

NHTSA Consumer Complaints as of July 21, 2016

6 10821045 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT AFTER SEVERAL ATTEMPTS, THE VEHICLE FAILED TO START AND THE KEY FAILED TO RELEASE FROM THE IGNITION SWITCH. THE PLASTIC COVER PANEL LOCATED BELOW THE STEERING COLUMN WAS REMOVED TO ACCESS THE KEY RELEASE BUTTON. THE VEHICLE WAS TOWED TO THE DEALER WHERE THE BATTERY WAS REPLACED BUT THE FAILURE PERSISTED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 89,000. ENGLISHTOWN NJ Failure Date: 01/03/2016

6 10809602 2010 CHEVROLET COBALT Electrical IN DECEMBER 2015, I PULLED INTO A PARKING SPACE AND PUT MY CAR IN PARK, THEN TURNED MY KEY BACK TO LEAVE THE RADIO ON BUT EVERYTHING SEEMED TO COMPLETELY SHUT DOWN. I TRIED TO REMOVE THE KEY FROM THE IGNITION BUT COULDN'T GET IT OUT. I TRIED TO RESTART THE CAR, BUT IT WOULDN'T START. MY KEY WAS STUCK IN THE IGNITION. I GOOGLED THE PROBLEM AND READ THAT THE GEARSHIFT MAY APPEAR TO BE IN PARK, BUT IS REALLY IN GEAR, LOCKING THE KEY. I COULDN'T MOVE THE GEAR FORWARD ANY FURTHER BUT NOTICED THE "REVERSE" GEAR WAS HIGHLIGHTED ON THE PANEL INSTEAD OF "PARK". I SAW THAT IT WAS A RECALLED ISSUE SO I CALLED THE DEALER AND WAS TOLD THAT TAP HAT ISSUE HAD ABLE EASY BEEN "FIXED" IN JUNE 2014. I EXPLAINED THAT MY KEY WAS STUCK AND MY GEARSHIFT APPEARED TO BE OFF KILTER, AND THAT IT WAS LISTED AS A DIFFERENT ISSUE. AGAIN, SHE RUDELY TOLD ME THAT HAD BEEN FIXED AND THAT THE PROBLEM MUST BE SOMETHING ELSE AND I'D HAVE TO PAY \$70.00 FOR THE DIAGNOSTIC. THE PROBLEMS I HAVE WITH THAT ARE IF IT WERE "FIXED", ISN'T THERE A CHANCE IT WASN'T FIXED PROPERLY (SINCE OBVIOUSLY, IT WASN'T BUILT PROPERLY THE FIRST TIME), AND THAT HAVING A CHEVY DEALER DO THE DIAGNOSTIC AND POSSIBLY FIND THAT IT IS THE SAME RECALL ISSUE, WOULD THEY REALLY TELL ME THAT AND "FIX" IT AGAIN, OR WOULD THEY TELL ME IT'S NON-RELATED AND CHARGE ME FOR SOMETHING ELSE? I HAD IT TOWED TO A MECHANIC AND IT'S CURRENTLY BEING LOOKED AT. WILMINGTON DE Failure Date: 12/10/2015

NHTSA Consumer Complaints as of July 21, 2016

6 10787380 2010 CHEVROLET COBALT Electrical WHILE DRIVING ON NYS I-90, MY 2010 CHEVROLET COBALT LS 2010 WENT INTO "ENGINE POWER REDUCED" AND I WAS NOT ABLE TO DRIVE OVER 40 MPH. I PULLED OFF TO THE SHOULDER AND WAITED FOR ABOUT 10 MINUTES. I STARTED BACK UP, CHECK ENGINE LIGHT REMAINED ON AND CAR STAYS IN LIMP MODE. THE VEHICLE NOW IDLES ROUGH, ACCELERATES SLOW WHEN AT RED LIGHTS AND STOP SIGNS AND BUCKS WHEN SHIFTING GEARS. FIRST AT 10 MPH (HARD BUCK) THAN (LIGHTER BUCK) AT 20 MPH, AND CONTINUES LIGHTER THROUGH ACCELERATION. CODES THAT ARE COMING UP ARE P0107 ENGINE (MAP) BAROMETRIC PRESSURE CIRCUIT - LOW INPUT, P0452 ENGINE (EVAPORATIVE EMISSION SYSTEM PRESSURE SYSTEM PRESSURE SENSOR - SWITCH LOW INPUT, P0532 ENGINE AC PRESSURE SENSOR A - CIRCUIT LOW, AND P0641 ENGINE (SENSOR REFERENCE VOLTAGE A) CIRCUIT/OPEN. I WAS ABLE TO CLEAR OUT ALL CODES EXCEPT FOR P0641 (PERMANENT). PLEASE HELP. GLENVILLE NY Failure Date: 10/20/2015

6 10779601 2010 CHEVROLET COBALT Electrical WAS DRIVING AT HIGHWAY SPEEDS GOING UP A INCLINE (HILL) WHEN MY CAR CHIMED AND A MESSAGE READ (ENGINE POWER REDUCED) WAS IN THE OUTSIDE PASSING LANE WITH A SEMI BEHIND ME PASSING A SLOWER MOVING CAR. CAR POWER REDUCED TO 30MPH AND LUNGED LIKE NOT GETTING ENOUGH FUEL. I BARELY MISSED A NARROW ESCAPE OF GETTING REAR ENDED. GOT OVER IN THE SLOW LANE THE HIGHWAY BECAME NARROW WITH NO SHOULDER TO PULL OVER SO I WAS GOING TO DRIVE TILL I COULD PULL OVER BUT THEM ANOTHER CHIME AND MY DASH READ (ENGINE DISABLED) AND MOTOR SHUT OFF. COAST TO SOMEONE'S DRIVEWAY AND SET THERE SHAKING FROM BEING SCARED FOR ABOUT 15 MINUTES. DECIDED TO TRY IGNITION AND THE CAR RESTARTED AND WAS ABLE TO LIMP TO A PULL OFF AND CALL FOR A TOW HOME. I REALIZE MY CAR IS OUT OF WARRANTY AND HAS 119K MILES ON IT BUT NOBODY SHOULD BE FACED WITH A SITUATION LIKE I WAS PUT IN. ALSO I CONTACTED MY LOCAL DEALER MONTHS AGO ABOUT MY IGNITION RECALL AND WAS TOLD THEY WOULD ORDER THE PARTS THEN CALL ME TO BRING MY CAR IN AND LIKE I SAID THAT WAS ALMOST 3 MONTHS AGO

NHTSA Consumer Complaints as of July 21, 2016

AND I HAVE HEARD NOTHING NO PHONE CALL. VANCEBURG KY

Failure Date: 10/02/2015

6 10851410 2010 CHEVROLET COBALT Electrical IN THE FALL OF 2015 I NOTICED THAT THERE WAS NO TURN SIGNAL SOUND INDICATING THE TURN SIGNAL WAS IN USE. AT THE SAME TIME I ALSO NOTICED THAT ALL OF THE WARNING INDICATOR SOUNDS WERE ALSO NOT WORKING (SET BELT, DOOR OPEN WITH KEY IN, LOW TIRE PRESSURE, ECT) NONE OF THE WARNING SOUNDS ARE NOW WORKING. IT SEEMS THAT THE LEFT FRONT SPEAKER IS USED FOR THE TRANSMITTING OF THE WARNING SOUNDS THUS THERE IS NO SOUND FROM THE LEFT SPEAKER. NONE THE LESS I FEEL THAT WITH THE WARNING SOUNDS NOT WORKING THIS IS A SAFETY ISSUE. GRAND RAPIDS MI Failure Date: 10/02/2015

6 10776415 2010 CHEVROLET COBALT Electrical GOOD AFTERNOON, I HAVE A FEW CONCERNS ABOUT MY VEHICLE AND HAVE CONTACTED CHEVROLET AND THE ATTORNEY GENERAL BUT THEY HAVE NOW DIRECTED MY QUESTIONS/CONCERNS TO YOU. MY VEHICLE IS NOW ON ITS SIXTH RECALL. EVERY TIME I HAVE TO BRING MY CAR IN FOR WORK, I HAVE TO TAKE TIME OFF OF WORK AND THE CAR DEALERSHIPS I'M REQUIRED TO BRING MY CAR INTO DO NOT HAVE LOANER VEHICLES. HOWEVER, MY PRIMARY CONCERN IS THIS IS MY ONLY VEHICLE AND I AM A SINGLE MOM. THESE RECALLS ARE DISCONCERTING AND WITHIN THE LETTERS HAVE OPENLY STATED THAT THESE DEFECTS, FLAWS OR PROBLEMS HAVE CAUSED DEATHS. MY SON IS MY EVERYTHING AND IT IS MY JOB TO PROTECT HIM. WHEN I CONTACTED THE COMPANY TO ASK HOW MANY RECALLS DOES IT TAKE TO MAKE A VEHICLE INEFFECTIVE IN REGARDS TO, DO THEY STAND BEHIND THEIR PRODUCTS? I WAS THEN DIRECTED TO YOU. THE INDIVIDUAL I SPOKE TO SAID THEY DO NOT WORK IN LEMON LAWS BUT WHAT ABOUT SAFETY LAWS? WHAT ABOUT STANDING BEHIND THEIR PRODUCT? WHAT ABOUT PROTECTING THOSE INDIVIDUALS THAT HAVE BOUGHT THEIR PRODUCTS AND HAVE NOW HAD MULTIPLE RECALLS THAT HAVE THE ABILITY TO MAKE THE VEHICLE INOPERABLE AND POTENTIALLY LIFE

NHTSA Consumer Complaints as of July 21, 2016

THREATENING. IF I HAD THE FUNDS I WOULD BUY A DIFFERENT VEHICLE. I BOUGHT THIS VEHICLE BECAUSE I THOUGHT IT WAS SAFE AND GOOD ON GAS MILEAGE. I DO NOT HAVE ANY EXTRA FUNDS TO BUY ANOTHER VEHICLE. MY CONCERN IS FOR THE SAFETY OF MY SON AND MYSELF AND I AM APPALLED THAT A COMPANY DOES NOT SEEM TO STAND BEHIND ITS PRODUCT AFTER THIS MANY RECALLS. PLEASE HELP, ELIZABETH CO Failure Date: 09/23/2015

6 10871476 2010 CHEVROLET COBALT Electrical I NOTICED THAT THERE WAS NO TURN SIGNAL SOUND INDICATING THE TURN SIGNAL WAS IN USE. AT THE SAME TIME I ALSO NOTICED THAT ALL OF THE WARNING INDICATOR SOUNDS WERE ALSO NOT WORKING (SET BELT, DOOR OPEN WITH KEY IN, LOW TIRE PRESSURE, ECT) NONE OF THE WARNING SOUNDS ARE NOW WORKING. IT SEEMS THAT THE LEFT FRONT SPEAKER IS USED FOR THE TRANSMITTING OF THE WARNING SOUNDS THUS THERE IS NO SOUND FROM THE LEFT SPEAKER. NONE THE LESS I FEEL THAT WITH THE WARNING SOUNDS NOT WORKING THIS IS A SAFETY ISSUE. EVERYTIME I START MY CAR THE SVC LIGHT STAYS ON ALL THE TIME , MY TIRES ARE ALWAYS WOBBLY WHILE SLOWING DOWN AND DRIVING. SAME AS I HAVE HEARD FROM OTHERS. GOT IN A HIT AND RUN IF I HAVE SIDE AIR BAGS THEY DIDNT GEPLYOY JACKSONVILLE FL Failure Date: 09/06/2015

6 10783465 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE TIRE PRESSURE SENSOR WARNING LIGHT REMAINED ILLUMINATED. THE CONTACT STATED THAT THE TIRE PRESSURE WAS FUNCTIONING PROPERLY. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 69,782. NORTH HOLLYWOOD CA Failure Date: 09/01/2015

6 10778333 2010 CHEVROLET COBALT Electrical NO WARNING CHIMES AND NO TURN SINGLE CHIME. SEVERAL WEEKS AGO I LOST ALL WARNING CHIMES ON MY CAR. SO AT THIS TIME I HAVE NO CHIMES FOR 1. SEAT BELTS NOT BUCKLED. DOOR AJAR. 3. LOW OR FLAT TIRE. 4. NO TURN

NHTSA Consumer Complaints as of July 21, 2016

SINGLE CHIME. IN FACT NON OF THE CHIMES ARE NOW WORKING.

GRAND RAPIDS MI Failure Date: 08/11/2015

6 10724966 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. WHILE DRIVING UP A HILL AT APPROXIMATELY 30 MPH, THE ENGINE POWER REDUCED WARNING LIGHT ILLUMINATED. THE VEHICLE MADE A JERKING MOTION AND STALLED. THE VEHICLE WAS TAKEN TO A DEALER WHERE IT WAS DIAGNOSED THAT THE MAP SENSOR NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED, BUT THE FAILURE RECURRED. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 104,500.

