TO GET OVER ON ME BECAUSE I AM A WOMAN & DON'T KNOW MUCH ABOUT CARS. I CALLED TO SEE IF THEY COULD TRY TO FIX IT FOR LESS BUT WAS INFORMED THAT THE THROTTLE BODY NEEDED TO BE REPLACED IN ORDER FOR THE SENSOR TO BE PUT IN. I HAVE TO STILL PAY THE NOTE EVERY MONTH ON A VEHICLE THAT WAS ASSURED AT THE TIME OF THE SALE WAS SAFE & WOULD HAVE ANY PROBLEMS BECAUSE IT WAS TAKEN CARE OF INCLUDING THE REPLACEMENT OF THE POWER SWITCH IGNITION. I SENT A TEXT TO MY SALESMAN ASKING TO BE PUT IN ANOTHER VEHICLE BUT TO MY DISMAY, HE INFORMED ME THAT I CAN'T TRADE OUT OF MY VEHICLE FOR 18-24 MONTHS. I FEEL LIKE I SHOULDN'T HAVE TO PAY THE \$575 & THE MECHANIC IS TRYING TO GET OVER BECAUSE I AM A WOMAN. I INFORMED THE MECHANIC THAT I CAN'T AFFORD TO PAY THE \$575 BECAUSE I DON'T MAKE THAT MUCH & HAVE OTHER BILLS TO TAKE CARE OF. I BOUGHT THAT CAR FOR RELIABILITY. ST. LOUIS MO Failure Date: 06/26/2014

11 10606917 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT RECEIVED NOTIFICATION OF NHTSA CAMPAIGN NUMBERS: 14V171000 (ELECTRICAL SYSTEM) AND 14E021000 (AFTERMARKET REPLACEMENT IGNITION SWITCH). THE PARTS FOR THE REPAIRS WERE UNAVAILABLE AND THE DEALER STATED THAT THE PARTS WOULD ARRIVE WITHIN SIX TO EIGHT WEEKS. THE MANUFACTURER WAS NOTIFIED. THE CONTACT HAD NOT EXPERIENCED A FAILURE. FARMINGTON HILLS MI Failure Date: 04/06/2014

NHTSA Consumer Complaints as of October 30, 2014

11 10605949 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT RECEIVED A NOTIFICATION FOR RECALL NHTSA CAMPAIGN ID NUMBER 14V047000 (AIR BAGS, ELECTRICAL SYSTEM). HOWEVER, THE PART TO DO THE REPAIRS WAS UNAVAILABLE. THE MANUFACTURER WAS MADE AWARE OF THE PROBLEM. THE CONTACT HAD NOT EXPERIENCED A FAILURE.  
MOORE OK Failure Date: 04/08/2014

11 10605923 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT RECEIVED A RECALL NOTIFICATION UNDER NHTSA CAMPAIGN ID NUMBER 14V047000 (AIR BAGS, ELECTRICAL SYSTEM) HOWEVER, THE PART TO DO THE REPAIRS WAS UNAVAILABLE. THE MANUFACTURER WAS MADE AWARE OF THE PROBLEM. THE CONTACT HAD NOT EXPERIENCED A FAILURE.  
MOORE OK Failure Date: 04/08/2014

11 10605114 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. WHILE DRIVING APPROXIMATELY 30 MPH, THE ENGINE STALLED WITHOUT WARNING. THE VEHICLE WAS ABLE TO BE RESTARTED AND RESUMED NORMAL OPERATION. THE FAILURE OCCURRED IMMEDIATELY AFTER THE VEHICLE WAS SERVICED FOR NHTSA CAMPAIGN NUMBER: 14V047000 (AIR BAG, ELECTRICAL SYSTEM). THE VEHICLE WAS NOT REPAIRED AND THE MANUFACTURER WAS NOTIFIED. THE APPROXIMATE FAILURE MILEAGE WAS 60,000.  
CLARKSVILLE IN Failure Date: 08/08/2013

11 10604727 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACTS VIN WAS INCLUDED IN NHTSA CAMPAIGN NUMBER: 14E021000 (ELECTRICAL SYSTEM). THE CONTACT WAS INFORMED THAT IT WOULD TAKE 6-8 WEEKS FOR PARTS TO BECOME AVAILABLE AND THE CONTACT WAS CONCERNED OF THE SAFETY RISKS INVOLVED IN THE DEFECT THAT COULD NOT BE IMMEDIATELY RESOLVED. THERE WERE NO FAILURES. UPDATED 08/19/14\*LJ  
PIKEVILLE KY Failure Date: 06/20/2014

NHTSA Consumer Complaints as of October 30, 2014

11 10598914 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT WHILE DRIVING AT AN UNKNOWN SPEED, THE VEHICLE STALLED AND THE KEY WAS UNABLE TO BE REMOVED FROM THE IGNITION. THE VEHICLE WAS TAKEN TO A DEALER. THE TECHNICIAN WAS UNABLE TO DIAGNOSE THE FAILURE. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS UNKNOWN. THE VIN WAS UNAVAILABLE. CORPUS CHRISTI TX Failure Date: 04/23/2014

11 10598208 2009 CHEVROLET COBALT ELECTRICAL SYSTEM 2009 CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO RECALL NOTICE PROBLEMS. \*SMD THE CONSUMER STATED THE DEALER KEPT TELLING HIM, IT WOULD BE A FEW MORE WEEKS. \*JB THE PARTS ARE STILL NOT AVAILABLE. UPDATED 09/24/14. \*JB CHAMPLIN MN Failure Date: 06/02/2014

11 10597941 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT RECEIVED THE NOTIFICATION FOR RECALL NHTSA CAMPAIGN ID NUMBER 14V047000 (AIR BAGS, ELECTRICAL SYSTEM). THE CONTACT STATED THAT THE REPAIR WAS NOT TAKEN CARE OF IN A REASONABLE AMOUNT OF TIME. THE DEALER INDICATED PARTS WERE NOT AVAILABLE. CONTACT HAD NOT EXPERIENCED A FAILURE. THE MANUFACTURER HAS NOT BEEN CONTACTED. PAM MADISON IN Failure Date: 02/17/2014

11 10596926 2009 CHEVROLET COBALT ELECTRICAL SYSTEM THIS CAR WAS REPAIRED AND I WAS REPAID BY GM AND THE CAR WAS TRADED IN AT DIANE SAUER CHEVROLET DEALER, WARREN, OHIO. THEREFORE I NO LONGER OWN THIS CAR. NILES OH Failure Date: 11/15/2012

11 10596596 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT RECEIVED NHTSA RECALL CAMPAIGN ID NUMBERS 14V047000 (AIR

NHTSA Consumer Complaints as of October 30, 2014

BAGS , ELECTRICAL SYSTEM) AND 14V171000 (ELECTRICAL SYSTEM);  
HOWEVER, THE CONTACT WAS UNABLE TO HAVE THE VEHICLE SERVICED  
UNDER THE RECALL BECAUSE THE PARTS WERE UNAVAILABLE. THE  
MANUFACTURER WAS NOTIFIED OF THE FAILURE. THERE WERE NO FAILURES.

UPDATED 8/11/14\*CN                      LINCOLN      NE      Failure Date: 05/01/2014

11      10596452      2009 CHEVROLET              COBALT      ELECTRICAL  
SYSTEM      TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT RECEIVED A RECALL NOTIFICATION FOR NHTSA CAMPAIGN ID  
NUMBER: 14V04700 (AIR BAGS, ELECTRICAL SYSTEM) AND NHTSA CAMPAIGN ID  
NUMBER: 14V17100 (ELECTRICAL SYSTEM). THE CONTACT STATED THAT THE  
PARTS WERE NOT AVAILABLE FOR THE REPAIRS. THE MANUFACTURER WAS  
MADE AWARE OF THE PROBLEM. THE CONTACT HAD NOT EXPERIENCED A  
FAILURE.                      WASHINGTON      PA      Failure Date: 11/13/2013

11      10596150      2009 CHEVROLET              COBALT      ELECTRICAL  
SYSTEM      SUBMISSION FROM CONSTITUENT RE 2009 CHEVROLET COBALT  
RECALL NOTICE. \*SMD THE CONSUMER STATED IT HAS BEEN SEVERAL  
WEEKS, AND SHE HAS NOT HEARD BACK FROM THE DEALER. \*JB                      SAINT  
PAUL VA      Failure Date: 06/02/2014

11      10595553      2009 CHEVROLET              COBALT      ELECTRICAL  
SYSTEM      TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT STATED THAT NHTSA CAMPAIGN NUMBERS: 14V171000 (ELECTRICAL  
SYSTEM) AND 14V047000 (AIR BAGS , ELECTRICAL SYSTEM) HAD EXCEEDED  
THE REASONABLE AMOUNT OF TIME FOR REPAIR. THE DEALER STATED THE  
PARTS WERE NOT AVAILABLE. THE MANUFACTURER WAS MADE AWARE OF THE  
DELAY. THE VEHICLE WAS NOT REPAIRED. THE CONTACT STATED THAT THE  
IGNITION SWITCH WAS LOOSE. THE FAILURE MILEAGE WAS UNKNOWN.  
UPDATED 09/15/14\*LJ                      BALTIMORE MD      Failure Date: 04/07/2014

11      10594504      2009 CHEVROLET              COBALT      ELECTRICAL  
SYSTEM      TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT RECEIVED THE RECALL NOTIFICATION FOR NHTSA CAMPAIGN ID

NHTSA Consumer Complaints as of October 30, 2014

NUMBER: 14V047000 (AIR BAGS, ELECTRICAL SYSTEM). THE CONTACT STATED THAT THE REPAIR HAD EXCEEDED A REASONABLE AMOUNT OF TIME. THE DEALER INFORMED THAT PARTS WERE NOT AVAILABLE. THE CONTACT HAD NOT EXPERIENCED A FAILURE. THE MANUFACTURER WAS NOTIFIED OF THE DELAY. CLEVELAND OH Failure Date: 04/07/2014

