


Vehicle # 452CR58W1Y4944393

 <p><b>DOT Auto Safety Hotline</b></p> <p><b>Vehicle Owner's Questionnaire</b> To Report Vehicle Safety Defects 1-888-DASH-2-DOT (1-888-327-4236) <b>2003 MAY -7</b> INTERNET: www.nhtsa.dot.gov/hotline</p>		<p>FOR AGENCY USE ONLY 1374</p>	
<p>U.S. Department of Transportation National Highway Traffic Safety Administration</p>		<p>Date Received 04 18 2003</p>	<p>Repository <input type="checkbox"/></p> <p>Reference No. 10015997</p>
<p><b>OWNER INFORMATION (Type or Print)</b></p>			
<p>Name</p>		<p>Daytime Telephone Number</p>	<p>E-mail Address</p>
<p>Address</p>		<p>Evening Telephone Number</p>	
<p>City ATHENS</p>	<p>State AL</p>	<p>Zip Code</p>	
<p>Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? In the absence of an answer, we will use the name or address to the vehicle manufacturer.</p> <p>Signature of Owner _____ Date: 4/18/03 <i>yes</i></p>			
<p><b>VEHICLE INFORMATION</b></p>			
<p>Vehicle Identification Number 452CR58W1Y4944393</p>		<p>Make ISUZU</p>	<p>Model RODEO</p>
		<p>Model Year 2000</p>	
<p>Date Purchased July 2000</p>	<p>Dealer's Name and Telephone Number Century Buick+Isuzu 256-536-3800</p>		<p>Engine: No: Cylinders 6</p>
<p>Original Owner <input checked="" type="checkbox"/></p>	<p>Dealer's City Huntsville, AL</p>	<p>State AL Zip Code 35816</p>	<p>Fuel Type: 87 octane</p>
<p>Transmission Type Auto</p>	<p><input checked="" type="checkbox"/> Antilock Brakes <input checked="" type="checkbox"/> Cruise Control</p>	<p>Powertrain</p>	<p>Vehicle Component Code 030000 SERVICE BRAKES, HYDRAULIC</p>
<p>Multiple Failure: 2 3</p>			
<p><b>FAILED COMPONENT(S)/PART(S) INFORMATION</b></p>			
<p>Incident Date(s) 07/3/00 past 8 months</p>	<p>Failure Mileage 30,000 mi</p>	<p>Failure Speed approx. 30 mph</p>	<p>Brakes</p>
<p><b>ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE</b></p>			
<p>Tire Make Bridg</p>	<p>Tire Model (Name or Number)</p>		<p>Tire Size (Example P215/65R15)</p>
<p>DOT No. (Example: DOTM19ABC036)</p>	<p><input type="checkbox"/> Original Equipment <input type="checkbox"/> Prior Repair</p>	<p>Failure Location:</p>	
<p>Tire Component Code</p>		<p>Tire Failure Type</p>	
<p><b>ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE</b></p>			
<p>Make:</p>	<p>Date Manufactured:</p>	<p>Model No./Name:</p>	
<p>Seat Type:</p>	<p>Installation System:</p>		
<p>Child Seat Component Code:</p>		<p>Failed Part:</p>	
<p><b>APPLICABLE INCIDENT INFORMATION</b> (Please describe in detail the incident(s), failure(s), crash(es), and injury(ies).)</p>			
<p>Crash <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Fire <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p>	<p>Number of Persons Injured None</p>	<p>Number of Deaths None</p>
			<p>Reported to Police N</p>
<p>Narrative Description of Incident(s), Crash(es), and Injury(ies). Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e. parts repaired or replaced (and if old part is available).</p>			
<p>THE BRAKES FAILED ON 2 SEPARATE OCCASIONS. *JB 1<sup>st</sup> incident: I was on a gravel road making a turn to park vehicle to go hunting - applied brakes - didn't stop completely - made a clicking sound; traveling approx. 20 mph. 2<sup>nd</sup> incident: going approx. 30 mph - spotted a turn I wanted to make - applied brakes suddenly - didn't stop - missed turn - brakes made a clicking sound, later they were O.K. 3<sup>rd</sup> incident: 4 weeks ago: approaching a red light - it was yellow</p>			
<p>Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY</p>			
<p><small>The Privacy Act of 1974 (Public Law 93-579) This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.</small></p>			