CLARKSVILLE PA Failure Date: 06/06/2015

6 10780661 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. WHILE DRIVING AT 50 MPH, THE VEHICLE VIBRATED, THE CHECK ENGINE WARNING LIGHT ILLUMINATED, AND THE VEHICLE STALLED. THE CONTACT WAS ABLE TO RESTART THE VEHICLE, BUT THE ELECTRICAL SYSTEM FAILED TO FUNCTION. THE CONTACT ALSO STATED THAT THE ACCELERATOR PEDAL FAILED TO RESPOND WHEN DEPRESSED. THE VEHICLE WAS TAKEN TO DEALER FOR DIAGNOSTIC TESTING. THE CONTACT WAS INFORMED THAT A TRANSMISSION MODULE NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED HOWEVER THE FAILURE RECURRED. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC TO BE DIAGNOSED. THE CONTACT WAS INFORMED THAT THE TRANSMISSION WIRING HARNESS NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 78,000.

CORPUS CHRISTI TX Failure Date:
05/22/2015

6 10822090 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. WHEN STARTING THE VEHICLE, THE CENTER INSTRUMENT PANEL WAS NOT ILLUMINATED, THERE WAS NO HEAT, AND THE DEFROSTER AND RADIO FAILED TO WORK. OCCASIONALLY, THE VEHICLE WOULD RETURN TO NORMAL WHEN THE VEHICLE WAS SHUT OFF

NHTSA Consumer Complaints as of July 21, 2016

AND RESTARTED. THE VEHICLE WAS TAKEN TO A DEALER, BUT WAS NOT DIAGNOSED. THE FAILURE RECURRED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 98,000.

SEBRING FL Failure Date: 01/15/2015

6 10703835 2010 CHEVROLET COBALT Electrical MY BOYFRIEND AND I WERE ON OUR WAY HOME FROM CHICAGO (ON I-80/90) WHEN WE HIT A BIT OF LAKE EFFECT SNOW AND ICE. THE SNOW CAUSED OUR CAR TO LOSE TRACTION WHICH IN TURN CAUSED US TO HIT A GUARD RAIL HEAD ON WHILE GOING ROUGHLY 50-55 MPH. OUR AIRBAGS DID NOT GO OFF EVEN THOUGH WE HIT THE GUARD RAIL HEAD ON. WE ENDED UP BEING PERPENDICULAR IN THE RIGHT HAND LANE AND WAS HIT BY A SEMI TRUCK ON THE PASSENGER SIDE DOOR. AGAIN, OUR AIR BAGS DID NOT GO OFF WHICH WOULD MAKE FOR A TOTAL OF 4 AIRBAGS THAT WERE AFFECTED. I WAS UNAWARE OF AFFECTED AIR BAGS - I ONLY KNEW ABOUT MY IGNITION SWITCH WHICH WAS FIXED MONTHS PRIOR TO THE ACCIDENT. UNACCEPTABLE.

*TR MAUMEE OH Failure Date: 01/04/2015

6 10662607 2010 CHEVROLET COBALT Electrical DRIVING ON THE HIGHWAY AT 60 MPH WHEN ALL ELECTRICAL DASHBOARD WENT DOWN. FIRST LIGHT TO COME ON THE VEHICLE WAS THE SECURITY SYSTEM LIGHT WHICH WAS EXPLAINED TO ME THAT YOUR CAR IS SUPPOSE TO SHUT DOWN IF STOLEN THEN IT WENT OFF AFTER A FEW MINUTES. ONCE THAT LIGHT WENT OFF THEN THE VEHICLE ABS, TRACTION CONTROL LIGHTS CAME ON AND THE VEHICLE COULD NOT PICK UP SPEED NOR DROVE PROPERLY OR SAFELY. THE VEHICLE CRUISE CONTROL ALSO WENT OFF. POWER STEERING LIGHT CAME ON TOO. THE VEHICLE LOST POWER FOR ABS, TRACTION CONTROL, CRUISE CONTROL AND POWER STEERING. ONCE PULLED OVER ON SIDE OF THE ROAD THE CHECK ENGINE LIGHT CAME ON TOO. TRIED TO START DRIVING THE VEHICLE AGAIN TO GET IT OFF THE HIGHWAY VEHICLE WAS DIFFICULT TO DRIVE COULDN'T REACH SPEED VERY SLOW - DID NOT DRIVE PROPERLY. SAFELY PULLED OVER AGAIN AND SHUT VEHICLE OFF. CHECK ENGINE LIGHT AND OTHER LIGHTS ON DASH STAYED ON. COULD NOT

NHTSA Consumer Complaints as of July 21, 2016

GET KEY OUT OF IGNITION IT STAYED IN THE 2ND SWITCH STUCK (NOT RUNNING). TOW TRUCK DRIVER HAD TO COME AND TOW BECAUSE VEHICLE WOULDN'T START NOR WOULD THE KEY COME OUT. FINALLY TOW TRUCK DRIVER WAS ABLE TO GET THE KEY OUT OF THE IGNITION AND TOWED IT TO A SHOP. NEXT DAY SHOP TURNED ON THE VEHICLE AND COULD NOT FIND ANYTHING WRONG. DEALER COULD NOT FIND ANYTHING WRONG WITH ELECTRICAL PANEL. RAN NUMEROUS TEST ON VEHICLE INCLUDING DEALER DRIVING VEHICLE AND STILL NOTHING COULD BE FOUND. THEY SAY THEY CAN'T FIX ANYTHING BECAUSE NOTHING IS WRONG WITH MY CAR. OBVIOUSLY THERE IS SOMETHING WRONG WITH CHEVROLET VEHICLES AND THE ELECTRICAL PANELS GOING DOWN IN WHICH I LOST ALL CRUISE CONTROL, TRACTION CONTROL, ABS, ELECTRONIC STABILITY CONTROL AND PANIC BRAKING ASSIST OPERATION. THANKFULLY I WAS NOT IN AN ACCIDENT AND WAS ABLE TO PULL OFF THE HIGHWAY SAFELY. *TR ASHBURN VA Failure Date: 12/04/2014

6 10644618 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT RECEIVED RECALL NOTIFICATIONS FOR NHTSA CAMPAIGN NUMBER: 14V047000 (ELECTRICAL SYSTEM) AND NHTSA CAMPAIGN NUMBER: 14V171000 (ELECTRICAL SYSTEM). THE PART NEEDED TO REPAIR THE VEHICLE WAS UNAVAILABLE. THE MANUFACTURER WAS NOT NOTIFIED. THE CONTACT HAD NOT EXPERIENCED A FAILURE. TULSA OK Failure Date: 10/14/2014

6 10638701 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. AFTER PARKING THE VEHICLE, THE KEY BECAME LODGED IN THE IGNITION SWITCH. THE VEHICLE WAS INCLUDED IN NHTSA CAMPAIGN NUMBER: 14V153000 (STEERING) AND NHTSA CAMPAIGN NUMBER: 14E021000 (ELECTRICAL SYSTEM). THE PARTS NEEDED TO REPAIR THE VEHICLE WERE UNAVAILABLE. THE FAILURE MILEAGE WAS 74,000. UPDATED 10/29/14*CN UPDATED 8/11/2015 *JS CONYERS GA Failure Date: 09/24/2014

NHTSA Consumer Complaints as of July 21, 2016

6 10717308 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE VEHICLE RECEIVED THE RECALL REPAIR FOR NHTSA CAMPAIGN NUMBER: 14V171000 (ELECTRICAL SYSTEM). MONTHS LATER, THE VEHICLE STALLED SEVERAL TIMES. THE VEHICLE WAS TAKEN BACK TO AN AUTHORIZED DEALER FOR FURTHER INSPECTION TO DETERMINE THE FAILURE. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE VIN WAS UNAVAILABLE. THE APPROXIMATE FAILURE MILEAGE WAS 95,000. BOWLING GREEN KY Failure Date: 09/20/2014

6 10637327 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE DRAIN TUBE FOR THE AIR CONDITIONER BECAME CLOGGED AND CAUSED WATER TO LEAK ONTO THE PASSENGER SIDE FLOORBOARD. THE LEAK CAUSED MULTIPLE FUSES TO BLOW OUT AND ELECTRICAL FAILURES. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC WHO STATED THAT THE TUBE NEEDED TO BE CLEANED. THE VEHICLE WAS REPAIRED AND THE MANUFACTURER WAS NOTIFIED. THE VIN WAS UNAVAILABLE. THE FAILURE MILEAGE WAS 45,000. KANAS CITYMO Failure Date: 09/03/2014

6 10625966 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT WHILE TRAVELING AT 50 MPH, THE VEHICLE WAS VIOLENTLY JERKING FORWARD, THERE WAS A LOSS OF POWER, AND THE VEHICLE STALLED. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER: 14E021000 (ELECTRICAL) BUT THE FAILURE RECURRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 15,460. PLYMOUTH PA Failure Date: 08/17/2014

6 10694303 2010 CHEVROLET COBALT Electrical I TOOK EVASIVE ACTION BY SWERVING TO AVOID COLLISION WITH OTHER VEHICLE THAT ABRUPTLY CHANGED LANE AND COLLIDED WITH MY VEHICLE. A RESULTS, MY VEHICLE STRUCK A CONCRETE BARRIER WALL OF THE ROADWAY, THEN BURST INTO FLAMES UPON IMPACT. MY VEHICLE WAS

NHTSA Consumer Complaints as of July 21, 2016

COMPLETELY BURNT OUT AT A TOTAL LOSS BEFORE FIRE RESCUE RESPONDED. THE AIRBAG NEVER DEPLOYED. PRIOR TO ACCIDENT I WAS HAVING NUMEROUS IGNITION RELATED PROBLEMS WITH MY CHEVY COBALT.

*TR MIAMIFL Failure Date: 08/04/2014

6 10617388 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE KEY WAS UNABLE TO BE REMOVED FROM THE IGNITION. THE CONTACT RECEIVED NOTIFICATION FOR NHTSA CAMPAIGN NUMBER: 14V047000 (AIR BAGS , ELECTRICAL SYSTEM) AND NHTSA CAMPAIGN NUMBER: 14V171000 (ELECTRICAL SYSTEM). THE CONTACT STATED THE DEALER DID NOT HAVE THE PART AVAILABLE AND WERE UNCERTAIN OF WHEN THE PARTS WOULD BECOME AVAILABLE. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 37,000. BALTIMORE MD Failure Date: 07/29/2014

6 10616349 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT WHILE DRIVING APPROXIMATELY AT 30 MPH, THE ENGINE STALLED WITHOUT WARNING. IN ADDITION, THE BRAKES WERE DEPRESSED THE VEHICLE FAILED TO RESPOND CAUSING THE CONTACT TO CRASH INTO THE REAR END OF ANOTHER VEHICLE. THE AIR BAGS FAILED TO DEPLOY AND THERE WERE NO INJURIES REPORTED. A POLICE REPORT WAS FILED. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE CONTACT STATED THAT THE VIN WAS INCLUDED IN NHTSA CAMPAIGN NUMBER: 14E021000 (IGNITION SWITCH). THE FAILURE MILEAGE WAS UNKNOWN. ARVADA CO Failure Date: 07/25/2014

6 10629994 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE VEHICLE STALLED MULTIPLE TIMES AND THE POWER STEERING FAILED INTERMITTENTLY. THE KEY WAS UNABLE TO TURN FROM OFF TO ON IN ORDER TO START THE VEHICLE AND THE SERVICE TRACTION LOW ENGINE POWER INDICATOR ILLUMINATED. THE DEALER REPAIRED THE VEHICLE ACCORDING

NHTSA Consumer Complaints as of July 21, 2016

TO NHTSA CAMPAIGN NUMBER: 14V153000 (STEERING) AND REPLACED THE FUEL PRESSURE GAUGE SWITCH; HOWEVER, THE FAILURES RECURRED. THE VEHICLE WAS ALSO INCLUDED IN NHTSA CAMPAIGN NUMBER: 14V171000 (ELECTRICAL SYSTEM). AFTER WAITING WEEKS FOR THE PARTS TO ARRIVE, THE VEHICLE WAS REPAIRED, BUT THE FAILURE RECURRED. THE KEY WAS DIFFICULT TO ADJUST AND REMOVE FROM THE IGNITION AFTER THE RECALL REPAIR WAS PERFORMED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED. THE APPROXIMATE FAILURE MILEAGE WAS 90,000. WINTER HARBOR ME Failure Date: 07/21/2014

6 10610886 2010 CHEVROLET COBALT Electrical I HAVE RECEIVED THE RECALL NOTICE IN MAY THAT THIS VEHICLE MODEL HAS BEEN INVOLVED IN NUMEROUS WRECKS RELATED TO FATALITIES/INJURIES AND I WAS DIRECTED TO CONTACT THE DEALERSHIP TO HAVE THE DEFECTIVE IGNITION SWITCH REPLACED. I CONTACTED THE DEALERSHIP ON 5/15/2014 AND THEY TOLD ME THEY WOULD ORDER THE PARTS AND THEY WOULD CALL ME WHEN THE PARTS CAME IN SO THEY COULD FIX IT. AS OF TODAY(7/16/2014) THIS PROBLEM HAS NOT BEEN CORRECTED. GM APPARENTLY HAS BEEN AWARE OF THIS PROBLEM SINCE 2004 AND NEGLECTED TO NOTIFY THE PUBLIC OR TAKE CORRECTIVE MEASURES IN THE MANUFACTURING PROCESS SINCE 2004. I DO NOT FEEL SAFE DRIVING THIS VEHICLE AND DO NOT SEE THE PROBLEM BEING CORRECTED IN A TIMELY MANNER. I AM REQUESTING YOU EVALUATE IF THERE IS ANY WAY GM CAN BE REQUIRED TO BUY THESE VEHICLES FROM US SO WE CAN PURCHASE ANOTHER VEHICLE AND NOT CONTINUE TO PUT MY LIFE AND MANY OTHERS IN THE SAME SITUATION AT RISK ON A DAILY BASIS. *TR ANNVILLE KY Failure Date: 07/16/2014