11 10594118 2009 CHEVROLET COBALT ELECTRICAL SYSTEM DEER HIT CAR WAS VERY DARK 7 AM WITNESS CALLED 911 JACKSON TWP POLICE CAME CAR HAD TO BE TOWED FRONT END OF CAR ALL SMASHED AIR BAG DID NOT GO OFF I WAS HYSTERICAL GOD SENT ME AN ANGEL THAT MORNING WITNESS STAYED WITH ME UNTIL POLICE CAME POLICE CALLED FOR TOW TRUCK & MADE REPORT TOTAL COST OF REPAIRS OVER \$6,000 THOUGHT CAR WOULD BE TOTALED I HAVE COPY OF ALL REPAIRS DONE ELLWOOD CITY PA Failure Date: 11/03/2012

11 10594071 2009 CHEVROLET COBALT ELECTRICAL SYSTEM 2009 CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO IGNITION KEY PROBLEMS. \*SMD THE CONSUMER STATED LAST YEAR, SHE COULDN'T GET THE KEY OUT OF THE IGNITION. THE DEALER REMOVED THE KEY FROM THE IGNITION AND REPLACED A PART. IN APRIL 2014, SHE EXPERIENCED THE SAME FAILURE AND THE VEHICLE WOULDN'T START. \*JB HALIFAX VA Failure Date: 04/01/2014

11 10594061 2009 CHEVROLET COBALT ELECTRICAL SYSTEM 2009 CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO IGNITION SWITCH AND SEVERAL OTHER PROBLEMS WITH VEHICLE. \*SMD THE CONSUMER THE VEHICLE WAS TAKEN TO THE DEALER, SEVERAL TIMES. THREE TIMES, FOR THE IGNITION. THE STEERING MODULE, STRUTS, AND CONTROL ARMS WERE REPLACE. THE DRIVE TRAIN WAS IN THE PROCESS OF FAILING. \*JB DUNCAN FALLS OH Failure Date: 06/02/2014

11 10593082 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE IGNITION SWITCH FAILED TO TURN. THE FAILURE

NHTSA Consumer Complaints as of October 30, 2014

OCCURRED ON TWO OCCASIONS. THE CONTACT RECEIVED TWO RECALL NOTIFICATIONS FOR NHTSA CAMPAIGN ID NUMBER: 14V171000 (ELECTRICAL SYSTEM) AND NHTSA CAMPAIGN ID NUMBER: 14V047000 (AIR BAGS , ELECTRICAL SYSTEM). THE VEHICLE WAS TAKEN TO A DEALER WHERE THE REMEDY WAS UNABLE TO BE PERFORMED DUE TO THE PART NOT BEING AVAILABLE. THE MANUFACTURER WAS NOTIFIED OF THE DELAY. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 55,000.

DR SHAKOPEE MN Failure Date: 03/18/2014

11 10592311 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I WAS DRIVING AND HAD TO PULL TO THE SIDE OF THE ROAD BECAUSE THE LIGHTS KEPT ON GOING FROM DIM TO BRIGHT AND THE AUTOMATIC LIGHTS KEPT ON SWITCHING UP AND DOWN REAL FAST AND THE CAR JUST LOST ITS POWERSTEERING THERE IS A STRONG SMELL OF GAS COMING FROM THE CAR AND WHEN I PUT GAS IN IT IT TAKES A FEW MINUTES TO ACTUALLY CRANK BACK UP. IM AFRAID WHILE DRIVING FAST THE ELETRIC PROBLEMS WILL CAUSE SERIOUS HARM. THERE WAS A RECENT RECALL ON THIS MODEL AND ALL THE PROBLEMS I STATED AND I NEED THEM FIXED.

TYLER TX Failure Date: 05/14/2014

11 10587010 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT WAS DRIVING 65 MPH WHEN THE VEHICLE STALLED WITHOUT WARNING. THE STEERING WHEEL BECAME INOPERABLE AND CAUSED THE CONTACT TO LOSE CONTROL OF THE VEHICLE. THE VEHICLE ROLLED OVER AND CRASHED INTO A CREEK. THE DRIVER SUSTAINED LACERATIONS TO HIS FACE WHICH REQUIRED MEDICAL ATTENTION. THE VEHICLE WAS DESTROYED AND A POLICE REPORT WAS FILED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE AND CURRENT MILEAGE WAS 83,000.

UPDATED 6/24/14\*CN UPDATED 06/26/2014 \*JS PETERSBURG WV Failure Date: 02/14/2014

11 10586671 2009 CHEVROLET COBALT ELECTRICAL SYSTEM VEHICLE WAS BEING TOWED BEHIND CLASS A MOTORHOME. KEY

NHTSA Consumer Complaints as of October 30, 2014

WAS IN THE ACCESSORY POSITION; TRANSMISSION (AUTOMATIC) WAS IN THE NEUTRAL POSITION; FUSE BLOCK:8 (IGNITION SWITCH, PASS-KEY III+) WAS REMOVED TO PREVENT BATTERY DRAIN; PER VEHICLE MANUAL FOR DINGHY TOWING. TRAVELING ON INTERSTATE 45; 95 MILES SOUTH OF DALLAS, TX. NOTHING WAS HIT WHEN TRAVELING. BOTH FRONT TIRES BLEW OUT, SUBSEQUENTLY RUINING BOTH FRONT TIRES AND WHEELS. THERE IS NO APPARENT REASON WHY THIS HAPPENED. WAS WONDERING IF THIS MAY BE CONNECTED WITH CURRENT SAFETY RECALL ON IGNITION PROBLEM ON CHEVROLET COBALT. THE KEY CHAIN HAD THREE KEYS AND THE KEY FOB ATTACHED. \*TR LEWISTOWN MT Failure Date: 03/01/2014

11 10586549 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE KEY OVERHEATED WHILE IN THE IGNITION. THE CONTACT MENTIONED THAT FAILURE WAS EXPERIENCED MULTIPLE TIMES. THE VEHICLE WAS NOT DIAGNOSED. THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS UNAVAILABLE. BAKERSFIELD CA Failure Date: 04/18/2014

11 10586264 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT WHILE TRAVELING AT ANY SPEED, THE VEHICLE WOULD INTERMITTENTLY BECOME HESITANT AND WAS NOT ABLE TO CHANGE GEARS INTO REVERSE. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE UNKNOWN REPAIRS WERE MADE TO THE VEHICLE. THE CONTACT HAD ALSO EXPERIENCED THE VEHICLE STALLING INTERMITTENTLY ON MULTIPLE OCCASIONS. THE CONTACT WAS NOT INCLUDED IN NHTSA CAMPAIGN ID NUMBERS:14V047000 (ELECTRICAL), 14V171000 (ELECTRICAL) OR 09V073000 (POWER TRAIN) BUT STATED THAT HE HAD EXPERIENCED THE FAILURE DESCRIBED IN EACH RECALL ON MULTIPLE OCCASIONS. THE VEHICLE WAS SCHEDULED FOR DIAGNOSIS AND POSSIBLE REPAIR. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 15000. SAINT LOUIS MO Failure Date: 03/02/2009

NHTSA Consumer Complaints as of October 30, 2014

11 10586014 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT WHILE TRAVELING VARIOUS SPEEDS, THE VEHICLE SUDDENLY STALLED. THE CONTACT MENTIONED THAT THE FAILURE WAS RECURRING. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS CONTACTED AND INFORMED THE CONTACT THAT THE VEHICLE WAS NOT INCLUDED IN NHTSA CAMPAIGN NUMBER 14V047000 (ELECTRICAL SYSTEM). THE APPROXIMATE FAILURE MILEAGE WAS 90,000.

KAMUELA HI Failure Date: 04/07/2014

11 10585894 2009 CHEVROLET COBALT ELECTRICAL SYSTEM 2009 CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO DEFECTIVE IGNITION RECALL. CONSUMER HAS DIFFERENT VEHICLE COMPLAINT IN ARTEMIS. \*SMD BATTLE GROUND WA Failure Date: 05/01/2014

11 10585890 2009 CHEVROLET COBALT ELECTRICAL SYSTEM 2009 CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO IGNITION SWITCH PROBLEMS. \*SMD THE CONSUMER STATED SHE EXPERIENCED SEVERAL INCIDENTS, WITH THE IGNITION SWITCH STICKING AND NOT BEING ABLE TO TURN THE KEY, INCLUDING THE FIRST DAY SHE BROUGHT THE VEHICLE HOME. OVER THE YEARS, THE SWITCH HAS FAILED, WHICH LEFT HER STRANDED. THE VEHICLE WAS TAKEN TO THE DEALER MANY TIMES, BUT THEY NEVER REPLACED ANY COMPONENTS REGARDING THE LOCK CYLINDER OR SWITCH. \*JB UPDATED 05/14/14. \*JB THE CONSUMER STATED SHE WAS UNABLE TO SHIFT THE VEHICLE INTO GEAR. UPDATED 06/26/14 THE ELECTRIC POWER STEERING MOTOR WAS REPLACED. UPDATED 07/10/14 UPDATED 07/30/14 THE CONSUMER STATED THE VEHICLE WAS FIXED. UPDATED 09/02/14 EASTPOINTE MI Failure Date: 03/01/2009

11 10585788 2009 CHEVROLET COBALT ELECTRICAL SYSTEM MY WIFE TRIED TO START THE CAR ON 4/30/14. PUT THE KEY IN THE IGNITION AND TRY TO TURN THE KEY TO START THE CAR THE KEY WOULDN'T TURN. IT WAS LOCKED UP. THE STEERING WHEEL WOULDN'T TURN,

NHTSA Consumer Complaints as of October 30, 2014

THE ENGINE WOULDN'T RUN. EVENTUALLY IF SHE COMES BACK AFTER APPROX. ONE HOUR AND TRY AGAIN THE KEY WILL TURN IN THE IGNITION AND THE CAR WILL START. THIS HAPPENS COUPLE OF TIME A YEAR SINCE WE BOUGHT THE CAR BRAND NEW FROM THE DEALER. WE CONTACTED THE DEALER SERVICE DEPARTMENT; THEY TOLD US THAT THEY DO NOT KNOW OF ANY SUCH PROBLEM WITH THIS CHEVY MODEL. \*JS READING