Narrative Description of Incident(s), Failure(s), Crash(es), and Injury(ies)

- I applied brakes suddenly - brakes failed as I went through a red light - made a squeaking sound. They worked perfect at the next intersection and have since then.

#2 + #3 incidents were one paved roads - dry.

Of course, I don't agree with Mr. Dennis Morgan's color consultation and his analysis.

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department of Transportation

National Highway Traffic Safety Administration

401 Seventh St., S.W. Washington, D.C. 20590

Official Business Penalty for Private Use \$300



NO POSTAGE NECESSARY IF MAILED IN THE UNITED STATES

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U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Office of Defects Investigation, NVS-216  
400 7th Street, SW  
Washington, DC 20590



**VEHICLE  
OWNER'S  
QUESTIONNAIRE**

**DOT AUTO SAFETY HOTLINE**

TO REPORT VEHICLE SAFETY DEFECTS  
COMPLETE THIS FORM  
OR

**DASH2DOT**

and dial toll free at

**1-888-DASH-2-DOT**

**1-888-327-4238**

DOT Auto Safety Hotline  
(DASH) 2 DOT



U.S. Department of Transportation  
National Highway Traffic Safety  
Administration  
http://www.nhtsa.gov/govaffairs

Traffic  
safety  
adm.



4-28-03

The dealership did look for the problem - adjusted the rear brakes and concluded that: I don't have a brake problem. They claim antilock brakes do this under certain conditions.

(???) I'm afraid of the vehicle. We may trade the vehicle for a new one soon. I'm telling each potential dealership about the possible problem.

I've enclosed their worksheet and a copy of their District Rep's conclusion. (This same rep told us 2 years ago that the vibration I felt at 70 mph was normal also.) (I realize that's not your concern though.)

Respectfully,



April 16, 2003

Athens, Al

As per our conversation on April 14, 2003.

Based on Century Isuzu's inspection of the Anti Lock Brake System on your vehicle, Vin# 4s2ck58w1y4344393, their findings indicated no codes. Also, the memory function of the system was verified and working properly. The mechanical function of the braking system was also inspected. This was done after Randy Alexander, Service Manager, notified me of the concern. I immediately contacted our Field Service Engineer and made him aware of you and the dealerships concern. In our discussion, we decided, the rear brakes could be out of adjustment, causing premature engagement of the Antilock Brakes. The rear brakes were adjusted and the vehicle was returned to you.

You described three events that have happened in the last couple of months. The first two, on an uneven road surface, dirt and gravel, in a turn, the antilock brakes engaged. Based on the description of the events, I have to ascertain, this was a normal function of design. The last event occurred after the rear brake adjustment was performed. This event could be explained by oil residue, exhaust condensation, or a/c condensation. You stated you did not see anything, but these things are not something you would be looking for, paying attention to traffic. I was not there, so I can not make that call.

Based on the electrical and mechanical inspections made by Century Isuzu, the descriptions of the events described by you and your husband, I feel, you felt the antilock brake system engage in a normal fashion.

Dennis Morgan  
ZSPM, Isuzu Motors of America

**THE ATTACHMENTS TO THIS  
DOCUMENT HAVE BEEN REMOVED  
TO PROTECT UNWARRANTED  
INVASION OF PERSONAL PRIVACY  
PURSUANT TO EXEMPTION 6 OF  
THE FREEDOM OF INFORMATION  
ACT (FOIA), 5 U.S.C. 552(b)(6).**