6 10607324 2010 CHEVROLET COBALT Electrical WHILE DRIVING MY 2010 CHEVROLET COBALT HOME AFTER LEAVING WORK, I WAS ENTERING ONTO THE THRUWAY WHEN MY CHECK ENGINE LIGHT ACTIVATED, MY DASHBOARD READER SAID, "ENGINE POWER REDUCED", THE CAR THEN LOST ACCELERATION, STARTED TO BUCK AND SHAKE. I QUICKLY PULLED TO THE SIDE OF THE ROAD AND LET THE CAR SIT FOR 15 MINUTES. UPON START

NHTSA Consumer Complaints as of July 21, 2016

UP, I PUT THE CAR INTO DRIVE, IT BUCKED INTO GEAR AND I PROCEEDED WITH CAUTION NOT DOING MORE THAN 30-35 MPH. I WENT TO ADVANCED AUTO PARTS AND RAN THEIR FREE OBDII DIAGNOSTIC READER. THE CODE THAT CAME BACK WAS P0641 - ENGINE CONTROL MODULE - PORT #3. THE CHECK ENGINE LIGHT CLEARED OUT AFTER 2 DAYS. THE CAR RUNS FINE NOW. VERY CONCERNED THOUGH. GLENNVILLE NY Failure Date: 06/23/2014

6 10620681 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE VEHICLE FAILED TO START AFTER NUMEROUS ATTEMPTS. IN ADDITION, THE VEHICLE STALLED ON THREE OCCASIONS. THE VEHICLE WAS ABLE TO RESTART ON SEVERAL OCCASIONS. THE VEHICLE WAS PREVIOUSLY REPAIRED UNDER NHTSA CAMPAIGN ID NUMBER: 14V171000 (ELECTRICAL SYSTEM). THE FAILURE OCCURRED AFTER THE VEHICLE WAS REPAIRED UNDER THE RECALL. THE VEHICLE WAS NOT REPAIRED FOR THE INITIAL FAILURE. THE MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 68,000. SAN ANTONIO TX Failure Date: 06/18/2014

6 10596946 2010 CHEVROLET COBALT Electrical ON JUNE 6 I WAS TRAVELING ON THE HIGHWAY GOING TO MY HOME WITH MY FAMILY I WAS GOING ABOUT 40 MILES . WHEN I TRY TO MAKE A LEFT TURN THE STEERING WHEEL GOT TIGHT AND WHEN I TRY TO STOP I HAD TO PULL OVER TO THE SIDE OF THE ROAD I ALMOST HAD AN TERRIBLE ACCIDENT MY WIFE IS STILL IN SHOCK. THANK GOD I DID NOT WREAK MY CAR. RITE NOW I CANT DRIVE MY CAR. I AM VERY SCARED. I RECEIVED A RECALL MAIL TO FIX MY IGNITION SWITCH BUT STILL WAITING.I WOULD LIKE MY STEERING AND IGNITION TO BE FIX. I WILL APPRECIATE YOUR COOPERATION ON THIS MATTER [XXX] INFORMATION REDACTED PURSUANT TO THE FREEDOM OF INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6). *TR KISSIMMEE FL Failure Date: 06/06/2014

6 10596853 2010 CHEVROLET COBALT Electrical ON 03JUN14 I HAD THE IGNITION SWITCH REPLACED AND THE IGNITION LOCK CYLINDER AND IGNITION KEY REPLACED DUE TO THE OPEN RECALLS ON THE VEHICLE.

NHTSA Consumer Complaints as of July 21, 2016

SINCE THAT TIME ON 2 SEPARATE OCCASIONS WHEN I ATTEMPTED TO START THE VEHICLE IT "STUTTERED" THIS IS THE BEST WORD I CAN USE TO DESCRIBE THE ISSUE. I DID NOT HAVE THIS PROBLEM PRIOR TO HAVING THE ABOVE MENTIONED REPLACED. WHEN THIS OCCURS I HAVE TO TURN THE IGNITION KEY TO THE OFF POSITION AND ATTEMPT TO START THE VEHICLE AGAIN AND IT STARTS. THE "STUTTERING" DOES NOT SOUND LIKE A DEAD BATTERY OR ALTERNATOR ISSUE AS I HAVE HEARD THOSE SOUNDS BEFORE. I DO NOT BELIEVE THE REPLACEMENT OF THE ABOVE PARTS HAVE RESOLVED ANY RECALL ISSUE AND BELIEVE THAT INJURY OR DEATH WILL RESULT IN CONTINUED DRIVING OF THIS VEHICLE. THANK YOU FOR YOUR TIME.

*TR WARREN OH Failure Date: 06/04/2014

6 10597181 2010 CHEVROLET COBALT Electrical 2010
CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO ISSUES WITH
IGNITION SWITCH RECALL PARTS NO LONGER MANUFACTURED. *SMD
FENTON MO Failure Date: 06/02/2014

6 10604248 2010 CHEVROLET COBALT Electrical 2010
CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO IGNITION SWITCH
REPLACED IN VEHICLE. *SMD THE CONSUMER STATED THE IGNITION SWITCH
WAS REPLACED A YEAR AGO, BECAUSE THE TUMBLER BROKE INSIDE THE
IGNITION AND SHE WAS UNABLE TO TURN THE ENGINE OFF. THE CONSUMER
HAS SINCE TRADED THE VEHICLE. *JB CAROMI Failure Date:
06/02/2014

6 10606281 2010 CHEVROLET COBALT Electrical 2010
CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO IGNITION SWITCH,
POWER STEERING RECALL NOTICES AND SEAT BELT PROBLEMS. *SMD. THE
CONSUMER THE SEAT BELT WOULD NOT FASTENED. SHE HAD TO DRIVE
HOME, WITHOUT WEARING HER SEAT BELT. *JB MERRIMACK
NH Failure Date: 06/02/2014

6 10599157 2010 CHEVROLET COBALT Electrical TL* THE
CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT

NHTSA Consumer Complaints as of July 21, 2016

AFTER PARKING THE VEHICLE, THE KEY BECAME STUCK IN THE IGNITION AND THE VEHICLE TO BE UNABLE TO BE SHUT OFF. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS UNAVAILABLE. CHICAGO

IL Failure Date: 06/01/2014

6 10615544 2010 CHEVROLET COBALT Electrical RECEIVED A RECALL LETTER FOR 14113 REPLACE IGNITION LOCK CYLINDER AND IGNITION... CALLED DEALER NESMITH GMC AND TOLD THEM ABOUT THE PROBLEM WITH THE CAR. THEY TOLD ME THAT IT WOULD TAKE 2 TO 4 WEEKS FOR THEM TO GET THE PARTS. WELL NOW IT HAS BEEN 2 MONTHS AND STILL NOT FIX. CALLED NESMITH GMC AND THEY TOLD ME THAT IT WILL BE A BIT LONGER.. MY WIFE AND I DO NOT LIKING DRIVING CAR BECAUSE OF THIS PROBLEM.. WE ARE IN OUR 60'S AND WE DO HAVE TO DRIVE CAR FOR DOCTORS. SHOPPING AND THINGS LIKE THAT.. THANK YOU *TR

JESUP GA Failure Date: 05/22/2014

6 10597429 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT RECEIVED A NOTIFICATION FOR NHTSA CAMPAIGN ID NUMBER 14V171000 (ELECTRICAL, SYSTEM). HOWEVER, THE PART WAS NOT AVAILABLE TO DO THE REPAIRS. THE MANUFACTURE WAS MADE AWARE OF THE PROBLEM. THE CONTACT HAD NOT EXPERIENCED A FAILURE. TOMS RIVER NJ Failure Date:

05/05/2014

6 10614525 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT RECEIVED NHTSA CAMPAIGN ID NUMBER: 14V047000 (AIR BAGS, ELECTRICAL SYSTEM). THE CONTACT STATED THAT THE REPAIR EXCEEDED A REASONABLE AMOUNT OF TIME. THE DEALER STATED THAT THE PART WAS NOT AVAILABLE. THE CONTACT DID NOT EXPERIENCE A FAILURE. THE MANUFACTURER WAS NOT NOTIFIED OF THE ISSUE. NEWARK DE Failure Date: 05/01/2014

NHTSA Consumer Complaints as of July 21, 2016

6 10583222 2010 CHEVROLET COBALT Electrical ME
ENCONTRABA MANEJANDO MI CARRO EN CUESTION SOBRE LA LONG BEACH
BLV. Y LA MARKET STREET CUANDO DE REPENTE EL TIMON DEL CARRO SE
PUSO DURO Y SE ME HACIA DIFICIL MANIOBRAR EL CARRO Y NO PODIA
CONTROLAR EL TIMO NPOR LO DURO QUE ESTABA. SE PRENDIO UNA LUZ EN
LA PANTALLA DEL CARRO QUE ME DECIA POWER STEERING. Y SOLO CON
MUCHO ESFUERZO PUDE PARQUEARME EN UNA CALLE Y APAGAR EL
CARRO.HIBA CON MI HIJA DE 9 ANOS Y NOS DIMOS GRAN SUSTO.EL CARRO
HOY 17 DE ABRIL 2014 LO LLEVE AL CHEVRONLET DE HARBOR.TELEFONO 562
4248116. *TR LONG BEACH CA Failure Date: 04/16/2014

6 10596013 2010 CHEVROLET COBALT Electrical TL* THE
CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT RECEIVED NHTSA
RECALL CAMPAIGN NUMBER 14V04700, (AIR BAGS , ELECTRICAL SYSTEM);
HOWEVER, THE PART WAS NOT AVAILABLE IN ORDER TO REPAIR THE VEHICLE.
THE MANUFACTURER WAS NOT NOTIFIED OF THE DELAY. THE VIN WAS NOT
AVAILABLE. THERE WERE NO FAILURES. PATRIOT IN Failure Date:
04/15/2014

6 10579021 2010 CHEVROLET COBALT Electrical THE TURN
SIGNAL LEVER IS NOT CONSISTENTLY WORKING ANY MORE. IT SOMETIMES
WILL NOT ACTIVATE THE TURN SIGNALS UPON DEMAND. THE LEVER HAS TO
BE PUSHED ON OR JIGGLED THE THEN LIGHTS OPERATE. IT SOMETIMES
TURNS ON THE TURN SIGNALS AFTER THE TURN IS COMPLETE AT THE LEVER
AUTOMATICALLY MOVES BACK TO THE NEUTRAL POSITION. THE TWO MAIN
DRIVERS OF THIS VEHICLE HAVE BOTH OBSERVED THIS PROBLEM. *TR
BENNINGTON VT Failure Date: 04/10/2014

6 10577468 2010 CHEVROLET COBALT Electrical TL* THE
CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT REFERENCED
NHTSA CAMPAIGN ID NUMBER 14V047000 (AIR BAGS , ELECTRICAL SYSTEM)
AND STATED THAT THE REMEDY PART WAS UNAVAILABLE TO PERFORM THE
REPAIR. THE MANUFACTURER WAS NOTIFIED OF THE PROBLEM. THE

NHTSA Consumer Complaints as of July 21, 2016

CONTACT HAD NOT EXPERIENCED A FAILURE. BATON ROUGE

LA Failure Date: 04/04/2014

6 10593697 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE IGNITION SWITCH WAS REPLACED HOWEVER, THE OLD KEY CONTINUED TO WORK IN THE NEW IGNITION SWITCH. THE DEALERS INFORMED HIM THAT THE OLD KEYS SHOULD NOT WORK. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 55,000. RK COEBURN VA

Failure Date: 04/04/2014

6 10763601 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT RECEIVED NOTIFICATION OF NHTSA CAMPAIGN NUMBERS: 14V047000 (AIR BAGS, ELECTRICAL SYSTEM), 14V171000 (ELECTRICAL SYSYTEM), AND 15V500000 (AIR BAGS); HOWEVER, THE PARTS TO DO THE REPAIRS WERE UNAVAILABLE. THE CONTACT STATED THAT THE MANUFACTURER EXCEEDED A REASONABLE AMOUNT OF TIME FOR THE RECALL REPAIRS. THE MANUFACTURER WAS MADE AWARE OF THE ISSUE. THE CONTACT HAD NOT EXPERIENCED A FAILURE.

RALEIGH NC Failure Date: 04/02/2014

6 10577037 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED WHILE STARTING THE VEHICLE THE AIR BAG WARNING INDICATOR REMAINED ILLUMINATED. THERE WAS A RECALL UNDER NHTSA CAMPAIGN ID NUMBER 14V047000 (AIR BAGS , ELECTRICAL SYSTEM) AND THE PART NEEDED WAS UNAVAILABLE TO PERFORM THE REPAIR. THE MANUFACTURER WAS NOTIFIED OF THE PROBLEM. THE APPROXIMATE FAILURE MILEAGE WAS 23,800.