PA Failure Date: 04/30/2014

11 10585772 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 50 MPH AND DESCENDING DOWNHILL, THE VEHICLE ERRONEOUSLY STALLED, CAUSING THE CONTACT TO LOSE CONTROL OF THE VEHICLE. THE CONTACT THEN CRASHED INTO A SIDEWALK AND SUFFERED NECK AND BACK INJURIES FROM THE IMPACT. THE CONTACT ALSO STATED THAT THE KEY HAD BECOME STUCK IN THE IGNITION SWITCH, WHICH WAS NOT NOTICED UNTIL AFTER THE INCIDENT. THE VEHICLE WAS TAKEN TO THE DEALER, WHO DIAGNOSED THAT THE FAILURE WAS CAUSED BY A FAULTY IGNITION SWITCH. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED. THE FAILURE MILEAGE WAS 25000. HENDERSON NV Failure Date: 01/28/2014

11 10579637 2009 CHEVROLET COBALT ELECTRICAL SYSTEM IT WILL NOT LET ME TYPE IN THE AFFECTED PART. IT WAS THE IGNITION. THE CAR WAS SITTING STILL AND THE IGNITION WOULD NOT SHUT OFF. THE KEY COULD BE REMOVED AND REPLACED AND COULD BE TURNED, BUT IT WOULD NOT SHUT DOWN.. I HAD TO CALL AAA TO HAVE THEM COME TO REMOVE THE BATTERY CABLE, (I HAD TO GO ONLINE TO FIND OUT WHERE THE BATTERY WAS LOCATED) (BECAUSE EVEN MY AAA DID NOT KNOW WHERE IT WAS. WE THEN HAD AAA TOW THE VEHICLE TO THE DEALERSHIP IN LAUREL, MD AND THEY SAID THAT THE IGNITION HAD FALLEN APART. THEY PUT ANOTHER IGNITION IN, HOWEVER, I WONDER IF IT IS OUT OF THE SAME BATCH THAT IS CAUSING PROBLEMS NOW. THEY ALSO DID SOMETHING TO THE

NHTSA Consumer Complaints as of October 30, 2014

ELECTRIC POWER STEERING AT THE SAME TIME. \*JS BOWIE  
MD Failure Date: 06/15/2012

11 10579277 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM DRIVING VEHICLE ON HIGHWAY WHEN ENGINE CHECK LIGHT  
COMES ON AND "REDUCED ENGINE POWER" MESSAGE APPEARS ON STATUS  
BAR OF DASHBOARD. REPAIRED AT DEALERSHIP BY REPLACING THROTTLE  
CONTROL BODY. OCCURRED TWICE MORE OVER NEXT 3 DAYS, REPAIRED AT  
DIFFERENT DEALERSHIP SAYING FIRST THROTTLE CONTROL BODY WAS  
DEFECTIVE. OCCURRED AGAIN 2 DAYS LATER, DEALERSHIP REPLACED  
CRANKSHAFT POSITION SENSOR. OCCURRED AGAIN 1 DAY LATER. NEED TO  
TAKE IN FOR MORE SERVICE. BASIC INTERNET RESEARCH SHOWS THAT THIS  
IS COMMON PROBLEM ON CHEVROLET COBALTS. \*JS MARIETTA  
GA Failure Date: 04/03/2014

11 10578349 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT STATED RECEIVED NOTIFICATION OF NHTSA CAMPAIGN ID NUMBER:  
14V047000 (ELECTRICAL SYSTEM:IGNITION:SWITCH) BUT WAS NOT ABLE TO  
HAVE THE VEHICLE SERVICED BECAUSE THE PARTS NEEDED WOULD NOT  
BECOME AVAILABLE UNTIL APRIL 21, 2014. THE MANUFACTURER COULD NOT  
PROVIDE AN EXACT DATE FOR WHEN THE CONTACT COULD SCHEDULE AN  
APPOINTMENT TO RECEIVE THE RECALL SERVICE. ADDITIONALLY, THERE WAS  
A FUEL LEAK AND A STRONG ODOR OF GASOLINE IN THE VEHICLE. THE  
VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, WHO CONFIRMED THAT THE  
FUEL PUMP WAS SPEWING FUEL OVER THE TOP OF THE ENGINE. THE DEALER  
ADVISED THE CONTACT THAT THE SEAL, FUEL TANK AND THE FUEL PUMP  
WOULD NEED REPLACING. THE VEHICLE WAS NOT REPAIRED. THE CONTACT  
REFERENCED NHTSA CAMPAIGN ID NUMBERS: 12V459000 (FUEL SYSTEM AND  
GASOLINE) AND 09V419000 (FUEL SYSTEM AND GASOLINE) BUT WAS ADVISED  
THAT THE VEHICLE WAS NOT INCLUDED IN EITHER RECALL. THE APPROXIMATE  
FAILURE MILEAGE WAS 80,000. GAINESVILLE GA Failure Date:  
03/01/2013

NHTSA Consumer Complaints as of October 30, 2014

11 10577047 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THE CRUISE CONTROL WAS ACTIVATED WHILE DRIVING APPROXIMATELY 55 MPH. THE STEERING COLUMN BEGAN TO SHAKE VIOLENTLY WHEN THE BRAKE PEDAL WAS ENGAGED. THE FAILURE ONLY RECURRED WHEN THE BRAKES WERE APPLIED. IN ADDITION, THE IGNITION FAILED TO FUNCTION PROPERLY UPON STARTING. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE POWER STEERING PUMP WAS REPLACED. THE STEERING MALFUNCTION PERSISTED AND THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE PROBLEM. THE CONTACT NO LONGER OWNED THE VEHICLE. THE VIN WAS UNAVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 33,900. DARLINGTON SC Failure Date: 09/17/2009

11 10577033 2009 CHEVROLET COBALT ELECTRICAL SYSTEM AS I WAS MERGING ONTO THE HIGHWAY, MY VEHICLE LOST POST WITHOUT AN APPARENT CAUSE. I FORTUNATELY WAS ABLE TO STEER THE VEHICLE OFF TO THE SIDE OF THE HIGHWAY, WHERE I REMOVED MY KEY AND WAITED FOR AROUND TEN MINUTES. I WAS THEN ABLE TO START MY VEHICLE. I APPROACHED A LOCAL DEALER WITH THE PROBLEM AND THEY WERE UNABLE TO TELL ME A LIKELY CAUSE. IT HAS OCCURRED ON SEVERAL SEPARATE OCCASIONS IN BOTH SIMILAR AND DISSIMILAR ENVIRONMENTS SINCE THE INITIAL INCIDENT, EACH TIME WITH OUT ANY PRECURSOR EVENT OR WARNING. IT IS TRULY FRIGHTENING! \*TR JUPITER FL Failure Date: 11/08/2011

11 10576293 2009 CHEVROLET COBALT ELECTRICAL SYSTEM MY CAR IS NOT WORKING. AT FIRST I THOUGHT IT WAS THE BATTERY, SO I HAD IT CHANGED. I HAVE POWER BUT IT STILL WILL NOT START. I DOESN'T MAKE ANY SOUNDS WHEN I TURN THE IGNITION KEY TO START IT. THERE IS NO HESITATION, JUST PURE SILENCE. THIS IS RIDICULOUS! I'M JUST GLAD I DECIDED NOT TO GO OUT OF TOWN THE DAY IT HAPPENED. I WOULD HAVE BEEN STRANDED! \*TR KENNER LA Failure Date: 03/30/2014

NHTSA Consumer Complaints as of October 30, 2014

11 10573626 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I SHUT MY 2009 CHEVY COBALT OFF AFTER I RETURNED HOME. UPON RE-ENTRY, THE KEY WOULD NOT TURN. THE CAR WAS CLEARLY IN PARK, AND THE STEERING WHEEL WAS UNLOCKED. LOCKSMITH IS COMING TO REPLACE THE IGNITION KEY, IN THE HOPES IT WILL FIX. I JUST WANTED TO REPORT THIS SINCE THE 2005-2007 MODELS OF MY CAR ARE BEING RECALLED FOR THE EXACT SAME REASONS (PER GM'S NUMBER FOR THIS RECALL IS 13454). IT DID NOT DISENGAGE WHILE DRIVING, EXCEPT FOR ONCE A WEEK OR SO AGO WHEN I HIT A SPEEDBUMP AND HAD TO RESTART THE VEHICLE, WHICH DID WORK AFTER SEVERAL ATTEMPTS. \*TR MINNEAPOLIS MN Failure Date: 03/19/2014

11 10573537 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED WHILE DRIVING OVER A ROAD BUMP AT APPROXIMATELY 25 MPH, THE ENGINE STALLED WITHOUT WARNING. THE VEHICLE RESTARTED AND RESUMED NORMALLY.THE FAILURE RECURRED NUMEROUS TIMES. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER WHERE THE LOCK CYLINDER WAS REPLACED. THE FAILURE PERSISTED AFTER THE REPAIR WAS PERFORMED. THE VEHICLE HAD NOT BEEN REPAIRED. THE CONTACT WAS NOTIFIED OF THE PROBLEM. THE APPROXIMATE FAILURE MILEAGE WAS 4,100. BROKKLYN OH Failure Date: 10/06/2010

11 10569468 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I WAS DRIVING HOME FROM WORK AND PUT MY COBALT IN PARK AND COULD NOT TURN THE CAR OFF. I WENT TO THE CHEVROLET DEALER AND THEY SAID IT WAS A FAULTY IGNITION SWITCH. I ASKED HOW THIS COULD HAPPEN ON A NEW CAR. AND THE DEALER SAID THE SWITCH WAS ELECTRONIC. THE SWITCH WAS BAD. I HAD TO PAY TO GET THE SWITCH FIXED BECAUSE THE ORIGINAL WARRANTY HAD EXPIRED. I RECENTLY CONTACTED GENERAL MOTORS, WHEN I HEARD ABOUT THE 2007 CHEVROLET COBALT. GENERAL MOTORS SAID THEY COULD NOT HELP RETRIEVE MY MONEY BACK BECAUSE THE RECALL WAS NOT ON 2009 COBALTS. I BELIEVE

