

Narrative description of incident(s), failure(s), crash(es), location(s), and injury(ies). Include additional accidents if applicable.

There have been too many various incidents to actually list the dates. Mileage between 36K and 45K. Basically, after applying the brakes any speeds from 35mph or less; the brakes ~~are~~ would always somehow release and the truck would continue to go. We have heard of many truck owners with this year, make, model having the same problem. Moreover, please see the enclosed newspaper article.

Also, after attending a recent seminar related to my line of work - Automobile industry - footage was displayed regarding numerous fires of these cherry 1998 truck ~~etc~~ due to faulty wiring in the electric seats. Please send me further info on this safety feature.

Continue on additional page if necessary.

Describe any additional incidents. (Include date and mileage)

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.

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Unexpected anti-lock brakes can be unsafe

Dear Tom and Ray: My 1998 Chevrolet pickup's anti-lock brake system activates on dry pavement at a slow, gradual stop 75 percent of the time. I know of four others in town with the same problem. Just before the complete stop, it feels like the brakes aren't catching. A local mechanic said the brakes are fine mechanically and there was no readout on the computer. He said another '98 came in with the same problem.

— John
Tom: It's not a complaint we've heard. And General Motors had nothing on how to fix it.



TOM AND RAY MAGLIOZZI

CLINK & CLACK
Contact them at King
Features, 236 E. 45th St.,
New York, NY 10017.
In e-mail, visit the Car
Talk section at:

www.car-talk.com

Ray: I have two guesses for you, John. In 1998, the Chevy pickup had four-wheel anti-lock brakes, with discs on the front wheels and drums on the rear. Drum brakes are grabby.

Tom: Drum brakes get even grabbier when they're exposed to moisture. So if you live in a

wet climate, moisture could be causing your rear brakes to grab, which would kick in the ABS.

Ray: The problem would be worse after the truck sat, and would get better the longer you drove it.

Tom: Since all the complaints you're reporting are from your own town, there could be an environmental factor at work.

Ray: Another possibility is that an ABS sensor is bad.

Tom: Here's how your mechanic should check the sensors. With the car up on the lift, hook up an oscilloscope to each one. Then spin that wheel. The sensor's electronic signal should

show up as a wave form on the oscilloscope. A form that looks different means a bad sensor.

Ray: If this continues, you should file a complaint with the National Highway Traffic Safety Administration, since this sounds like a safety issue.

Dear Tom and Ray: I live in Vermont. During the winter, a car might be encrusted with a to 3 inches of salt-laden, icy mush. I have heard that parking such a vehicle in a heated garage turns the mush to a warm, salty liquid and accelerates rusting. I am an architect, and several clients have requested radiant heating

slabs for their garages. Is this good or bad?

— John

Ray: It's good for the rust — i.e., bad for the car. When the salty ice melts, it accelerates the chemical reaction that eventually turns a car into something my brother might drive.

Tom: Generally speaking, chemical reactions slow down as temperatures drop. By letting that salty ice stay frozen, you are, in effect, suspending the process until you can clean the car.

Ray: But rust is not everybody's foremost concern. These people want heated garages so they can get in an unfrozen car

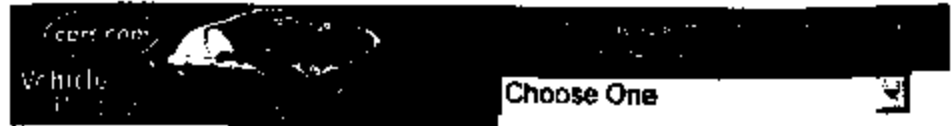
in the morning and have to be blowing on their toesies before they spend 10 miles shivering.

Tom: If they can afford heated garages, maybe they plan to rid of their cars before rust is an issue.

Ray: Since you're obviously dealing with high-end clients and since you probably get paid a percentage of construction costs — you should up-sell.

Tom: Tell them you can't recommend heated garages unless they install built-in, under-floor high-powered car-wash jets to spray off the salt each night.

Ray: Then sell them the best car-wash wax dispenser!



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Dear Tom and Ray:

My 1998 Chevrolet pickup seems to have a defect as far as the anti-lock brakes go. The system activates on dry pavement at a slow, gradual stop 76 percent of the time. I know of four other people in the same town who are experiencing the same problem, one of whom is a mechanic. When the dealerships have been approached, they claim to have no information about this. Also, I notice that just before the complete stop is made, it feels like the brakes aren't catching, and almost a releasing sensation is experienced. I have taken it in to a highly respected local mechanic for a thorough inspection, and he said that mechanically, the brakes are fine and there was no readout on the anti-lock-brake computer. He cleaned dust from the wheel sensors. He said another '98 has since come in and is doing the same thing, and there seems to be no remedy. Can you tell me what the problem is, if there have been other complaints and if there are any new recalls? — John

Tom: Well, it's not a complaint we've heard before about Chevys with four-wheel ABS. And unfortunately, General Motors had nothing to offer us on how to fix it, either.



Ray: I have two guesses for you, John. But keep in mind that they are just that: guesses. In 1998, the Chevy pickup had four-wheel anti-lock brakes, but it had discs on the front wheels and drums on the rear wheels. And drum brakes are notoriously grabby.



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Tom: You don't say where you live, John, but drum brakes get even grabbier when they're exposed to moisture. So if you live near the ocean or in a particularly wet climate, moisture could be causing your rear brakes to grab, which would kick in the ABS.

Ray: If this were the case, the problem would be worse after the truck sat for a while, especially overnight, and would get better the longer you drove it.

Tom: And since all of the complaints you're reporting to us are from your own town, there could be an environmental factor, like moisture, at work here.

Ray: Another possibility is that one of your ABS sensors is bad. You say that one of the mechanics checked for an ABS code in the computer, but the computer doesn't always pick up on every problem.

Tom: Here's how your mechanic should check the sensors. With the car up on the lift, hook up an oscilloscope to each sensor, one at a time. Then spin that wheel. The electronic signal from the ABS sensor should show up as a wave form on the oscilloscope. And if one of the wave forms looks different from the other three, that's your bad sensor.

Ray: If you continue to have no luck, you should go ahead and file a complaint with the National Highway Traffic Safety Administration, since this sounds like a safety issue to me.

Tom: You can do that from our Web site, the Car Talk section of www.cars.com, or by phone at (800) 424-9393. If NHTSA gets enough complaints about a single safety issue, it can open an investigation, which could lead to a recall. Good luck, John.

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It's amazing how many bad driving habits and wacky theories have been passed down from generation to generation! Tom and Ray set the record straight in their booklet "Ten Ways You May Be Ruining Your Car Without Even Knowing It!" To order, send \$3 and a stamped (80 cents), self-addressed,

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