FULTON NY Failure Date: 04/01/2014

6 10610745 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT NHTSA CAMPAIGN NUMBER: 14V047000 (AIR BAGS , ELECTRICAL SYSTEM), NHTSA CAMPAIGN NUMBER: 14V153000 (STEERING) AND NHTSA CAMPAIGN

NHTSA Consumer Complaints as of July 21, 2016

NUMBER: 14V171000 (ELECTRICAL SYSTEM) EXCEEDED A REASONABLE AMOUNT OF TIME FOR THE RECALL REPAIRS. THE DEALER STATED THAT THE PARTS WERE UNAVAILABLE FOR REPAIR. THE MANUFACTURER WAS MADE AWARE OF THE DELAY. THE VEHICLE WAS NOT REPAIRED. THE CONTACT HAD NOT EXPERIENCED A FAILURE. SAGINAW MI Failure Date: 04/01/2014

6 10618270 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE VEHICLE FAILED TO START. THE FAILURE OCCURRED INTERMITTENTLY. THE CONTACT STATED THAT NHTSA CAMPAIGN NUMBER: 14V171000 (ELECTRICAL SYSTEM), NHTSA CAMPAIGN NUMBER: 14V153000 (STEERING), AND NHTSA CAMPAIGN NUMBER: 14V047000 (AIR BAGS , ELECTRICAL SYSTEM) EXCEEDED A REASONABLE AMOUNT OF TIME FOR REPAIRS. THE DEALER STATED THAT THE PARTS WERE NOT AVAILABLE. THE MANUFACTURER WAS NOT MADE AWARE OF THE DELAY. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 50,000. MONTEBELLO CA Failure Date: 04/01/2014

6 10639281 2010 CHEVROLET COBALT Electrical 3 RECALLS ON THIS VEHICLE. FAULTY IGNITION SWITCH & AIR BAGS WHICH AFFECTS STEERING, BRAKES CAUSING 21 DEATHS TO DATE. I WANT RELEASED FROM THIS CAR LOAN AS IT IS UNSAFE TO DRIVE. LIENHOLDER SAYS ITS NOT THEIR PROBLEM, GM HAS NO IDEA WHEN PARTS TO FIX WILL EVER BE AVAILABLE. THEY SAY MY CAR HAS TOO MANY MILES TO QUALIFY FOR A BUY BACK : (*TR MONTROSE CO Failure Date: 04/01/2014

6 10576529 2010 CHEVROLET COBALT Electrical THE CRUISE CONTROL WORKS SOMETIMES THEN FOR NO REASON WILL CUT OFF AND STOP WORKING. IN THE LAST 8 DAYS WHEN I START UP THE CAR TO DRIVE AND GET ON THE ROAD, SEVERE SHAKING OF THE CAR LIKE A FLAT TIRE OR THE FRONT END WAS OUT OF ALIGNMENT. THE FIRST TIME I CALLED ON STAR FOR ASSISTANCE. THEY FOUND NOTHING WRONG? IT STOPPED BOTH TIMES AFTER ABOUT 8 MIN OF DRIVING. IT WAS SCARY. WHEN I PARK THE CAR THE DIAL HANDS ON THE DASH THE TAC. AND THE SPEED DIAL JUMP

NHTSA Consumer Complaints as of July 21, 2016

LIKE A SHORTAGE IN IT. NOT LONG AFTER I BOUGHT THE CAR, THE POWER STEERING FAILED WITH ME AND THE CAR SHUT OFF SEVERAL TIMES. I TOOK IT TO VIDALIA GA FOR REPAIR. THEY GAVE IT BACK TO ME AND SAID IF IT HAPPENED AGAIN TO PUSH THE INFO BUTTON AND RESTART THE CAR. I AM SCARED OF MY CAR. HELP ME PLEASE. *TR MOUNT VERNON
GA Failure Date: 03/30/2014

6 10579251 2010 CHEVROLET COBALT Electrical I WAS TURNING LEFT DRIVING TOWARD A STORE & AS SOON AS I CAME OUT OF THE TURN THE CAR TURNED COMPLETELY OFF & NOT EVEN THE GAUGES FLASHED. THE DRIVER BEHIND ME ALMOST HIT ME DUE TO THE SUDDEN STOP BECAUSE OF COMPLETE LOSS OF POWER AND CONTROL. I STEPPED ON THE BRAKES & SHIFTED IT INTO NEUTRAL TRYING TO START IT & IT TOOK ME SEVERAL ATTEMPTS TO GET IT TO CRANK UP AGAIN. I TURNED INTO A PARKING LOT JUST FOR THE CAR TO TURN OFF ONCE MORE. AFTER I CRANKED IT UP AGAIN IT WAS FINE. CAR HAD ISSUES BEFORE OVER THE YEARS; IT SEEMED TO HAVE LOSS OF POWER BUT REGAINED IT IN AN INSTANT; WAS TAKEN TO DEALERSHIP, INCIDENT COULD NOT BE DUPLICATED. CAR HAD RECALL FOR ELECTRIC POWER STEERING ASSIST SOON AFTER I PURCHASED IT ON MAY 29, 2010. FOUND OUT RECENTLY ABOUT ONE RECALL FOR IGNITION SWITCH WHEN I TOOK CAR TO DEALER ON APRIL 4, 2014 FOR AN OIL CHANGE. CALLED GM AND THEY CONFIRMED WITH MY VIN # THAT THERE WAS ANOTHER RECALL FOR THE EPS EVEN THOUGH IT HAD BEEN REPLACED IN 2010. YESTERDAY THIRD RECALL FOR THE IGNITION SWITCH KEY LOCK. I WAS ALSO INFORMED BY GM HQ, WHEN I TALKED TO THEM A FOURTH TIME, THAT THEY WERE NOT SURE WHICH COBALTS 2010 HAD EPS PROBLEM, THAT DOES NOT REFLECT THE ANSWERS I RECEIVED ON THREE OTHER OCCASIONS FROM GM HQ'S EXECUTIVE OFFICE. MY DEALERS SYSTEM DOES NOT REFLECT SAME RECALLS THEN GM'S. I WAS TOLD THAT "THE DEALERS GOT THE MEMOS AND HAD PROBABLY NOT GOT TO THEM TO READ THEM YET." I SAW WHAT WAS ON THEIR COMPUTER. GM IS NOT BEING TRUTHFUL AND I AM STARTING TO SUSPECT THAT THEY USED ANOTHER PART WITH THE SAME PART NUMBER WITH THE EPS PROBLEM AND THEREFORE THEY CAN NOT

NHTSA Consumer Complaints as of July 21, 2016

DETERMINE WHICH COBALT IS AFFECTED. GM IS NOT BEING TRUTHFUL AND IS BEING NEGLIGENT IN INFORMING THE DEALERS AND THE VEHICLE OWNERS (I HAVE NOT GOTTEN ANY RECALL NOTICES IN THE MAIL). BREACH OF CONTRACT. SOLD FAULTY VEHICLE TO ME WITH KNOWLEDGE OF FAULTY PART (S) ON MAY 29, 2010. *JS FAYETTEVILLE NC Failure Date: 03/29/2014

6 10574950 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE HORN ACTIVATED INDEPENDENTLY. THE CONTACT INSPECTED THE VEHICLE AND FOUND THAT THE LOWER AREA OF THE STEERING WHEEL AND THE DASHBOARD WERE ON FIRE. THE CONTACT WAS ABLE TO EXTINGUISH THE FIRE HOWEVER, THE FIRE DEPARTMENT ARRIVED ON SCENE TO ASSIST. THE FIRE DEPARTMENT ADVISED THAT THE FIRE WAS CAUSED BY AN ELECTRICAL FAILURE, AND DISCONNECTED THE WIRING FOR THE HORN. A POLICE REPORT WAS NOT FILED. THE VEHICLE WAS TOWED TO A SALVAGE YARD FOR FURTHER INSPECTION. THE VIN WAS NOT AVAILABLE. THE APPROXIMATE FAILURE AND CURRENT MILEAGE WAS 98,000. BRISTOW OK
Failure Date: 03/22/2014

6 10617583 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT RECEIVED A RECALL NOTICE FOR NHTSA CAMPAIGN NUMBER: 14V047000 (AIR BAGS, ELECTRICAL SYSTEM); HOWEVER, THE PART NEEDED FOR THE REPAIR WAS UNAVAILABLE. THE DEALER DID NOT KNOW WHEN THE PART WOULD ARRIVE. THE MANUFACTURER WAS NOTIFIED. THE VIN WAS UNAVAILABLE. THE CONTACT HAD NOT EXPERIENCED A FAILURE. MCDONOUGH GA
Failure Date: 03/12/2014

6 10596688 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT WHILE DRIVING AT APPROXIMATELY 10 MPH, THE VEHICLE STALLED. THE CONTACT ATTEMPTED TO HAVE THE VEHICLE REPAIRED UNDER NHTSA CAMPAIGN NUMBER 14V047000 (AIR BAGS, ELECTRICAL SYSTEM) BUT WAS INFORMED THAT THE PARTS WERE NOT AVAILABLE. THE MANUFACTURER WAS

NHTSA Consumer Complaints as of July 21, 2016

NOTIFIED OF THE ISSUE. THE APPROXIMATE FAILURE MILEAGE WAS
40,000. TOWANDA IL Failure Date: 03/01/2014

6 10565894 2010 CHEVROLET COBALT Electrical VEHICLE
STEERING TIGHTEN UP. CHECK UNDER HOOD FOR POWER STEERING STICK
CHECK INFO CENTER INDICATED PWR STEERING PULLED OVER LET A
MECHANIC CHK N GOOGLE ISSUE N FOUGHT THT IT WAS A RECALL CALLED
CLASSIC CHEVROLET GAVE MY VIN SAID NO RECALLS CLKED GE MOTOR
CORPORATE OFFICE WHO THEN GAVE ME CHEVROLET CSRV NBR SPW REP
WHO CHK AND SAID STILL NO RECALL WAS FOUND REP THEN SUGGEST TO
HAVE VEHICLE PLACE ON A DIAGNOSTIC MACHINE UNDER MY PWRTRAIN I HAD
RDSIDE ASSIST STILL HAVE TO ME HOWEVER SHE SAID DEPENDING ON THE
RESULT FRM DIAGNOSTIC I MY HAVE TO PAY OUT OF POCKET. WELL SERVICE
REP CLL TOLD ME IT WAS POWER STEERING MODULE IS OUT. ITS ELECTRIC
PWERSTEERING IT COST \$ 362. TO BE FIX. NO CHOICE CAR WAS PICKED UP AT
A STRANDED LOCATION WITH THE COVERED ROADSIDE ASSISTANT. RECEIVED
MY CAR BCK ON DAY 2 YET I STILL PAID OUT OF POCKET THT CLEARLY
IDENTIFY AS A RECLL N ELECTRICAL ISSUE WITH OR WHEN DRIVING THE
VEHICLE. I FEEL I SHOULDN'T HVE BEEN CHARGED AND WOULD LIKE THIS TO
BE HANDLE PROMPTLY. 2010 CHEVY COBALT CUSTOM ER. *TR
HOUSTON TX Failure Date: 02/24/2014

6 10567156 2010 CHEVROLET COBALT Electrical TL* THE
CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE
KEY WAS NOT ABLE TO BE REMOVED FROM THE IGNITION AND THE ENGINE
WAS UNABLE TO BE TURNED OFF. THE VEHICLE WAS TAKEN TO AN
AUTHORIZED DEALER, WHO DIAGNOSED THAT THE IGNITION LOCK CYLINDER
WOULD NEED REPLACING. THE DEALER SUGGESTED DETACHING THE WIRING
IF THE FAILURE RECURRED. THE MANUFACTURER WAS NOTIFIED OF THE
FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 57742. UPDATED
4/22/14*CN UPDATED 04/25/2014 *JS DELAVAN WI Failure Date:
02/04/2014

NHTSA Consumer Complaints as of July 21, 2016

6 10556591 2010 CHEVROLET COBALT Electrical IGNITION SWITCH STUCK IN THE ON POSITION. CAR WILL NOT CUT OFF WITHOUT CHOKING THE MOTOR WITH THE CLUTCH. I HAVE SEEN NUMEROUS COMPLAINTS OF THIS OCCURRING ON VARIOUS DIFFERENT FORUMS. IT SEEMS TO BE A VERY COMMON PROBLEM. *TR MOCKSVILLE NC Failure Date: 12/19/2013

6 10586239 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT WHILE DRIVING 75 MPH, THE VEHICLE STALLED WITHOUT WARNING. THE FAILURE WAS RECURRING. THE CONTACT RECEIVED NOTIFICATION OF NHTSA CAMPAIGN ID NUMBER: 14V171000 (ELECTRICAL SYSTEM) BUT THE DEALER DID NOT HAVE THE NECESSARY PARTS TO REPLACE THE IGNITION SWITCH. THE MANUFACTURER WAS NOTIFIED. THE APPROXIMATE FAILURE WAS 40,000. LATEVILLE NY Failure Date: 12/11/2013