NHTSA Consumer Complaints as of October 30, 2014

CHEVROLET WAS STILL USING THE FAULTY IGNITION SWITCHES ON LATER MODELS. I WILL NOT GET MY MONEY BACK, BUT MAYBE PEOPLE WITH LATER MODEL COBALTS WHO HAVE THE SAME PROBLEM WITH THE IGNITION SWITCH FIXED AS A RECALL. I HAVE SINCE TRADED IN MY COBALT BECAUSE OF THE PROBLEMS WITH THE IGNITION SWITCH. \*TR NOTTINGHAM MD Failure Date: 09/23/2010

11 10568619 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY 75 MPH AND DESCENDING DOWN A HILL THE ENGINE SUDDENLY STALLED. THE CONTACT RESTARTED THE ENGINE AND THE VEHICLE OPERATED AS NORMAL. THE CONTACT INDICATED THE DEFECT OCCURRED A SECOND TIME WHILE DESCENDING DOWN THE SAME HILL. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS NOT NOTIFIED. THE FAILURE MILEAGE WAS 30,000. \*TR LINCOLN NE Failure Date: 08/01/2011

11 10563337 2009 CHEVROLET COBALT ELECTRICAL SYSTEM MY CAR RADIO AUTOMATICALLY SWITCHES TO AUX ON ITS OWN. THIS IS NOT JUST WHEN I GO OVER A BUMP, OR WHEN I'M DRIVING. I CAN BE SITTING IN A PARKING LOT LISTENING TO A RADIO WAITING AND OUT OF NOWHERE THE RADIO CUTS OUT AND I LOOK AND ITS IN AUX MODE. I FIRST NOTICED IT DOING THIS WHEN I WOULD COME OUT TO MY CAR. I HAVE A REMOTE START AND MY RADIO IS ALWAYS ON BUT THE VOLUME TURNED DOWN. FOR THE PAST MONTH OR TWO I NOTICED WHEN I CAME OUT TO MY CAR IT WAS ON AUX. I KNEW I DIDN'T LEAVE IT THAT WAY, SO I WAS SO CONFUSED ON HOW THIS COULD HAVE HAPPENED. I WOULD SWITCH IT TO RADIO AND WHILE I DROVE TO MY DESTINATION IT WAS FINE. THEN IT STARTED TO GET WORSE, HAPPENING WHILE I'M SITTING IN MY CAR IN THE MORNING. I'D TURN IT TO RADIO AND SECONDS LATER IT WAS SWITCHING TO AUX. I'D BE DRIVING DOWN THE HIGHWAY AND OUT OF NOWHERE I LOSE THE RADIO AND LOOK AND IT'S ON AUX. IT'S NOT HAPPENING JUST BECAUSE I'M DRIVING OVER A BUMP, OR ITS GETTING BUMPED SOMEHOW. IT NOW

NHTSA Consumer Complaints as of October 30, 2014

HAPPENS EVERYTIME I USE MY VEHICLE. IF I'VE REMOTELY STARTED MY CAR, I ALWAYS COME OUT TO IT ON AUX, EVEN THOUGH I KNOW FOR A FACT I HAVE NOT LEFT IT THAT WAY. I STARTED JUST TURNING THE RADIO OFF WHEN I GET OUT OF MY CAR. \*TR APPLETON WI Failure Date: 12/27/2013

11 10552965 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I WAS DRIVING IN A LOCAL, WHEN ALL THE SUDDEN, THE WINDSHIELD WIPER STARTED PUMPING WATER BY ITSELF AND THE WIPERS WENT ON BY ITSELF. WHEN ALL THE WATER WAS PUMPED OUT, THERE WAS A BURNING ODOR AND SMOKE STARTED COMING OUT THROUGH THE AC VENTS. I TURN THE AC OFF; PARKED ON THE SIDE, OPENED THE HOOD AND THERE WAS NOT ANY SMOKE COMING OUT ANYWHERE. I RETURNED INSIDE THE CAR TURNED ON, KEPT THE WINDOWS DOWN BECAUSE OF THE SMELL INSIDE, AND WENT BACK HOME. I REFILLED THE WINDSHIELD PUMP WITH CLEANING FLUID, TURNED THE CAR ON, TRIED THE WINDSHIELD AND THEY ARE OK. I NOTICED RIGHT AFTER THAT MY AC AND OR HEATER IS NOT WORKING AT ALL. I CHECK WITH A MECHANIC WHO TOLD ME AFTER SEVERAL TESTS, THAT IT SEEMS THE AC/HEATER CONTROL PANEL IS BAD. THIS INCIDENT SCARED THE EXPLETIVE OUT OF MY SON WHO WAS IN THE CAR WITH ME AT THAT TIME.

\*TR GREENACRES FL Failure Date: 11/16/2013

11 10534401 2009 CHEVROLET COBALT ELECTRICAL SYSTEM WHEN I DRIVE MY CAR OVER 60 I GET A SWAY SIDE TO SIDE AND I FEEL LIKE IT'S GOING TO SWAY INTO ANOTHER CAR WHEN I GO BY THEM. I HAD IT IN A CHEVY DEALERSHIP TO HAVE IT FIXED AND THEY DID NOTHING BUT PUT A PULL IN THE CAR AND IT STILL SWAYS. I THINK IT HAS TO DO WITH THE RACK IN THE CAR AND OR THE ELECTRICAL STEERING IN THE CAR. THE DEALERSHIP SAYS "IT'S BEEN FIXED IN THE FIRST RECALL" WELL I AM SAYING IT'S NOT SO I THINK IT SHOULD BE RECALLED AGAIN AND FIXED RIGHT THIS TIME.... \*TR WILLIAMSON NY Failure Date: 08/03/2013

11 10533674 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE BRAKE LIGHT WOULD REMAIN ILLUMINATED AT

NHTSA Consumer Complaints as of October 30, 2014

ALL TIMES AND FUNCTIONED PROPERLY ONLY INTERMITTENTLY. THE VEHICLE WAS TAKEN TO THE DEALER WHERE IT WAS DIAGNOSED THAT THE BCM NEEDED TO BE RE-CALIBRATED. THE VEHICLE WAS DIAGNOSED ON A LATER DATE BY A DEALER, WHO STATED THAT THE BCM NEEDED TO BE REPLACED. THE CONTACT MENTIONED THAT THE VEHICLE WAS TAKEN TO A DEALER ON NUMEROUS OCCASIONS FOR THE SAME FAILURE. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE VEHICLE WAS REPAIRED AND THE FAILURE RECURRED. THE APPROXIMATE FAILURE MILEAGE WAS 25,000 AND THE CURRENT MILEAGE WAS 59,000. JERSEY SHORE PA

Failure Date: 10/06/2010

11 10531547 2009 CHEVROLET COBALT ELECTRICAL SYSTEM IGNITION CYLINDER BROKE WITH THE KEY IN THE IGNITION. UNABLE TO TURN OFF VEHICLE OR REMOVE KEY FROM IGNITION CYLINDER. THIS IGNITION CYLINDER WAS REPLACED ONCE ALREADY UNDER WARRANTY AT AROUND 20,000 MILES AND HAS NOW FAILED AGAIN. THE PREVIOUS FAILURE WAS THE EXACT SAME PROBLEM. \*TR CLEBURNE TX

Failure Date: 07/03/2013

11 10510183 2009 CHEVROLET COBALT ELECTRICAL SYSTEM POWER DOOR LOCKS ARE DEFECTIVE. MY COBALT LOCKS GO UP AND DOWN BY THEMSELVES THE SWITCHES OR FOB WILL WORK. BY DOING SOME RESEARCH ONLINE HUNDREDS OF PEOPLE SEEM TO HAVE THIS PROBLEM. IT IS DEFECTIVE AND GENERAL MOTORS SHOULD ISSUE A RECALL ABOUT THIS. \*TR MINERAL RIDGE OH Failure Date: 04/15/2013

11 10503468 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT AS SHE ATTEMPTED TO ACCELERATE, THE CHECK ENGINE WARNING LIGHT ILLUMINATED AS THE VEHICLE JERKED VIOLENTLY. THE VEHICLE WAS TOWED TO THE DEALER FOR INSPECTION AND THEY STATED THAT THE IGNITION COIL NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED. THE MANUFACTURER WAS NOT NOTIFIED. THE FAILURE

NHTSA Consumer Complaints as of October 30, 2014

MILEAGE WAS 54,000. UPDATED 4/24/13 \*CN MELBOURNE  
FL Failure Date: 03/16/2013

11 10492213 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT STATED THE KEY COULD NOT BE REMOVED FROM THE IGNITION.  
THE FAILURE WAS EXPERIENCED SEVERAL TIMES. THE VEHICLE WAS NOT  
TAKEN TO THE DEALER FOR DIAGNOSTIC TESTING. THE MANUFACTURER  
STATED THERE WERE NO RELATED RECALLS. THE FAILURE AND CURRENT  
MILEAGE WAS 50,205. CASA GRANDE AZ Failure Date: 01/01/2013

11 10484071 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM MY TAILLIGHT ASSEMBLY IS 1/3 FILLED WITH WATER, DUE TO A  
BROKEN SEAL (WHICH IS ALLOWING WATER TO ENTER). DUE TO THE BROKEN  
SEAL, THE WATER DAMAGED THE ENTIRE L/R TAILLIGHT ASSEMBLY, REAR  
TURN SIGNAL (DRIVERS REAR), THE LAMPS, BULBS, FLASHER, AND SWITCH.  
SEVERAL MECHANICS SAID THAT THE BROKEN SEAL IN MY 2009 CHEVY  
COBALT, APPEARS TO BE A CHEVROLET MANUFACTURER'S DEFECT. \*TR  
CLEVELAND OH Failure Date: 10/24/2011

11 10468519 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM I STARTED MY VEHICLE UP AND PARKED IT IN THE GARAGE. WHEN  
I WENT TO REMOVE MY KEY FROM THE IGNITION, THE KEY WOULDN'T TURN  
AND I COULDN'T GET MY KEY OUT. IN ORDER TO TURN THE CAR OFF, I HAD TO  
REMOVE THE FUSE AND UNHOOK THE BATTERY. I'M TAKING THE CAR TO  
SCHMIDT CHEVROLET IN CENTRALIA, IL FIRST THING TOMORROW, BUT THERE  
IS NO ACTIVE RECALL ON MY VEHICLE AT THIS TIME. I SEE THAT HIS HAS BEEN  
AN ISSUE FOR MULTIPLE COBALT OWNERS AND EVEN THE MECHANICS THAT I  
WAS ABLE TO GET A HOLD OF TOLD ME THAT THIS IS A KNOWN ISSUE. I  
BELIEVE THAT MY VEHICLE SHOULD BE INCLUDED IN THIS RECALL AND THAT  
ANY MONEY SPENT SHOULD BE REFUNDED TO ME BY CHEVROLET FOR A  
POORLY DESIGNED IGNITION. \*TR CENTRALIA IL Failure Date:  
07/31/2012

NHTSA Consumer Complaints as of October 30, 2014

11 10455627 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT LT. THE CONTACT STATED THAT THE VEHICLE FAILED TO START AFTER BEING INFORMED BY NEIGHBORS THAT THE HEADLIGHTS AND BRAKE LIGHTS WERE ILLUMINATED ALL NIGHT. THE VEHICLE WAS TOWED TO A DEALER WHERE THEY ADVISED THE CONTACT THAT THE COMPUTER MODULE FAILED AND NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED FOR THE COMPUTER SEVERAL MONTHS LATER. IN ADDITION, WHILE DRIVING APPROXIMATELY 50 MPH, THE POWER STEERING FAILED. THE VEHICLE WAS TAKEN TO THE DEALER AND REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER 10V073000 (STEERING:ELECTRIC POWER ASSIST SYSTEM) HOWEVER, THE FAILURE RECURRED SHORTLY AFTER HAVING THE RECALL REPAIRS PERFORMED. THE MANUFACTURER WAS CONTACTED AND THEY OFFERED NO ASSISTANCE. THE FAILURE MILEAGE WAS APPROXIMATELY 100. REGO PARKNY

Failure Date: 07/01/2009

11 10455417 2009 CHEVROLET COBALT ELECTRICAL SYSTEM AFTER DRIVING THE CAR AND PUTTING THE PARKING THE CAR IN ITS SPOT, THE CAR WAS UNABLE TO BE TURN OFF THE CAR. WHEN YOU TRIED TO TURN THE KEY TO THE OFF POSITION, YOU WERE NOT ABLE TO TURN OFF THE CAR AND IT CONTINUE TO RUN. THE KEY WAS STUCK IN THE IGNITION AND WAS NOT ABLE TO BE TAKEN OUT OF THE IGNITION. WE WERE FINALLY ABOUT TO GET THE CAR OFF BUT WE COULD NOT GET THE KEY OUT OF THE IGNITION. WE HAD TO HAVE THE CAR TOWED TO THE DEALERSHIP (VOSS CHEVROLET) SO THAT IT CAN BE FIXED. WE WERE TOLD THE PROBLEM WAS A KNOWN PROBLEM AND THE DEALERSHIP WOULD HAVE TO CALL GM TO AUTHORIZED PAYMENT. THE TECHNICIAN (JAMES) SAID HE WOULD CONTACT GM REPRESENTATIVE, MIKE (1-866-790-5700), OPENED A CASE NUMBER #711054174869 AND TURN THE CASE OVER TO JAMEELAH (EXT:41241) ON 04/02/2012. SHE WAS NOT VERY HELPFUL AND WOULD NOT GET BACK WITH ME AND I HAD TO KEEP CALLING HER SINCE SHE DID NOT CALL ME. THE DEALERSHIP WOULD NOT DO ANYTHING UNTIL THEY HEARD FROM GM, SO WE HAD TO PAY FOR IT. I FINALLY CONTACTED HER SUPERVISOR, HEATHER

NHTSA Consumer Complaints as of October 30, 2014

(X21146), ON 04/16/2012 BECAUSE I WAS NOT GETTING ANY HELP FROM JAMEELAH. JAMEELAH WOULD SAYS WILL LOOK INTO IT AND GET BACK WITH ME. WHEN I TALKED TO HEATHER, HEATHER SAID THERE IS A RECALL ON 2009 COBALT WITH THIS PROBLEM BUT MY VIN IS NOT PART OF THIS RECALL AND THERE WAS NOTHING GM COULD DO FOR US. I DID NOT LIKE THIS ANSWER SO I FOUND YOUR SITE AND I TALKED TO ONE OF YOUR REPRESENTATIVE AND SHE TOLD ME TO FILL OUT THIS COMPLAINT. THERE IS A RECALL ON THE 2009 COBALT FOR THIS PROBLEM. ( RECALL #10256 IGNITION CYLINDER ). THIS RECALL IS IN EFFECT UNTIL 01/31/2013. I FEEL THIS IS AN ON GOING PROBLEM WITH THE 2009 COBALTS SINCE I AM HAVING THE SAME PROBLEM THAT WAS DOCUMENTED IN RECALL #10256 IGNITION CYLINDER . I WOULD LIKE YOUR COMPANY TO LOOK INTO THIS ONGOING PROBLEM. I WOULD APPRECIATE ANY HELP, YOU CAN PROVIDE ME. THANKS, [XXX] INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)  
\*JS MIAMISBURG OH Failure Date: 04/02/2012

11 10452750 2009 CHEVROLET COBALT ELECTRICAL SYSTEM IGNITION LOCK CYLINDER: CAN NOT TURN THE VEHICLE OFF OR REMOVE THE KEY, THE KEY STICKS IN THE IGNITION. COST \$323 DOLLARS TO REPLACE ON A 3 YEAR OLD VEHICLE. MULTIPLE REPORTS FROM 2009 COBALT OWNERS OF THE SAME ISSUE. SHOULD BE A RECALL ON THIS, OBVIOUSLY A DEFECTIVE PART. \*TR WEST SAND LAKE NY Failure Date: 03/21/2012

11 10452315 2009 CHEVROLET COBALT ELECTRICAL SYSTEM HEADLIGHTS SIDE MARKER COVER CAME OFF ON BOTH HEADLAMPS NOT AT THE SAME TIME SHORT TIME AFTER THE FIRST ONE THEN THE RIGHT SIDE CAME OFF CAUSES GLARE. POWER LOCKS DO NOT FUNCTION ANY MORE WITH BUTTONS ONLY FUNCTION WITH GEAR SHIFTER SOMETIMES LOCKS WILL GO LOCK TO UNLOCK BY THEMSELVES MULTIPLE TIMES WITH OR WITH NOT DRIVING THE CAR. CONTACTED GM AND THEY INFORMED ME THAT THE HEADLIGHTS ARE NOT RECALLED ON MY YEAR BUT THEY ARE FOR THE 2005'S. OBVIOUSLY THEY DID NOT FIX THE PROBLEM FROM

NHTSA Consumer Complaints as of October 30, 2014

THEN. I WILL NOT BY ANOTHER GM PRODUCT EVER. \*JS MINERAL  
RIDGE OH Failure Date: 09/01/2010

11 10451271 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM IGNITION SWITCH STUCK ON. HAD TO DISCONNECT BATTERY AND  
STALL CAR. FOUND RECALL # 10256 AND CALLED DEALER, DEALER SAID  
THEY HAVE NO RECALL NOTICE. DANGEROUS SITUATION FOR SOMEONE  
THAT DOES NOT KNOW HOW TO DISABLE CAR. \*TR  
CHICHESTER NH Failure Date: 03/12/2012

11 10451255 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM KEY IS STUCK IN IGNITION IN THE ON POSITION. CAR WILL NOT  
TURN OFF. HAD TO DISCONNECT THE BATTERY (WHILE CAR IS RUNNING) TO  
TURN OFF. ALTHOUGH SUPPORT BULLETIN 10256 REFERENCES THIS EXACT  
PROBLEM WITH 2009 COBALTS, GM AND DEALER ARE SAYING THAT MY CAR IS  
NOT INCLUDED IN THIS AND I HAVE TO PAY TO GET FIXED. THE SUPPORT  
BULLETIN SAYS DEALERS FIX AT NO COST THROUGH JANUARY OF 2013.  
BUT...MY VIN WAS NOT INCLUDED IN THE SUPPORT BULLETIN. THIS IS A  
SERIOUS ISSUE. MY DAUGHTER WAS NOT HOME WHEN THIS HAPPENED.  
HAVING TO DISCONNECT THE BATTERY WHILE THE CAR IS RUNNING AND  
DAMAGE THAT MAY BE CAUSED TO OTHER EQUIPMENT BECAUSE OF  
CONNECTING AND DISCONNECTING THE BATTERY. I SEE SO MANY REPORTS  
OF THIS PROBLEM ONLINE WITH SOME PEOPLE HAVING ISSUE. HOW DO WE  
GET THE LIST OF VIN'S UPDATED. HOW DO WE GET THE WORD OUT TO  
CUSTOMERS THAT THIS IS A KNOWN PROBLEM. I AM VERY UPSET THAT I HAVE  
TO PAY FOR THIS. I WAS TOLD THAT A KEY GETTING STUCK IN THE IGNITION IS  
A COMMON PROBLEM. GM DID COMPROMISE WITH ME WITH MY DEDU  
CTIBLE BUT I HONESTLY THINK THIS SHOULD HAVE BEEN A RECALL AND I  
SHOULD NOT HAVE TO PAY FOR A KNOWN ISSUE. \*TR NEW  
CARROLLTON MD Failure Date: 03/10/2012