6 10596712 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THERE WERE NUMEROUS ATTEMPTS BEFORE THE VEHICLE COULD BE STARTED. THE FAILURE OCCURRED ONLY AFTER THE VEHICLE WAS REPAIRED UNDER THE RECALL ASSOCIATED WITH NHTSA CAMPAIGN ID NUMBER 14V047000 (AIR BAG, ELECTRICAL SYSTEM). THE VEHICLE HAD NOT BEEN REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE DEFECT. THE APPROXIMATE FAILURE MILEAGE WAS 22,000. MOGADOREOH Failure Date: 10/28/2013

6 10543356 2010 CHEVROLET COBALT Electrical WHILE DRIVING MY VEHICLE HOME FROM WORK DURING RUSH HOUR ON A BUSY HIGHWAY MY POWER STEERING FAILED. MY VEHICLE STARTED TO VEER TO THE LEFT AND I HAD TO USE ALL OF MY EFFORT TO KEEP FROM HITTING THE CONCRETE GUARD RAIL. I IMMEDIATELY SLOWED AND PROCEEDED TO THE SHOULDER. THIS WAS A VERY SCARY SITUATION AND I FEEL THAT MY SAFETY WAS COMPROMISED. I HAVE SINCE DONE SOME RESEARCH AND FOUND THAT THERE IS A RECALL FOR THIS EXACT PROBLEM ALREADY IN PLACE, BUT FOR SOME REASON IT GOES BY THE VIN OF THE CAR. I WOULD LIKE TO FIND

NHTSA Consumer Complaints as of July 21, 2016

OUT HOW I COULD EITHER GET MY VIN ADDED TO THIS LIST OR TO GET HELP WITH THIS SITUATION. *TR SAINT LOUIS MO Failure Date: 09/11/2013

6 10586991 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE AIR BAG SENSOR FLASHED INTERMITTENTLY. THE VEHICLE WAS TAKEN TO AN AUTHORIZED DEALER, WHO WAS NOT ABLE TO REPLICATE OR DIAGNOSE THE FAILURE. THE FAILURE WAS RECURRING AND THE AIR BAG WARNING LIGHT REMAINED ILLUMINATED AND COULD NOT BE TURNED OFF. THE VEHICLE WAS NOT INCLUDED IN NHTSA CAMPAIGN ID NUMBER: 14V047000 (AIR BAGS AND ELECTRICAL SYSTEM). THE MANUFACTURER WAS NOTIFIED OF THE FAILURE SEVERAL TIMES. THE APPROXIMATE FAILURE MILEAGE WAS 27,000. UPDATED 06/27/14*LJ UPDATED 07/3/2014 *JS PHILADELPHIA PA Failure Date: 09/05/2013

6 10537742 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE KEY BECAME STUCK IN THE IGNITION WHILE TRYING TO SHUT THE VEHICLE OFF. THE BATTERY HAD TO BE DISCONNECTED TO SHUT THE VEHICLE OFF. THE CONTACT TOOK THE VEHICLE TO THE DEALER FOR A DIAGNOSTIC TEST. THE DEALER STATED THE IGNITION CYLINDER WAS DEFECTIVE. THE DEALER REPLACED THE IGNITION CYLINDER WITH A REDESIGNED IGNITION CYLINDER. THE FAILURE MILEAGE WAS 48,000. UPDATED 10/17/13*LJ THE CONSUMER RECIEVED A REFUND CHECK FOR A PORTION OF THE REPAIR COST. UPDATED 10/25/2013 *JS WHITE LAKE MI Failure Date: 08/28/2013

6 10608395 2010 CHEVROLET COBALT Electrical AFTER HAVING OUR NEW IGNITION SWITCH ABOUT A WEEK OR SO EARLIER, I WENT TO DRIVE OUR 2010 COLBALT TO A NEARBY TOWN. ON ABOUT JUNE 28TH OR 29TH, I WAS ABOUT HALFWAY TO THE PLACE I WAS GOING, MY STEERING ALL OF A SUDDEN GOT HARDER TO STEER. I LOOKED AT THE DASHBOARD AND SAW THE WORDS POWER STEERING ON IT. SO I TOOK THE CAR HOME AND CALLED A CHEVROLET DEALERSHIP AND THEY SAID TO BRING THE CAR IN. WE

NHTSA Consumer Complaints as of July 21, 2016

WERE INFORMED THAT THEY, (DEALERSHIP), HAD HEARD ABOUT A RECALL ON THE STEERING, BUT HAVE NOT RECEIVED ANY PAPERWORK TO BE INSTRUCTED TO FIX THIS AS A RECALL ITEM. I LOOKED UP POSSIBLE RECALL LIST ON THE CHEVROLETS AND THE ONE I READ IS FROM MARCH 31, 2014. WHY IS IT TAKING SO LONG FOR THEM TO DECIDE IF IT IS A RECALL IF THERE ARE OTHER PROBLEMS OUT THERE? ARE THEY WAITING FOR SOMEBODY TO BE SERIOUSLY INJURED BEFORE THEY MAKE THAT DECISION? AND OUR VEHICLE HAD JUST HAD THE IGNITION SWITCH PUT IN A WEEK OR SO EARLIER.

*JS BLACK RIVER FALLS WI Failure Date: 07/28/2013

6 10533239 2010 CHEVROLET COBALT Electrical I WAS DRIVEING ALONE AND THE POWER STEERING MESAGE CAME UP ON THE DISPLAYAND LOST POWER STEERING. THIS HAS HAPPEN EVERY TIME I GET IN THE CAR KNOWIT HAD A RECALL THEY SAID IT WAS DONE BEFORE I PURSHASED IT NEW AT DEALERAND ITS DOING EXACTLY WHAT THE RECALL SAID WOULD HAPPEN IN TIME IF I HAD NOT HAD THE RECALL DONE. AND THERE SAYING IT WAS REPLACED ONCE AND NOW ITS MINE SOUNDS LIKE THE RECALL WAS A JOKE. *TR PEARL MS Failure Date: 07/21/2013

6 10520766 2010 CHEVROLET COBALT Electrical ARRIVED AT MY DESTINATION AND THE KEY WAS STUCK IN THE ON POSITION. I HAVE A MANUAL TRANSMISSION AND HAD TO DROP THE CLUTCH AND STALL IT TO KILL THE ENGINE. CAR IS OUT OF WARRANTY BY 1 MONTH FOR BUMPER TO BUMPER. TALKED WITH MY LOCAL DEALER AND AFTER DISCUSSING IT WITH GM SAID THEY WOULD COVER THE \$300-\$400 REPAIR WITH \$100 DEDUCTIBLE. I ORDERED AN AFTERMARKET IGNITION CYLINDER FOR \$42 AND REPLACED IT MYSELF. I FOUND THE SPRING FOR ONE OF THE TUMBLERS POPPED OUT OF PLACE WHEN I REMOVED THE ORIGINAL. POOR DESIGN. *TR

NAMPA ID Failure Date: 06/17/2013

6 10515582 2010 CHEVROLET COBALT Electrical AFTER PARKING THE CAR (2010 CHEVROLET COBALT), THE KEY WOULD NOT COME OUT OF THE IGNITION OR TURN TO THE OFF POSITION. THE CAR IS A MANUAL, SO I HAD TO STALL IT OUT AND THEN UNHOOK THE BATTERY TO TURN

NHTSA Consumer Complaints as of July 21, 2016

EVERYTHING OFF. IT IS AWAITING DIAGNOSIS AT THE MECHANIC. *TR

BLOOMINGTON MN Failure Date: 06/06/2013

6 10515704 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT AFTER ATTEMPTING TO TURN OFF THE IGNITION, THE KEY WOULD NOT TURN AND THE CONTACT WAS UNABLE TO SHUT OFF THE ENGINE. THE CONTACT HAD TO DISCONNECT THE BATTERY CABLE TO SHUT OFF THE ENGINE. THE VEHICLE WAS NOT TAKEN TO DEALER FOR DIAGNOSTIC TESTING AND WAS NOT REPAIRED. THE FAILURE WAS REPORTED TO THE MANUFACTURER. THE FAILURE AND CURRENT MILEAGE WAS 37,000. PORTAGE IN

Failure Date: 06/06/2013

6 10516214 2010 CHEVROLET COBALT Electrical DRIVING AT 35 MPH AND PANEL LIGHT COMES ON SHOWING POWER STEERING. STEERING BECOMES REAL HARD MAKING TURNING THE VEHICLE EXTREMELY DIFFICULT TO MANEUVER. DUE TO THE EXCESSIVE FORCE NEEDED TO TURN THE VEHICLE SLIGHTLY AND THE UNEXPECTED FREQUENT OCCURRENCE OF THE PROBLEM, MAKES THIS A SAFETY VIOLATION AND COULD CAUSE A CRASH OR EVEN A LIFE. THE DEALER WAS CONTACTED ON THIS AND I WAS TOLD MY PARTICULAR VIN MODEL NUMBER WAS NOT COVERED. I WAS ALSO INFORMED BY THE DEALER THAT THIS PROBLEM WAS NOT OCCURRING ON 2010 MODELS AND THAT THEY HAD NOT RECEIVED ANY COMPLAINTS FROM OWNERS OF 2010 COBALTS. IF THIS IS THE CASE, WHY ARE SOME 2010 MODELS COVERED WHILE OTHERS ARE NOT? I FEEL THE DEALER DOES NOT WANT TO COVER THIS RECALL EVEN THOUGH IT IS A SAFETY HAZARD AND THEY ARE PICKING AND CHOOSING WHICH VEHICLES TO REPAIR. IF THERE IS A RECALL, THEN THE VEHICLE SHOULD BE FIXED. THERE IS A RECALL AND THE NHTSA SHOULD MAKE THEM REPAIR ALL 2010S NEEDING THIS REPAIR AND THE DEALER SHOULD NOT HAVE THE OPTION TO PICK AND CHOOSE.

*TR MESQUITE TX Failure Date: 06/06/2013

6 10514890 2010 CHEVROLET COBALT Electrical DRIVING TO WORK I NOTICED THE STEERING BECAME INCREASINGLY DIFFICULT TO

NHTSA Consumer Complaints as of July 21, 2016

MANEUVER. I MADE IT TO WORK AND CALLED MY LOCAL SERVICE CENTER AND WAS TOLD IT WAS AN ELECTRICAL ISSUE. ONLINE I LOOKED UP A FEW THINGS AND OTHERS WITH THE SAME PROBLEM SAID IT WAS APPROXIMATELY \$1,200 TO REPAIR. I ALSO SAW WHERE CHEVROLET ISSUED A RECALL BACK IN 2010 FOR THIS VEHICLE AND THE PRESS RELEASE STATED THAT "THIS IS A CONDITION THAT TAKES TIME TO DEVELOP" -- WHICH IS WHY IT DID NOT OCCUR IN MY VEHICLE UNTIL 3 YEARS LATER (THIS VEHICLE WAS PURCHASED IN APRIL 2010). CAN THE RECALL STILL BE USED TO OBTAIN THIS REPAIR?

*TR REISTERSTOWN MD Failure Date: 06/03/2013

6 10522224 2010 CHEVROLET COBALT Electrical WHILE BEGINNING TO TURN AT A CORNER MY POWER STEERING LIGHT CAME ON MAKING IT VERY DIFFICULT TO TURN THE STEERING WHEEL OF THE CAR. I CALLED MY HUSBAND AND HE SAID TO PULL OVER AND TURN THE CAR OFF AND RESTART. SO I DID BUT AFTER DRIVING A FEW MORE MILES THE POWER STEERING LIGHT CAME ON AGAIN AND THIS CONTINUED UNTIL I MADE IT HOME. *TR MILWAUKEE WI Failure Date: 06/03/2013

6 10532469 2010 CHEVROLET COBALT Electrical I WAS DRIVING IN THE HIGHWAY AND THE POWER STEERING GAVE A WARNING WITH A SOUND SUDDENLY THE STEERING WAS HARD TO MOVE AND I HAVE TO REDUCE THE SPEED BECAUSE I WAS AFRAID TO CRASH WITH THIS PROBLEM. I PARK THE CAR AND SHUT OFF THE ENGINE AND TURN IT ON AGAIN, BUT AFTER 2MINUTES DRIVING IT THE POWER STEERING ONCE AGAIN STOP WORKING. I DECIDED TO GO TO THE DEALER AND LEFT THE CAR TELLING THEM THERE IS A RECALL FOR THE POWER STEERING.THEY TOOK THE CAR AND AFTER TWO DAYS THEY SAID THAT THE CAR WASNT INCLUDE IT IN THE RECALL. NOW I HAVE THIS PROBLEM AND MAKING PAYMENT AND IN TOP OF THAT WITH A BROKEN CAR. GM NEED TO STEP UP AND TAKE RESPONSIBILITY FOR WHAT THEY MAKE.YEAR 2010 AND ALREADY GIVING A LOT OF TROUBLES. ALSO THE DEALER WHERE I BOUHT THE CAR DIDNT SAID NOTHING ABOUT THIS PROBLEM. UNITED AUTO SALE FROM NEW HARTFORD,NY NEED TO BE MORE HONEST WHEN THEY WANT TO SALE A CAR WITH MANY PROBLEMS LIKE

NHTSA Consumer Complaints as of July 21, 2016

THIS.THEY ONLY CARE TO SELL YOU A CAR AND NOTHING ELSE. ALSO GM NEED TO STOP MAKING CAR WITH SO MANY RECALL LIKE THIS ONE OR FIX THE RECALL AND MOVE ON. IM SPEAKING ALSO FOR MANY PEOPLE WHO ENCOUNTER THE SAME PROBLEM LIKE ME. *TR ROME NY Failure Date: 06/01/2013