11 10450282 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. WHILE  
PARKED THE CONTACT ATTEMPTED TO SHUT THE VEHICLE OFF WHEN SHE

NHTSA Consumer Complaints as of October 30, 2014

NOTICED THAT THE KEY HAD BECOME STUCK IN THE IGNITION. THE CONTACT ALLOWED THE BATTERY TO DIE IN ORDER FOR THE VEHICLE TO BE SHUT OFF. THE VEHICLE WAS NOT TAKEN TO THE DEALER FOR DIAGNOSTICS BUT THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 45,000. LONG BEACH CA Failure Date: 03/03/2012

11 10446177 2009 CHEVROLET COBALT ELECTRICAL SYSTEM IGNITION SWITCH. COULD NOT TURN OFF ENGINE. COULD TAKE KEY OUT IN ANY GEAR BUT WOULDN'T TURN OFF ENGINE. HAD TO PULL FUSE OUT TO GET IT OFF. FOR 79,732 MILES I THINK THIS IS A HAZARD. \*TR WOODBRIDGE VA Failure Date: 02/01/2012

11 10443913 2009 CHEVROLET COBALT ELECTRICAL SYSTEM THE KEY WILL NOT TURN IN THE IGNITION CYLINDER. THEREFORE THE CAR WILL NOT TURN OFF. THERE IS A SPECIAL BULLETIN #10256 ABOUT THIS EXACT PROBLEM INCLUDING ONLY THE 2009 COBALT HOWEVER AS THERE IS NOT AN OPEN RECALL THE MANUFACTURER WILL NOT REPAIR MY CAR BECAUSE MY CAR HAS A BRANDED TITLE AND THEY WILL ONLY REPAIR 'OPEN RECALL' ITEMS. THIS ISSUE IS NOT LISTED IN THE GLOBAL DATABASE WHEN MY VIN IS SEARCHED BUT IT NEEDS TO BE LISTED UNDER MY VIN AND THERE NEEDS TO BE AN OPEN RECALL ON THIS ISSUE BECAUSE IT IS CERTAINLY A HUGE SAFETY PROBLEM THAT MANY OWNERS HAVE BEEN EXPERIENCING. THE ONLY WAY TO TURN THE CAR OFF IS TO GET UNDER THE HOOD AND REMOVE THE FUEL RELAY FUSE. IN CASE OF A FIRE THIS WOULD BE A CATASTROPHIC SAFETY ISSUE WHICH COULD RESULT IN SERIOUS INJURY OR EVEN DEATH. \*TR BAYTOWN TX Failure Date: 09/01/2011

11 10440433 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I DROVE TO MY DESTINATION AND TRIED TO TURN OFF MY CAR, HOWEVER, THE KEY WOULD NOT TURN OFF. LUCKILY, I DRIVE A 5 SPEED AND WAS ABLE TO KILL THE ENGINE BY POPPING OUT THE CLUTCH OTHERWISE I WOULD BE FORCED TO LET THE ENGINE RUN UNTIL IT RAN OUT OF GAS. WITH THE ENGINE OFF, THE KEY WAS STILL STUCK IN THE CAR AND ALL THAT WAS

## NHTSA Consumer Complaints as of October 30, 2014

NEEDED TO RE-START THE CAR WAS A GIGGLE OF THE KEY. THIS IS REALLY UNSAFE. WITH MY KEY STUCK IN MY CAR, I WAS UNABLE TO LOCK THE CAR DOOR; OTHERWISE I WOULD NOT BE ABLE TO REENTER THE CAR. THIS MEANT THAT A CHILD COULD HAVE ENTERED MY CAR AND WITH THE KEY ALREADY IN THE CAR (SINCE IT WAS STUCK) THEY COULD HAVE DRIVEN IT AND CAUSED SERIOUS BODILY INJURY OR DEATH TO THEMSELVES OR TO ANOTHER. IF MY CAR WOULD HAVE BEEN AN AUTOMATIC TRANSMISSION, THEN THERE WOULD HAVE BEEN NO WAY TO SHUT IT OFF EXCEPT FOR RUNNING IT OUT OF GAS. THIS COULD POSE A SERIOUS SAFETY RISK IN SEVERAL SITUATIONS SUCH AS A CAR BEING TRAPPED IN A GARAGE WITH LITTLE VENTILATION OR IF IT WAS INVOLVED IN AN ACCIDENT INVOLVING LEAKING GASOLINE. GENERAL MOTORS IS AWARE OF THE PROBLEM AND HAVE EVEN ISSUED A SERVICE BULLETIN ON THE MATTER (DOCUMENT ID: 2552146 ; #10256: CUSTOMER SATISFACTION - IGNITION LOCK CYLINDER - REPLACE IGNITION LOCK CYLINDER - (DEC. 14, 2010). THIS BULLETIN IS AVAILABLE ONLINE AT [HTTP://5HIZN1T.VACAU.COM/10256.HTM#SS2-2552146](http://5hizn1t.vacau.com/10256.htm#SS2-2552146). IT UPSETS ME THAT GENERAL MOTORS IS AWARE OF THE PROBLEM BUT FAILS TO TAKE ANY MEANINGFUL ACTION. THEIR "SERVICE BULLETIN" REMEDY IS ILLUSORY AT BEST. WHEN I TOOK A COPY OF THIS BULLETIN TO A CHEVY DEALERSHIP THEY DID NOT HONOR IT. THEY SAID MY CAR WAS NOT ONE OF THE 2009 COBALTS THAT WERE INCLUDED. HOW NOT MY CAR DID THE SAME THING AS THEY WARNED. LUCKILY NO ONE WAS PHYSICALLY HARMED BY GM'S NEGLIGENCE IN THIS OCCURRENCE; HOWEVER IT IS VERY LIKELY THAT IF THIS PROBLEM GOES UNRESOLVED THAT SOMEONE WILL BE SERIOUSLY INJURED OR KILLED. \*TR LENEXA KS Failure Date: 12/15/2011

11 10438001 2009 CHEVROLET COBALT ELECTRICAL SYSTEM DURING JULY I HAD TO HAVE MY 2009 CHEVY COBALT TOWED INTO A REPAIR SHOP BECAUSE I COULDN'T TURN MY KEY IN THE IGNITION. I HAD TO HAVE THE IGNITION CYLINDER REPLACED WHICH COST ME OVER \$200. NOW IN NOVEMBER 2011, 4 MONTHS LATER, MY CAR IS HAVING THE SAME PROBLEMS. THERE HASN'T BEEN A RECALL YET ON THIS AND MULTIPLE

NHTSA Consumer Complaints as of October 30, 2014

PEOPLE ARE HAVING THE SAME ISSUES. THIS IS GETTING RIDICULOUS.

\*TR MARYVILLE MO Failure Date: 07/27/2011

11 10432290 2009 CHEVROLET COBALT ELECTRICAL SYSTEM KEY IS STUCK IN THE LOCK CYLINDER. CAN NOT TURN OFF CAR. THIS IS AN EXTREME SAFETY HAZARD. ELECTRO-MECHANICAL RELEASE MECHANISM INTERLOCKED WITH GEAR SHIFTER APPEARS TO BE WORKING CORRECTLY (INSIDE BOTTOM OF STEERING COLUMN). THE KEY IS PHYSICALLY STUCK IN THE IGNITION LOCK CYLINDER, SO THE CAR CAN NOT BE TURNED OFF. QUICK SEARCH ON THE WEB REVEALS DOZENS OF THE SAME COMPLAINT ON COBALT MODELS AT LEAST BACK TO 2005. \*TR BURNET TX Failure Date: 10/20/2011

11 10426748 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE KEY COULD NOT BE REMOVED FROM THE IGNITION AND HE WAS UNABLE TO SHUT THE VEHICLE OFF. THE VEHICLE WAS TOWED TO AN AUTHORIZED DEALER AND THE IGNITION CYLINDER WAS REPLACED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 70,000. UPDATED 10/26/11. \*JB.. UPDATED 10/27/11 \*BF THE CONSUMER ALSO STATED THE ELECTRIC POWER ASSIST WENT OUT. THE DEALER REPLACED THE ELECTRIC POWER STEERING MOTOR. UPDATED 12/16/11. \*JB.... UPDATED 01/17/12 \*BF UPDATED 02/01/12. \*JB PENINSULA OH Failure Date: 09/14/2011

11 10424756 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE IGNITION KEY WOULD FAIL TO SHUT THE VEHICLE OFF AND THE KEY COULD NOT BE REMOVE FROM IGNITION SWITCH WITH THE VEHICLE RUNNING. THE CONTACT HAD TO REMOVE THE FUEL PUMP RELAY TO SHUT OFF THE VEHICLE. THE CONTACT TOOK THE VEHICLE TO THE DEALER WHERE THE DEALER ADVISED THAT THE ENTIRE STEERING COLUMN NEEDED TO BE REPLACED DUE TO THE KEY BEING STUCK IN THE IGNITION SWITCH.

NHTSA Consumer Complaints as of October 30, 2014

THE FAILURE MILEAGE WAS 16,000. HERMOSA BEACH CA Failure Date:  
08/29/2011

11 10424580 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM THE FIRST OCCURRENCE WAS ON 9/9/2011 AT 7:30 AM IN THE  
MORNING. THE VEHICLE WOULD NOT START. THE SECOND OCCURRENCE  
WAS ON 9/9/10 AT 5:00 P.M. THE VEHICLE STARTED AND WHEN ARRIVING AT  
DESIGNATED LOCATION THE VEHICLE WOULD NOT STOP IN PARK. THE  
ENGINE CONTINUED TO RUN, UNABLE TO TAKE KEY OUT OF IGNITION, THE  
VEHICLE WHEN PUT INTO OTHER GEARS WAS ABLE TO DRIVE. WE ATTEMPTED  
TO GET THE ENGINE TO STOP AND GET THE KEY OUT OF THE IGNITION BUT WE  
FAILED TO DO SO FOR A LENGTHY PERIOD OF TIME. THE BATTERY HAD TO BE  
DISCONNECTED WITH THE ENGINE RUNNING. THIS DECISION WAS MADE  
AFTER NO OTHER ALTERNATIVES COULD BE MADE TO SHUT OFF THE VEHICLE.  
THIS WAS A DANGEROUS SITUATION AND COULD HAVE CAUSE ELECTRICAL  
BURNS OR OTHER ISSUES WHILE DOING THIS. \*TR

ALBUQUERQUE NM Failure Date: 09/09/2011

11 10423120 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM ISSUE: MY IGNITION KEY WILL NOT TURN ONCE INSIDE THE  
IGNITION, PREVENTING MY CAR FROM STARTING. DEALERSHIP: WILL CHARGE  
FOR REPLACING AND CYLINDER, HOUSING AND KEY IF VEHICLE EXCEEDS  
BUMPER-TO-BUMPER WARRANTY (36,000 MILES OR ~2 YEARS, WHICHEVER  
COMES FIRST). COST INCLUDING LABOR IS \$797 + TAX! NUMBER OF  
OCCURRENCES: 2 SAFETY: DEPENDING ON WHERE YOU LAST PARK YOUR  
CAR, YOU CAN BE STRANDED ANYWHERE! TIP: I HAVE LEARNED FROM THE  
TOW COMPANY THAT THIS IS THE MOST FREQUENT PROBLEM FROM THESE  
CHEVY VEHICLES AND THAT MANY PEOPLE HAVE HAD THIS PROBLEM.

\*TR SAN DIEGO CA Failure Date: 07/28/2011

11 10422607 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT STATED THAT HE WAS UNABLE TO POWER THE VEHICLE OFF AND  
THE ENGINE REMAINED RUNNING. THE DEALER INFORMED THE CONTACT

NHTSA Consumer Complaints as of October 30, 2014

THAT THE VEHICLE HAD NOT BEEN INCLUDED IN ANY RECALLS. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. NO REPAIRS WERE PERFORMED. THE CURRENT AND FAILURE MILEAGES WERE 38,000.

EVANSVILLE IN Failure Date: 08/29/2011

11 10420135 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I HAVE A BIG ISSUE ABOUT THE ODOMETER READING ON MY COBALT. I HAVE MADE SEVERAL COMPLAINTS TO THE DEALERSHIP. I BOUGHT MY CAR 7/29/09 AND IT NOW HAS 59,740 MILES ON IT. THIS IS ONLY AN IN TOWN CAR. I BOUGHT TIRES IN 3/11 AND THE TIRE PLACE LAST WEEK SAID I PUT OVER 12,000 MILES SINCE THEN. THIS IS NO WAY POSSIBLE. THEY SAY THEY HAVE TESTED IT AND THERE IS NO PROBLEMS. I HAVE NOT CHANGE MY DRIVING HABITS SINCE I BOUGHT THIS CAR. THE CAR I HAD BEFORE THIS HAD A REGULAR ODOMETER AND NOT THE DIGITAL. THE CAR WAS 1997 AND IT HAD 155,000 AND I DROVE OUT OF TOWN A LOT. BY THE END OF THE YEAR I WON'T HAVE A POWER TRAIN WARRANTY ANYMORE. THERE IS JUST NO WAY IN HELL THIS IS CORRECT AND I HAVE HEARD OTHERS SAY THE SAME. SOMEONE NEEDS TO STEP UP TO THIS ISSUE.. THIS LOOKS LIKE A WAY FOR THE MANUFACTURES TO GET OUT OF WARRANTIES. \*TR TUCSON

AZ Failure Date: 05/10/2011

11 10419983 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE KEY WAS REMOVED FROM THE IGNITIN YET THE ENGINE CONTINUED TO OPERATE. THE VEHICLE WAS TAKEN TO THE DEALER WHO ADVISED THAT THE ENGINE LOCK CYLINDER WOULD NEED REPLACING AND THAT THERE WERE NO RECALLS FOR THE FAILURE. THE MANUFACTURER WAS CONTACTED WHO STATED THEY WILL CONTACT THE DEALER AND CHECK ON THE FAILURE. THE FAILURE MILEAGE WAS 39,900. THE VIN WAS NOT AVAILABLE. CARNEIGE PA Failure Date: 08/07/2011

11 10416242 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE VEHICLE WOULD NOT SHUT OFF WHEN IT WAS IN

NHTSA Consumer Complaints as of October 30, 2014

PARK AND TURNED OFF. THE KEY BROKE INSIDE THE IGNITION WHEN THE CONTACT ATTEMPTED TO PULL IT OUT. THE DEALER AND MANUFACTURER DENIED ANY ASSISTANCE WITH REPAIRS TO THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 60,000.

DIXON CA Failure Date: 07/28/2011

11 10411982 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THAT THE VEHICLE WOULD NOT SHUT OFF EVEN AFTER REMOVING THE KEY FROM THE IGNITION. THE FUSE WAS DISCONNECTED IN ORDER TO SHUT OFF THE VEHICLE. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE BUT DID NOT PROVIDE ANY ASSISTANCE. THE VEHICLE WAS NOT REPAIRED. THE FAILURE AND CURRENT MILEAGE WAS 62,000.

PILGRIM KY Failure Date: 07/11/2011

11 10406270 2009 CHEVROLET COBALT ELECTRICAL SYSTEM TL\* THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE CONTACT STATED THE KEY WOULD NOT TURN OFF THE IGNITION. THE CONTACT HAD TO DISCONNECT THE RALLY FOR THE FUEL INJECTORS IN ORDER FOR THE VEHICLE TO BE SHUT OFF. THE CONTACT TOOK THE VEHICLE TO THE DEALER AND THE DEALER ADVISED THAT THE IGNITION SWITCH LOCK CYLINDER NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED. IN ADDITION, THE CONTACT STATED THAT VEHICLE WOULD DRIFT FROM LEFT TO RIGHT WHEN DRIVING AT LEAST 60 MPH. THE VEHICLE WAS NOT INSPECTED FOR THE DRIFTING FAILURE. THE FAILURE MILEAGE WAS 51,000.

HARRISONBURG VA Failure Date: 06/10/2011

11 10403777 2009 CHEVROLET COBALT ELECTRICAL SYSTEM I WENT TO SHUT OFF MY CAR SATURDAY NIGHT, MAY 28TH AND WAS UNABLE TO REMOVE KEY HAD TO REMOVE BATTERY CABLE TO SHUT CAR OFF. DEALER FAMILIAR WITH PROBLEM . APPARENTLY AT LEAST 200\$ SOLUTION. THIS HAS HAPPENED TO OTHER FOLKS ALSO. \*TR GAYS

MILLSWI Failure Date: 05/28/2011

NHTSA Consumer Complaints as of October 30, 2014

11 10403098 2009 CHEVROLET COBALT ELECTRICAL SYSTEM COULD NOT SHUT CAR OFF WHEN PARKED. THE KEY WOULD NOT MOVE LOCK TO SHUT CAR OFF. COULD MOVE KEY FORWARD (TO START), BUT COULD NOT MOVE TO OFF. IMMEDIATELY DROVE CAR TO DEALER. DEALER TOLD ME THEY HAD TO DISCONNECT BATTERY (WHILE THE CAR WAS RUNNING) TO SHUT OF THE CAR THEN PROCEEDED TO REPLACE THE IGNITION CYLINDER. THE REMARKS ON DEALER REPAIR INVOICE WERE " REPLACED IGNITION CYLINDER DUE TO THE KEY GETTING STUCK IN THE HOUSING AND THE CYLINDER BLOWING UP". NOTE THAT I CONSIDER NOT BEING ABLE TO SHUT OFF A RUNNING CAR EXTREMELY UNSAFE! IN CASE SOMETHING HAPPENS LIKE THROTTLE STICKING ETC. (DON'T KNOW IF THERE IS ANY HISTORY OF THROTTLE STICKING ON THIS MODEL YET). ALSO, GENERALLY IT IS BAD PRACTISE TO DISCONNECT THE BATTERY CABLE ON A RUNNING ENGINE. THIS MAY AFFECT THE COMPUTER (FUTURE SAFETY ISSUE? OR FUTURE EXPENSIVE ELECTRICAL SYSTEM REPAIRS). DOES GM CONDONE THIS PRACTISE AT THEIR DEALERS? DEALER USED MY EXTENDED WARRANTY AND CHARGED \$106.00 FOR THE DEDUCTIBLE TO FIX THIS SAFETY ITEM. I FOUND SIMILAR 2 009 COBALT IGNITION ISSUES ON YOUR NHTSA WEBSITE, REF. ODI ID'S 10364046, 10368042, 10361530, 10394051 ANDOVER CT

Failure Date: 05/19/2011

11 10394051 2009 CHEVROLET COBALT ELECTRICAL SYSTEM AFTER SHUTTING OFF MY 2009 CHEVY COBALT I WAS NOT ABLE TO TURN THE IGNITION SWITCH TO RESTART THE CAR. I HAD TO HAVE IT TOWED TO THE DEALER AND HAVE A NEW IGNITION LOCK CYLINDER REPLACED. \*TR BUTLER KY Failure Date: 03/31/2011

11 10379785 2009 CHEVROLET COBALT ELECTRICAL SYSTEM THE BATTERY CONTINUES TO DIE AND IT CAUSES THE DEFAULT FACTORY ALARM TO LOCK THE CAR. THE KEYS ARE ALWAYS GETTING STUCK IN THE IGNITION. RIGHT NOW IM LOCKED OUT THE VEHICLE. THE EXTRA KEY CAN'T UNLOCK THE DOORS (CANT OVERRIDE THE ALARM LOCK). \*TR

WEST MEMPHSI AR Failure Date: 01/31/2011

NHTSA Consumer Complaints as of October 30, 2014

11 10368042 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM IGNITION STUCK IN THE ON POSITION. WE HAD TO DISABLE THE  
DISTRIBUTOR TO STOP THE CAR. \*TR SALT LAKE CITY UT

Failure Date: 11/28/2010

11 10366702 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM DRIVING HOME FROM WORK STOPPED AT STORE, TRIED TO TURN  
MY VEHICLE OFF, THE KEY GOT STUCK IN THE IGNITION AND WOULDN'T COME  
OUT. DROVE THE CAR HOME, HAD TO LEAVE THE CAR RUNNING UNTIL THE  
TOW TRUCK CAME. THE TOW TRUCK MAN INFORMED ME THAT THIS HAS BEEN  
A PROBLEM WITH 2010 COBALTS AND THAT HE HAS HAD TO TOW MANY OF  
THEM AWAY. THE CAR WAS TOWED TO A DEALERSHIP, STILL AT THE  
DEALERSHIP, BEEN THERE FOR ALMOST TWO WEEKS. WAS QUOTED A AN  
OUTRAGEOUS PRICE TO FIX THE PROBLEM. \*TR GLEN BURNIE

MD Failure Date: 11/06/2010

11 10365086 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM TL\*THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT ATTEMPTED TO PARK AND SHUT THE VEHICLE OFF BUT THE KEY  
COULD NOT BE REMOVED FROM THE IGNITION. A MECHANIC ARRIVED TO  
DISCONNECT THE ENGINE. THE VEHICLE WAS TOWED TO AN AUTHORIZED  
DEALER WHO WAS DIAGNOSING THE PROBLEM. THE CURRENT AND FAILURE  
MILEAGES WERE APPROXIMATELY 54,100. THE VIN WAS UNAVAILABLE.