6 10617266 2010 CHEVROLET COBALT Electrical THE CHECK ENGINE LIGHT HAS BEEN ON CONTINUOUSLY FOR THE PAST YEAR. MULTIPLE DIAGNOSTIC TEST HAVE POINTED TO A COIL PACK OR SPARK PLUG MISFIRE PROMPTING A REPLACEMENT. EACH TIME THE COIL PACK OR SPARK PLUGS ARE REPLACED, THE CHECK ENGINE LIGHT GOES OFF AND WITHIN THE SPAN OF A FEW HOURS OR THE NEXT DAY THE LIGHT COMES BACK ON AGAIN. I TAKE THE VEHICLE BACK IN FOR ANOTHER DIAGNOSTIC AND THE SAME CODE POPS UP AGAIN. THERE IS A CONTINUOUS MISFIRE WHICH CAUSE THE CAR TO LOOSE THE ABILITY TO ACCELERATE OR CAUSE THE VEHICLE TO SHAKE VIOLENTLY WHILE DRIVING. THE A/C INCREASES THE CHANCES OF THESE OCCURRENCES. AT THE LAST CHECK THE MECHANIC FINALLY TOLD ME THAT THERE MUST BE AN ELECTRICAL PROBLEM BECAUSE HE KEEPS GETTING THE SAME CODE AND THEY HAVE REPLACED IT TOO MANY TIMES FOR IT TO STILL BE THE SAME PROBLEM. IT WAS SUGGESTED TO ME THAT THIS PROBLEM MAY BE A MANUFACTURE DEFECT. I LOOKED INTO IT AND HAVE FOUND SIMILAR COMPLAINTS FROM OTHER COBALT OWNERS. *JS
HAWTHORNE CA Failure Date: 06/01/2013

6 10512233 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT SHE ATTEMPTED TO POWER THE VEHICLE OFF BUT THE KEY WOULD NOT TURN IN THE IGNITION. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSIS. THE TECHNICIAN STATED THAT THE IGNITION WOULD HAVE TO BE REPLACED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE VEHICLE WAS NOT REPAIRED. THE APPROXIMATE FAILURE MILEAGE WAS 50,000. *TR
DAVENPORT IA Failure Date: 05/12/2013

NHTSA Consumer Complaints as of July 21, 2016

6 10510167 2010 CHEVROLET COBALT Electrical THE KEY IS STUCK IN THE IGNITION SWITCH AND WILL NOT SHUT OFF. CALLED CHEVY AND THEY WILL NOT STAND BEHIND IT. ALL OF THE 2009'S GOT RECALLED BECAUSE OF THAT INCIDENT, BUT THEY WILL DO NOTHING FOR ME ABOUT MY 2010!! WE DID HOWEVER, DISCONNECT THE BATTERY SO IT WOULDN'T GO DEAD! I BOUGHT A BRAND NEW CAR AND NOW I AM HAVING ISSUES, DIDN'T BUY A NEW CAR TO HAVE ISSUES!! *TR ELROY WI Failure Date: 04/13/2013

6 10638140 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE VEHICLE WAS RECENTLY REPAIRED UNDER RECALL NHTSA CAMPAIGN ID NUMBER: 14E021000 (ELECTRICAL). THE FAILURE RECURRED AS THE CONTACT WAS LEAVING THE DEALER. THE VEHICLE WAS TAKEN BACK TO THE DEALER. TECHNICIAN STATED THAT THE IGNITION SWITCH NEEDED TO BE REPLACED BUT SINCE THE VEHICLE HAD ALREADY BEEN REPAIRED UNDER THE RECALL THE MANUFACTURER WAS NO LONGER RESPONSIBLE FOR THE REPAIRS. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 22,000. GARRISON KY Failure Date: 04/13/2013

6 10606318 2010 CHEVROLET COBALT Electrical 2010 CHEVROLET COBALT. CONSUMER WRITES IN REGARDS TO DEFECTIVE IGNITION & START SWITCH RECALL NOTICE. *SMD THE CONSUMER STATED HE SON WAS DRIVING, WHEN THE ACCIDENT OCCURRED. ACCORDING TO AN EYE WITNESS, HER SON WAS NOT DRIVING ERRATICALLY, AND HE DID NOT MAKE ANY SUDDEN MOVES, WHEN ALL OF A SUDDEN HE CRASHED INTO A GUARDRAIL, AND THE VEHICLE BEGAN SPINNING. HE SLAMMED ON THE BRAKES, AND HE HIT THE GUARDRAIL AGAIN. THE CONSUMER BELIEVED THE ACCIDENT, WAS A RESULT OF A MANUFACTURING DEFECT. ONEONTA AL Failure Date: 03/03/2013

6 10500877 2010 CHEVROLET COBALT Electrical STARTED CAR NORMALLY. WENT TO TURN IT OFF. THE KEY WOULDN'T TURN OFF. OR

NHTSA Consumer Complaints as of July 21, 2016

COME OUT OF THE IGNITION. I HAD TO STALL ENGINE TO TURN IT OFF. AND DISCONNECT THE BATTERY. I SEE, ON THE INTERNET, A LOT OF PEOPLE HAVE HAD THIS ISSUE. DEALERSHIP TOLD ME IT WAS ON ME TO PAY FOR IT.

*TR CAMANO ISLAND WA Failure Date: 02/28/2013

6 10565983 2010 CHEVROLET COBALT Electrical TL- THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED WHILE DRIVING 55 MPH, THE ENGINE STALLED WITHOUT WARNING. THE VEHICLE WAS TAKEN TO THE DEALER FOR INSPECTION AND THEY WERE UNABLE TO DIAGNOSE THE CAUSE OF FAILURE. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE BUT COULD NOT PROVIDE A REMEDY. THE FAILURE MILEAGE WAS 10,000. RK UPDATED 03/31/14*LJ

NORWALK OH Failure Date: 02/14/2013

6 10618347 2010 CHEVROLET COBALT Electrical THE STEERING WHEEL LOCKED AS I WAS GETTING OFF THE HIGHWAY. SO SCARY!!!! WENT TO LOCAL DEALER FOR IT TO BE FIXED. THIS WAS BEFORE RECALL....HAVE BEEN WAITING FOR AT LEAST A HALF YEAR TO GET NEW IGNITION SWITCH....WAS ALSO TOLD THERE WILL BE A STEERING WHEEL RECALL.....HAVE NOT BEEN TAKEN CARE OF AND FEEL THAT I'M DRIVING IN A DEATH MACHINE. *TR FORT MYERS FL Failure Date: 01/24/2013

6 10578457 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT NHTSA CAMPAIGN NUMBER 14V153000 (STEERING) DID NOT CORRECT THE FAILURE. THE CONTACT RECEIVED AN ERROR WARNING MESSAGE. THE VEHICLE WAS TAKEN BACK TO THE DEALER; HOWEVER, THE DEALER STATED THERE WAS NOTHING WRONG WITH THE VEHICLE. THE CONTACT ALSO STATED THAT THE ENGINE STALLED BEFORE THE RECALL NOTIFICATION WAS RECEIVED THE CONTACT WAS ABLE TO CONTROL THE STEERING WHEEL WITH FORCE AND WAS ABLE TO RESTART THE VEHICLE. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 71,000 AND THE APPROXIMATE CURRENT MILEAGE WAS 74,000. THE

NHTSA Consumer Complaints as of July 21, 2016

CONSUMER STATED SHE HAD NO POWER STEERING, OR BRAKES. UPDATED
08/27/14 TOLEDO OH Failure Date: 01/01/2013

6 10577731 2010 CHEVROLET COBALT Electrical VICENZA,
ITALY. ROADS WERE CLEAR AND IT WAS 12AM, NOT MANY CARS WERE ON THE
ROAD. I WAS HEADED TO WORK AND AS I WAS COMING INTO A SMALL TRAFFIC
CIRCLE, THE CAR BEGAN DRIFTING, I LET GO OF EVERYTHING AND THE
WHOLE THING SHUT OFF: ENGINE AND LIGHTS. ANOTHER CAR WAS COMING IN
BUT NOTICED I WAS DRIFTING SO THEY SLOWED DOWN. I WAS HEADED INTO
A RAMP AND TRIED TO STOP WITH MY BRAKES WHICH DIDN'T WORK. I TRIED
RESTARTING THE CAR BUT THE KEY WAS STUCK. I TRIED TURNING THE
WHEEL, BUT THAT WAS STUCK. I FINALLY GOT THE CAR TO SOMEWHAT SLOW
DOWN WITH THE EMERGENCY BRAKE, AND BARELY MISSED THE RAMP. I HAD
RECENTLY HAD AN OIL CHANGE AND MY BRAKES CHECKED, SO I KNOW MY
CAR WAS FINE. IT LATER HAPPENED AGAIN A FEW MONTHS LATER. VERY
SIMILAR SITUATIONS. I HAVE NEW TIRES AND HAD MY AXLES INSPECTED, I
KNOW THERE IS SOMETHING WRONG WITH MY CAR AND IT IS NOT SAFE. THE
MOST RECENT ONE WAS A FEW MONTHS AGO AT 0600. I USED MY BREAKS
BECAUSE AN ANIMAL JUMPED IN FRONT OF THE CAR. THE CAR SLOWED
DOWN, THEN THE GAS WOULDN'T WORK, THE STEERING WHEEL
LOCKED AND I ALMOST HIT ANOTHER CAR AS I STRUGGLED TO TURN IT AND
THE BREAKS WOULD NOT WORK. THE CAR THEN COMPLETELY SHUT OFF AND
I WAS STUCK WITH THE CAR NOT WANTING TO START. I TOOK IT TO GET
INSPECTED AGAIN, AND THEY SAID IT WAS FINE. I DON'T KNOW WHO ELSE TO
CONTACT SINCE GMC HERE AND STATESIDE, AND THE DEALERSHIP I
PURCHASED IT FROM IN THE STATES, ARE IGNORING ME. *TR APO
AE Failure Date: 12/29/2012

6 10595904 2010 CHEVROLET COBALT Electrical TL* THE
CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE
VEHICLE FAILED TO START AND WATER WAS LEAKING FROM THE AIR BAGS.
THE VEHICLE WAS TAKEN TO THE DEALER WHERE THE TECHNICIAN ADVISED
THAT THE VEHICLE WAS INCLUDED IN BOTH NHTSA CAMPAIGN NUMBERS:

NHTSA Consumer Complaints as of July 21, 2016

14V047000 (AIR BAGS, ELECTRICAL SYSTEM) AND 14V171000 (ELECTRICAL SYSTEM). THE CONTACT WAS INFORMED THAT THE PARTS WERE NOT AVAILABLE. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 41,000 AND THE CURRENT MILEAGE WAS 120,000. SUMPTER SC Failure Date: 11/19/2012

6 10567638 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE KEY BECAME STUCK IN THE IGNITION SWITCH. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSIS, WHO ADVISED THAT THE LOCK TUMBLER WAS FRACTURED AND THE ENTIRE IGNITION ASSEMBLY WOULD NEED TO BE REPLACED. THE VEHICLE WAS REPAIRED. THE CONTACT ALSO REFERENCED NHTSA CAMPAIGN NUMBER: 14V047000 (AIR BAGS , ELECTRICAL SYSTEM) HOWEVER, THE 2010 MODEL YEAR WAS NOT INCLUDED IN THE RECALL. THE MANUFACTURER WAS NOT MADE AWARE OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 26,000. THE CURRENT MILEAGE WAS 54,000.
*TR ST PETERS MO Failure Date: 10/16/2012

6 10471282 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT HER KEY BECAME STUCK IN THE IGNITION, IN THE ON POSITION. THE VEHICLE WAS TAKEN TO THE DEALER FOR DIAGNOSIS WHO INFORMED THE CONTACT THAT THE FAILURE WAS CAUSED BY NORMAL WEAR AND TEAR. THE MANUFACTURER WAS NOTIFIED BUT OFFERED NO ASSISTANCE. THE VEHICLE WAS REPAIRED. THE FAILURE AND CURRENT MILEAGES WERE 57,000.
BETHLEHEM PA Failure Date: 07/28/2012

6 10745978 2010 CHEVROLET COBALT Electrical IN 2012 I HAD AN INCIDENT, MY KEY WAS STUCK IN THE IGNITION WITH THE CAR RUNNING. I TOOK IT TO THE DEALER, THE IGNITION LOCK CYLINDER WAS REMOVED, AND THEY FOUND THE SPRING HOLD DOWN PLATE WAS OFF AND THE SPRING WAS OUT OF THE CYLINDER, THEY REPLACED THE IGNITION LOCK CYLINDER. THEN, THE RECALL HAPPENED AND IN FEB OF 2015 I HAD TO