COUNCIL BLUFFS IA Failure Date: 11/08/2010

11 10364046 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM TL\*THE CONTACT OWNS A 2009 CHEVROLET COBALT. THE  
CONTACT STATED THE KEY IN THE IGNITION COULD NOT BE REMOVED AND IT  
WOULD NOT SHUT THE VEHICLE OFF. THE CONTACT WAS ONLY ABLE TO SHUT  
THE VEHICLE OFF BY DISCONNECTING THE BATTERY. THE CONTACT HAD NOT  
TAKEN THE VEHICLE TO A DEALER FOR DIAGNOSTIC TESTING. THE CONTACT  
STATED THAT THIS WAS A SAFETY ISSUE BECAUSE THE BATTERY COULD  
ELECTROCUTE SOMEONE WHILE THE VEHICLE WAS TURNED ON. THE FAILURE  
MILEAGE WAS 39,000. SARDIS GA Failure Date: 11/04/2010

NHTSA Consumer Complaints as of October 30, 2014

11 10361530 2009 CHEVROLET COBALT ELECTRICAL SYSTEM 2009 CHEVY COBALT. OVER PAST 6 MONTHS, ON A COUPLE OF OCCASIONS: IGNITION SWITCH WOULD NOT TURN OFF. I HAD TO SELECT IGN SWITCH ON/OFF SEVERAL TIMES BEFORE ENGINE WOULD SWITCH OFF AND I COULD REMOVE KEY. SEPT 21 PARKED AT HOTEL TO CHECK IN. RETURNED TO CAR- STARTED NORMALLY. I PARKED CAR AT ROOM IGNITION SWITCH WOULD NOT TURN OFF. KEY JAMMED IN IGNITION. I HAD TO DISCONNECT BATTERY TO SHUT OFF CAR. UPON RETURN HOME CAR TAKEN TO DEALER- IGNITION SWITCH, COLLAR AND KEY REMOVED/REPLACED. DEALER SERVICE MGR STATED HAD SEVERAL OF THESE AND MECHANIC FAMILIAR WITH REPLACEMENT. I HAD A 2006 CHEVY COBALT THAT IGN SWITCH STARTED TO DO SAME THING ,BUT CAR WAS TOTAL LOSS ACCIDENT BEFORE I COULD TAKE TO DEALER. I THINK THIS IS A FIRE/SAFETY DEFECT. \*TR PORT SAINT LUCIEFL Failure Date: 09/21/2010

11 10304085 2009 CHEVROLET COBALT ELECTRICAL SYSTEM 2009 CHEVY COBALT LS, THE ODOMETER REGISTERS 1 MILE, SLIGHTLY BEFORE YOU ACTUALLY DRIVE 1 MILE. I FOUND THIS USING MILE MARKERS ON THE HIGHWAY AFTER SEEING MAJOR DIFFERENCES FROM OLDER VEHICLES WITH ANALOG ODOMETERS AS I TRIED TO MEASURE MILES I'D HIT MY STOP WATCH RUNNING ON THE SHOULDER OF THE ROAD. THIS MAKES THE WARRANTY EXPIRE I GUESS 3-4% SOONER THAN IT SHOULD AND COULD QUITE POSSIBLE !@#\$\$%ø. OVER THE CONSUMER WHOSE NOT GETTING WHAT THEY PAID FOR. I WOULDN'T CALL THIS A SAFETY ISSUE BUT A SNEAKY WAY TO SCREW THEIR CUSTOMER OVER. I JUST SPOKE TO GM TODAY ABOUT IT BUT DOUBT ANYTHING WILL BE DONE TO RESOLVE THIS. THE CAR HAS ABOUT 17,000 MILES ON IT WHICH IS REALLY MORE LIKE 16,500 OR A LITTLE BIT UNDER AND IF SOMETHING HAPPENS JUST AFTER THE MILEAGE FOR WARRANTY PURPOSES, THAT'S !@#\$\$%ø. OVER YOUR CUSTOMER. I KNOW THIS IS GOING ON AT LEAST IN MY COBALT AND I FIND IT INTERESTING TO HEAR TODAY THERE ARE CASES OF POWER STEERING ISSUES. I HAVE YET TO EXPERIENCE THAT THUS FAR BUT WILL COMPLAIN AGAIN IS THAT C OMES

NHTSA Consumer Complaints as of October 30, 2014

UP. GM IS !@#\$\$%&. IT'S CUSTOMERS OVER!! \*TR LAFAYETTE NJ Failure Date:  
01/30/2010

11 10295422 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM BACKGROUND: I HAVE A CHEVY COBALT ('07) AND CURRENTLY  
HAVING A SERIOUS PROBLEM WITH POWER STEERING. I DID SOME RESEARCH  
AND NOTICED HUNDREDS OF OWNERS EXPERIENCED THE SAME OR SIMILAR  
PROBLEM ALL OVER THE COUNTRY(US). 1. PROBLEM OCCURS AFTER START  
DRIVING FOR COUPLE HUNDREDS FEET OR LESS. REGARDLESS OF SPEED OR  
TURNING THE STEERING WHEEL, PROBLEM WILL OCCUR. 2. HOW OFTEN?  
VARIES FROM COUPLE MINUTES TO COUPLE SECONDS, BUT PROBLEM  
OCCURS EVERY TIME THE CAR RUNS. 3. SHUTTING DOWN THE ENGINE AND  
REIGNITE IT AGAIN. THIS WILL RESTART THE PROGRAMMING OF THE VEHICLE  
BUT DOES NOT SOLVE THE PROBLEM. AFTER COUPLE OF HUNDRED OF FEET,  
PROBLEM ARISE. \*TR LITTLE ELM TX Failure Date: 09/11/2009

11 10294148 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM WE PURCHASED A 2009 CHEVY COBALT FOR OUR SON WHO IS  
JUST LEARNING TO DRIVE. WHILE PRACTICING PARALLEL PARKING AND THE 3  
POINT TURN THE STEERING LOCKED UP AND WAS IMPOSSIBLE TO MOVE. WE  
TOOK IT INTO THE DEALER WHO SAID THAT THIS IS A PROBLEM THAT COULD  
OCCUR (AND THERE WAS A BULLETIN ISSUED BY GM) BECAUSE THE POWER  
STEERING IS RUN BY COMPUTER AND IT COULD OVERHEAT WHICH COULD  
HAPPEN WHEN PRACTICING PARALLEL PARKING. HOWEVER, THERE WAS  
NOTHING THEY CAN DO TO FIX IT. I DO NOT FIND THIS AN ACCEPTABLE  
SOLUTION SINCE MY SON IS A FIRST TIME DRIVER AND HAS NOT EVEN TAKEN  
HIS DRIVING TEST YET. I WOULD LIKE TO KNOW IF THERE ARE ANY OPTIONS  
AVAILABLE. \*TR GLEN BURNIE MD Failure Date: 11/28/2009

11 10279060 2009 CHEVROLET COBALT ELECTRICAL  
SYSTEM NO INCIDENT HAS OCCURRED AT THIS POINT, HOWEVER, I SEE  
THIS AS A POTENTIAL SAFETY HAZARD. I HAVE A 2009 CHEVY COBALT WITH  
BATTERY INSTALLED IN THE TRUNK. THE BATTERY VENT TUBE IS CONNECTED  
TO THE TOP OF THE BATTERY BY A PLASTIC ELBOW, A PLASTIC VENT TUBE IS

NHTSA Consumer Complaints as of October 30, 2014

CONNECTED TO THE MALE NIPPLE ON THE ELBOW. THE PLASTIC VENT TUBE INSIDE DIAMETER APPEARS TO BE TOO SMALL INSIDE DIAMETER FOR THE MALE NIPPLE. THE PLASTIC VENT TUBE IS SPLIT WHERE IT ATTACHES TO MY BATTERY WHERE IT IS PUSHED ONTO THE MALE NIPPLE WHICH WILL ALLOW THE VENTED HYDROGEN GAS TO VENT INTO THE TRUNK (WHICH IS PART OF THE PASSENGER COMPARTMENT ONLY SEPARATED BY THE BACK SEAT) I THINK PRESENTS A POTENTIAL SAFETY HAZARD AND POTENTIAL FIRE RISK. I CAN SEND YOU A PICTURE OF THE SPLIT VENT TUBE IF YOU NEED TO SEE IT. I ASSUME THAT THIS IS A FACTORY INSTALLATION DEFECT, THIS IS NOT AN IMPROPER REPAIR DEFECT, SO THIS SITUATION COULD EXIST ON OTHER MODELS USING THIS TYPE OF VENT TUBING. \*TR BURNET TX

Failure Date: 08/01/2009