NHTSA Consumer Complaints as of July 21, 2016

BRING MY CAR IN FOR THE PRODUCT SAFETY RECALL, THEY REPLACED THE IGNITION AND START SWITCH. IN MAY OR JUNE 2015 I NOTICED THAT MY CAR WAS ACTING WEIRD, THE SPEEDOMETER WAS ACTING ERRATIC JUMPING FROM 30 TO 60 THEN BACK DOWN TO 20. IT WAS JUMPING ALL OVER THE PLACE EVEN WHEN THE CAR WAS JUST IDLING THEN IT WOULD STALL OUT. I TOOK IT IN TO THE DEALER THE LAST WEEK OF JUNE OR THE 1ST WEEK OF JULY, THEY CHANGED THE MODULE PANEL AND SAID IT WAS UNDER WARRANTY. I DROVE MY CAR OUT OF STATE ON JULY 17TH, ON THE WAY HOME IT STARTED ACTING UP AGAIN, THE ENGINE SEEMED TO LOSE POWER WHEN GETTING ON THE HIGHWAY, THE SPEEDOMETER WAS ACTING ALL ERRATIC AND THE CAR WAS BUCKING LIKE IT WANTED TO STALL. WHEN I GOT HOME I BROUGHT IT BACK TO THE DEALER ON JULY 28TH, THE CAR WAS THERE ALL DAY BUT THEY SAID THEY COULD NOT REPLICATE THE ISSUE SO WHEN I GOT OFF WORK I WENT UP THERE AND THE TECH TOOK A RIDE WITH ME, THE CAR ACTED UP AND HE GOT TO SEE WHAT IT WAS DOING, HE MENTIONED SOMETHING ABOUT A CLUSTER PANEL TO THE SERVICE MANAGER BUT SAID HE HAD TO CHECK WITH GM. ON FRIDAY THE 31ST OF 2015 THEY PUT IN ANOTHER IGNITION THINKING THE OTHER MAY HAVE BEEN FAULTY. THE TECH CALLED ME TO SEE HOW THE CAR WAS RUNNING AN HOUR LATER, THE CAR WAS DOING THE SAME EXACT THING. I AM TAKING IT IN TOMMORROW AUG 3RD BUT I'M NOT SURE WHAT WILL HAPPEN. MY CAR HAS 59,800 MILES AND I JUST PAID IT OFF ON JULY 31, 2015 IT IS UNSAFE TO DRIVE. WHILE IDLING THE SPEEDOMETER JUMPED TO 120 MPH THEN STALLED OUT. IT STALLS OUT AT LIGHTS AND STOP SIGNS AND TRIES TO STALL WHEN I AM DRIVING, SWANTON VT Failure Date: 07/10/2012

6 10459632 2010 CHEVROLET COBALT Electrical IGNITION
LOCK CYLINDER FAILED. *TR HOLLAND PA Failure Date: 05/21/2012

6 10585684 2010 CHEVROLET COBALT Electrical IN THE
MIDDLE OF DRIVING, THE VEHICLE WILL SHUT OFF AND ON (MULTIPLE TIMES)
WHICH AFFECTS THE FUEL AND RPM GAUGES, LOSS OF ALL POWER
STEERING, ALL ELECTRICAL STARTS GOING CRAZY (LOCKS AND UNLOCKS THE

NHTSA Consumer Complaints as of July 21, 2016

DOORS), STARTS FLASHING "LOW FUEL" AND "POWER STEERING" WARNINGS AND THEN CAR WILL GO INTO COMPLETE LOCK MODE. AS OF 4/30: HAS BEEN FIXED UNDER THE RECALL ISSUE, HOWEVER VEHICLE IS STILL HAVING THESE PROBLEMS. *JS HOLLISTER CA Failure Date: 05/11/2012

6 10573599 2010 CHEVROLET COBALT Electrical THE POWER STEERING LIGHT COMES ON AND MAKES IT HARD TO TURN, IT COMES ON SUDDENLY AND GO BACK OUT AFTER ABOUT 1 OR 2 MINUTES. I WAS TOLD THAT THERE IS A RECALL ON THESE CARS FOR THAT REASON BUT I HAVEN'T RECEIVED A LETTER YET. THIS IS SO DANGEROUS . I DIDN'T KNOW IT HAD ELECTRIC POWER STEERING. *TR TUSCALOOSA AL Failure Date: 03/05/2012

6 10569431 2010 CHEVROLET COBALT Electrical HAD JUST PICKED UP CHILD AT SCHOOL WHEN LIGHT AND CHIME ON PANEL DISPLAYED PROBLEM. *TR FORT WORTH TX Failure Date: 02/09/2012

6 10446618 2010 CHEVROLET COBALT Electrical DRIVING AT APPROXIMATELY 10 -15 MPH, THE CAR COMPLETELY LOST POWER AND STOPPED AFTER MAKING A LEFT TURN. A WARNING CHIME STARTED AND THE INFORMATION DISPLAY SHOWED "POWER STEERING". CAR WAS PUT BACK IN PARK AND RESTARTED. DROVE ABOUT TWO MILES HOME AND TOOK IT TO THE DEALER THE NEXT MORNING. *KB UPDATED 8/22/12*LJ THE ELECTRIC POWER STEERING MOTOR FAILED AND HAD TO BE REPLACED. UPDATED 08/22/12 CORONA CA Failure Date: 01/29/2012

6 10429545 2010 CHEVROLET COBALT Electrical THE IGNITION AND KEY STUCK SO I WAS UNABLE TO TURN OFF THE CAR. *KB LITTLE ROCK AR Failure Date: 10/11/2011

6 10427621 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT ATTEMPTED TO TURN THE VEHICLE OFF BUT THE KEY WOULD NOT TURN IN THE IGNITION AND BECAME STUCK. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE

NHTSA Consumer Complaints as of July 21, 2016

MANUFACTURER WAS NOT NOTIFIED OF THE FAILURE. THE APPROXIMATE FAILURE MILEAGE WAS 13,442. STRATFORD CT Failure Date: 09/27/2011

6 10564262 2010 CHEVROLET COBALT Electrical TL* THE CONTACT OWNS A 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE VEHICLE WOULD RECURRING STALL AND THE KEY COULD NOT BE REMOVED FROM THE IGNITION SWITCH. THE CONTACT WOULD HAVE TO DISCONNECT THE BATTERY IN ORDER TO POWER OFF THE VEHICLE. THE VEHICLE WAS TAKEN TO AN INDEPENDENT MECHANIC WHO ADVISED THAT THE TUMBLER WOULD NEED REPLACING. THE IGNITION SWITCH FAILURE WAS NOT DIAGNOSED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE ISSUE. THE FAILURE MILEAGE WAS 54,314. *TR
BECKER MN Failure Date: 08/10/2011

6 10396336 2010 CHEVROLET COBALT Electrical I WAS DRIVING A 2010 CHEVROLET COBALT ON THURSDAY MORNING APRIL 17TH AROUND 4 AM. I WAS DRIVING ON INTERSTATE 170 GOING SOUTH. THE VEHICLE WAS BEING DRIVEN IN THE LEFT LANE GOING 65 MPH. I WAS APPROACHING THE SPLIT-OFF WHERE YOU CAN GO ONTO 64 EAST OR WEST. THE COBALT STARTED TO VEER TOWARDS THE RIGHT. I CORRECTED IT BACK TO THE LEFT AND THAT'S WHEN THE VEHICLE WENT COMPLETELY TO THE RIGHT AND THE STEERING LOCKED UP AND I HIT THE MIDDLE DIVIDER THAT DIVIDES THE RAMPS EXIT. THE CAR WAS THEN TOWED AND WE ARE CURRENTLY AWAITING INSPECTION. ST LOUIS MO Failure Date: 04/07/2011

6 10396337 2010 CHEVROLET COBALT Electrical ON THE MORNING OF FEBRUARY 20TH, I WAS DRIVING BACK TO MY BOYFRIENDS HOUSE FROM WORK. I GOT OFF AROUND 7:30 AM SO IT WAS AROUND 8 AM WHEN I REACHED THE EXIT FOR HIS HOUSE. I SLOWED THE CAR TO TAKE THE EXIT RAMP TO 40 MPH WITH MY FOOT STILL ON THE BRAKE. THE CAR THEN VEERED HARD TO THE RIGHT AND I TRIED TO STRAIGHTEN OUT THE WHEEL AS I LET OFF THE BRAKES. INSTEAD THE CAR VEERED TO THE LEFT AND I

NHTSA Consumer Complaints as of July 21, 2016

STARTED TO HYDROPLANE. I LOST COMPLETE CONTROL OF THE CAR AND BEGAN TO SPIN. MY STEERING WHEEL THEN LOCKED UP. AS I WAS SPINNING, THE RIGHT SIDE OF MY CAR STRUCK A LIGHT REFLECTOR POLE AND SHATTERED MY BACK PASSENGER WINDOW IN THE PAIN AND DENTED THE CAR AND REMOVED PAINT. IT ALSO MESSED UP MY BACK ALIGNMENT. FOR THE FIRST FEW MINUTES MY CAR WOULD NOT EVEN START BACK UP AND THE BRAKES WERE LOCKED IN PLACE. I THEN HAD THE CAR TOWED TO MY HOME DEALERSHIP TO BE INSPECTED. AFTER INSPECTING THE CAR, THEY SAID THAT NO CODES FOR POWER STEERING HAD POPPED UP, YET THEY DID NOT ACTUALLY DRIVE THE CAR TO SEE HOW IT DROVE. THEREFORE, I HAD TO PAY OUT OF POCKET AT A DIFFERENT DEALERSHIP TO HAVE MY CAR FIXED. DARDENNE PRAIRIE MO Failure Date: 02/20/2011

6 10380493 2010 CHEVROLET COBALT Electrical DRIVING AT A SLOW SPEED 15-20 MPH, WAS UNABLE TO TURN THE WHEEL, SEEMS LIKE IT LOCKED UP. I COULD NOT PULL THE CAR AWAY FROM VEERING INTO A CONCRETE PLANTER USED TO KEEP THE TRAFFIC PATTERN IN THE PARKING LOT. VEHICLE SUSTAINED DAMAGE IN THE WHEEL, STEERING, RADIATOR AND BODY OF THE CAR. WHEN THE CAR WAS TOWED OVER TO THE DEALER WE WERE TOLD THAT THEY WERE CHECKING THE VIN FOR THE RECALL THAT WAS ISSUED FOR MANY OF THESE CARS. AFTER CHECKING WE FOUND THAT THERE WAS A RECALL ON THIS MODEL UP TO MARCH OF 2010, OURS WE ARE TOLD WAS BUILT IN APRIL OF 2010. OBVIOUSLY, THERE WERE PROBLEMS WITH THE 2010 COBALT SINCE THIS WAS THE LAST YEAR THEY HAD PRODUCTION ON THIS VEHICLE, WE WERE NOT AWARE THEY HAD STOPPED THE PRODUCTION OF THIS MODEL AT THE TIME WE PURCHASED THIS VEHICLE. WE BELIEVE THERE WAS A MANUFACTURING PROBLEM WITH THIS VEHICLE WHICH MAY HAVE LEAD TO THE STEERING ISSUES WE HAD ON JANUARY 13. 2011. UPDATED 8/22/12 *CN LANCASTER NY Failure Date: 01/13/2011

6 10381444 2010 CHEVROLET COBALT Electrical TL*THE CONTACT OWNS 2010 CHEVROLET COBALT. THE CONTACT STATED THAT THE

NHTSA Consumer Complaints as of July 21, 2016

IGNITION KEY BECAME STUCK ON NUMEROUS OCCASION AND THE VEHICLE COULD NOT BE TURNED OFF AFTER IT WAS STARTED. THE VEHICLE WAS TOWED TO THE DEALER WHO REPLACED THE IGNITION SWITCH UNDER THE WARRANTY. THE VEHICLE WAS TAKEN BACK TO THE DEALER TODAY BECAUSE THE FAILURE RECURRED AGAIN. THE MANUFACTURER WAS NOT CONTACTED. THE FAILURE MILEAGE WAS 1,121. ROCHESTER NY Failure Date: 01/09/2011

6 10365521 2010 CHEVROLET COBALT Electrical 2010 CHEVY COBALT PULLED INTO A PARKING SPOT AND PUT MY CAR INTO NEUTRAL AND THE EMERGENCY BRAKE UP AND WENT TO TURN THE KEY TO THE OFF POSITION AND IT WOULD NOT TURN. I CHECKED TO SEE IF THERE WAS A LOCKING MECHANISM ON THE STEERING WHEEL AND IF I HADN'T FULLY PUT IT INTO NEUTRAL AND NEITHER WAS THE ISSUE. TRIED TO GET IT OUT A COUPLE TIMES THEN EVENTUALLY CALLED ONSTAR AND THEY TOLD ME THE TOW GUY WOULD BE ABLE TO GET THE KEY OUT OF THE IGNITION. THEY SENT A TOW TRUCK BUT WHEN THE TOW TRUCK CAME HE COULDN'T GET IT OFF I SPOKE TO HIM AND TOLD HIM I DID NOT HAVE A RIDE HOME AND I WAS AN HOUR AWAY FROM HOME. HE SAID I COULD DRIVE IT HOME. THE CAR WAS IDLE FOR OVER 2HRS AND USED ABOUT A QUARTER OF A TANK OF GAS. I DROVE IT HOME AND STALLED IT BY PUTTIN IT IN 1ST GEAR AND LETTING UP OFF THE CLUTCH. THEN UN HOOKED THE BATTERY. I WILL BE BRINGING IT TO THE NEAREST CHEVROLET DEALERSHIP IN THE MORNING. TODAY'S DATE 11-12-2010 8:21PM PREVIOUS ISSUES AS WELL WHEN ITS VERY COLD OUT WHEN I GO OVER A BUMP THE RADIO WILL SHUT OFF AND WHEN I PUSH ON THE CONSOLE NEAR THE RADIO IT SHUTS OFF AS WELL. *TR EPSOM NH Failure Date: 11/12/2010

6 10365079 2010 CHEVROLET COBALT Electrical 2009 CHEVY COBALT KEY STUCK IN IGNITION. WENT TO TURN MY CAR OFF YESTERDAY 11/8/2010 AND THE KEY WOULDN'T COME OUT. CURRENTLY WAITING TO SEE EXACTLY WHAT THE PROBLEM IS FROM DEALERSHIP. *TR FLORENCE SC Failure Date: 11/08/2010

NHTSA Consumer Complaints as of July 21, 2016

6 10366497 2010 CHEVROLET COBALT Electrical I
PURCHASED A G.M. CHEVY COBALT LT. 2010 ON AUG. 30. ON CLEARANCE SALES. AND THEN I FOUND THAT THE CAR'S DOOR AJAR SENSOR DOES NOT WORK PROPERLY. ALL SENSORS OF THE DOORS DIDN'T WORK UNTIL THE DOOR WAS OPENED OVER 5 INCHES. I VISITED A DEALER SHOP, AND ASKED TO FIX IT. A SALES PERSON KNEW THAT ALL COBALT LTS HAVE THE SAME PROBLEM AFTER CHECKING OTHER VEHICLES. ALSO, ALL TECHNICIANS HAD NOT KNOWN THE PROBLEM UNTIL MY CLAIM. AFTER SEARCHING, A TECHNICIAN SAID TO ME "IT CAN'T FIXED, USUALLY OTHER VEHICLES ARE INSTALLED TWO SENSORS EACH DOOR, BUT THE COBALT HAS ONLY ONE." ABOUT 10 DAYS LATER, SERVICE MANAGER HAD TRIED TO ADJUST ALL SENSORS AND TOLD ME "IT IS FIXED PERMANENTLY." BUT 2 WEEKS LATER, DRIVER'S SIDE SENSOR CAME OUT FROM THE VEHICLE, FROM TIME TO TIME THE DOOR AJAR SIGN SHOWS UP ON THE DASH BOARD WITH DING! DING! SOUNDS. EVEN THOUGH ALL DOORS ARE CLOSED COMPLETELY, IT'S A VERY FUNNY CAR! I VISITED G.M. DEALER SHOP AGAIN. THEY TRIED TO REPLACE THE SENSOR, DIDN'T, BECAUSE I WANT TO FIX IT THE PROPER WAY, NOT A TEMPORARY NOR TRICKY WAY. MY WIFE AND I DROVE ON THE HIGHWAY WHILE A REAR DOOR WAS AJAR WITHOUT ANY WARNING. ALSO SOMETIMES MY SUNDAY SCHOOL KIDS HAVE TO USE MY CAR COME TO CHURCH. THEREFORE COBALT'S PROBLEM IS VERY SERIOUS FOR ALL OUR SAFETY. ESPECIALLY WHO LIVES WITH KIDS. I KNOW THAT MY MISTAKE IS BUYING A GM CAR, BUT I'M TRYING TO MINIMIZE IT. I KNOW, G. M. COBALT HAS ANOTHER PROBLEM REGARDING POWER STEERING, ALSO DOOR AJAR SENSOR HAS SERIOUS POTENTIAL PROBLEM. PLEASE INVESTIGATE IT CAREFULLY FOR SAFE DRIVING .THANK YOU. *TR DUNCAN 00 Failure Date: 09/20/2010

6 10467928 2010 CHEVROLET COBALT Electrical IN JUNE 2010 I PURCHASED 2 COBALTS. LESS THAN 3 MONTHS LATER, MY KEY WAS STUCK IN THE ON POSITION AND I COULD NOT SHUT THE ENGINE OFF. TOOK IT TO THE DEALER AND THEY REPLACED THE PART. 1 YEAR LATER, THE 2ND COBALT HAD THE SAME ISSUE. IN JULY OF 2012, IT HAPPENED TO MY CAR AGAIN. IN BARELY 2 YEARS OF OWNING THESES CARS, 3 INCIDENTS OF THE

NHTSA Consumer Complaints as of July 21, 2016

SAME ISSUE OCCURRED. COME TO FIND OUT, THE REPLACEMENT PART WAS ALSO DEFECTIVE, YET THERE WAS NO RECALL. I'M STILL WAITING FOR THE 2ND CAR TO FAIL AGAIN LIKE THE FIRST. I AM APPALLED TO SAY THE LEAST AT GM FOR THIS ISSUE. HOW CAN NOT BEING ABLE TO SHUT OFF YOUR CAR'S ENGINE NOT BE A RECALL? WOULD IF THERE WAS AN ACCIDENT INVOLVING OTHER VEHICLES? MY FAMILY HAS OWNED CHEVY CARS SINCE I CAN REMEMBER. I WAS SO LOOKING FORWARD TO PURCHASING ANOTHER CAR NEXT YEAR. UNFORTUNATELY I FOUND OUT THERE WERE AC ISSUES IN THE CRUZE. WHERE I LIVE, THE SUMMER TEMPERATURE REACHES AN AVERAGE OF 115 DEGREES. DON'T THINK I WANT A FAULTY AC. I AM SERIOUSLY CONTEMPLATING TRADING MY CAR IN TO ANOTHER CAR COMPANY (NOT CHEVY) TO AVOID THIS EMBARRASSING MESS. *TR SURPRISE AZ

Failure Date: 08/23/2010

6 10375355 2010 CHEVROLET COBALT Electrical BACK PASS SIDE DOOR LOCK[2X], STEERING LOCKUP,[FACTORY RECALL] FUEL GUAGUE/ TACOMENTOR BOUNCEING,DEALER REPLACED BODY CONTROL SENSOR,NOW CRUIZE CONTROL QUIT WORKING. STILL NOT FIXED,[CC]GUAGUES STILL BOUNCING. GM TECH FROM CORP,INVOLVED,TO TRY TO FIX. IN 3X'S. TOTAL IN 6X'S,3 DIRR REPAIRS.NO CAR LOANER/OR RENTAL,KEPT 2-DAYS.HAD EYE SURGERY AT VETERANS HOSP,HAD TO FIND ANOTHER RIDE. *TR

MASURY OH Failure Date: 08/22/2010

6 10373647 2010 CHEVROLET COBALT Electrical I PURCHASED THE VEHICLE IN FEBRUARY 2010 AND I DIDN'T START NOTICING PROBLEMS TILL AROUND SUMMER BUT THEY WERE NOT THAT BAD TILL SEPTEMBER WERE THE CAR STARTED SHOWING STRANGE ELECTRICAL AND STEERING ISSUE. I RECEIVED THE RECALL LETTER IN OCTOBER AND HAD THE POWER STEERING ISSUE FIXED BUT ITS STILL HAVE ISSUES WERE THE VEHICLE WILL SWERVE BACK AND FORTH IN RETURN I WILL HAVE TO KEEP MY HANDS ON THE STEERING WHEEL TO TRY TO KEEP IT FROM HITTING OTHER VEHICLES ON THE HIGHWAY. THEN THE BLOWER MOTOR THAT BLOWS THE HOT AND COLD AIR SOMETIMES ISTATICALLY REVS UP HIGH AND I HAVE TO

NHTSA Consumer Complaints as of July 21, 2016

TURN OF THE HEATER. ALSO I HAVE NOTICED THAT THE BRAKES SQUEAL AND I ONLY HAVE 10,300 MILES. I HAVE ALSO NOTICED THAT THE NEEDLES ON THE GAUGES IN THE DASH TEND TO TWITCH RADICALLY WHEN I TURN THE VEHICLE OFF SOMETIMES. THEN AT TIMES THE CAR WHEN TURNED ON WILL START TO ACT AS IF IT WAS TO SHUT OFF AND THE LIGHTS WOULD ALL DIM AND THEN IT WOULD STABILIZE. IT HAS DONE THAT ON THE HIGHWAY MAKING STEERING DIFFICULT AT TIMES. THE ENGINE AS WELL HAD MADE KNOCKING NOISES TO ITS BEEN AN OFF AND ON THING. *TR BEREA

OH Failure Date: 07/08/2010

6 10335112 2010 CHEVROLET COBALT Electrical TL*THE CONTACT OWNS A 2010 CHEVROLET COBALT. WHILE DRIVING AT APPROXIMATELY 30-40 MPH, THE LIGHTS ON THE INSTRUMENT PANEL ILLUMINATED AND THE VEHICLE SUDDENLY STALLED. THE CONTACT PUSHED THE VEHICLE TO THE SIDE OF THE ROAD AND HAD IT TOWED TO AN AUTHORIZED DEALERSHIP. THE DEALER REPLACED THE BATTERY AND THE ALTERNATOR. ON ANOTHER OCCASION, THE ANTENNA FELL OFF WHILE THE CONTACT WAS DRIVING. THE INSTRUMENT PANEL ALSO BECAME WARPED AND HAD A GAP. THE CONTACT ALSO STATED THAT THE CUP HOLDER BROKE OFF AND SHE WAS AFRAID THAT HER CHILD WOULD PUT HER HAND IN THE AREA WHICH WAS ON TOP OF THE SHIFTER. THE CONTACT ALSO STATED THE BRAKES SOUNDED LOUD. THE VEHICLE HAD NOT BEEN REPAIRED AT THE TIME OF THE COMPLAINT. THE FAILURE MILEAGE WAS APPROXIMATELY 500. THE CURRENT MILEAGE WAS APPROXIMATELY 6,800. GARDEN GROVE

CA Failure Date: 03/17/2010

6 10362994 2010 CHEVROLET COBALT Electrical
ELECTRONIC DEVICES ENGAGING PASSENGER AIRBAG AND SEATBELT NOTIFICATION. WHEN I PUT AN AC ADAPTOR (LIGHTWEIGHT), OR MOST ELECTRONIC DEVICES, SOMETIMES EVEN JUST MY IPOD, ON MY PASSENGER SEAT IT THINKS A PERSON IS SITTING THERE. IF I WERE TO CRASH THIS WOULD BE A BIG PROBLEM AIRBAGS ARE EXPENSIVE, PLUS THE CAR IS ALWAYS BEEPING AT ME. I WENT TO THE DEALERSHIP WHILE MY CAR WAS

NHTSA Consumer Complaints as of July 21, 2016

UNDER WARRANTY AND THEY SAID, WELL YOU JUST CANNOT PUT IT THERE. THERE IS NOTHING WE CAN DO FOR YOU, I EVEN ASKED IF THEY COULD AT LEAST PUT A CENTER CONSOLE IN. (ANSWER: NO) I AM REPORTING THIS AS PROPERTY DAMAGE BECAUSE THEY WON'T FIX MY CAR WHICH IS OBVIOUSLY NOT FUNCTIONING CORRECTLY, THEN LET ME DRIVE OFF WITH AN UNSAFE CAR. SO BE CAREFUL WITH PUTTING YOUR ELECTRONICS ON YOUR PASSENGER SEAT IT COULD MEAN TOTALING YOUR CAR, AIRBAGS ARE EXPENSIVE. ALSO MY COBALT DOES NOT HAVE A CENTER CONSOLE SO THERE IS NO WHERE ELSE TO PUT MY ELECTRONICS, WHICH TO ME SEEMS LIKE I BOUGHT A DAMAGED VEHICLE. I CANNOT USE THE FUNCTIONS IT IS SUPPOSED TO HAVE, LIKE THE AUX INPUT, BECAUSE I HAVE NOWHERE TO PUT THE MP3 PLAYER WITHOUT ACTIVATING THE PASSENGER SEAT ALARM/AIRBAG. BE CAREFUL AND HELP ME COMPLAIN. THIS IS VERY SHADY, ALSO RIGHT AFTER I GOT MY CAR THEY (THE CHEVY DEALERSHIP) ACKNOWLEDGED MY COBALT WAS PART OF THE AFFECTED "UNINTENDED ACCELERATION" CARS, NOW THERE IS NOTHING ABOUT IT ANYWHERE. THEY SAID THEY WOULD CALL ME WHEN THEY HAD A FIX FOR IT, AND YET I WAS NEVER CONTACTED AND I JUST GOT CONTACTED ABOUT MY POWER STEERING RECALL WITH NO MENTION OF THE OTHER PROBLEM THEY HAD PREVIOUSLY ACKNOWLEDGED, AFFECTED MY CAR. I DON'T THINK THERE IS COINCIDENCE RECALLS ARE CONTROLLED BY THE SAME PEOPLE THAT CONTROL GM, THE GOVERNMENT. IT TOOK GM 5 YEARS TO START FIXING THIS POWER STEERING PROBLEM, THINK TWICE BEFORE BUYING GENERAL MOTORS, YOU ARE REALLY BUYING GOVERNMENT MOTORS, AND YOU ARE PROTECTED BY THEIR WONDERFUL RECALL COVERUP PROGRAM. *TR
CHESTERFIELD MO Failure Date: 03/01/2010