

H. LENZ
20632 Y AVENUE

SUMNER, IA 50674

U.S. Department
of Transportation
National Highway
Traffic Safety
Administration

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET: www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100083

Date Received
SEP 23 AM 12:05
26-AUG-2003

Repository ☐

Reference No.
10037644

OWNER INFORMATION (Type or Print)

Name
Address
City SUMNER State IA Zip Code

Daytime Telephone Number
Evening Telephone Number
E-mail Address

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle?
In the absence of a signature, address to the vehicle manufacturer.
Signature of Owner YES ☒ NO ☐
Date 6/5/03

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side
2GFDG14H7F1529330
Make GMC Model 1500 Model Year 1995
Date Purchased 10-DEC-96 Dealer's Name and Telephone Number Private citizen
Engine: 8 No. Cylinders 8 Fuel Type: Gas
Original Owner ☐ Dealer's City State Zip Code
Transmission Type AUTOMATIC ☒ Antilock Brakes ☒ Cruise Control Powertrain turbo automatic
Vehicle Component Code 033210 SERVICE BRAKES, HYDRAULIC: POWER ASSIST: HYDRAULIC:
Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) 29 Aug 03 Failure Mileage 55-0 Failure Speed power/hydraulic brake hose from tubing to caliper.

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make Tire Model (Name or Number) Tire Size (Example P215/65R15)
DOT No. (Example: DOTM15ABC036) ☐ Original Equipment ☐ Prior Repair Failure Location:
Tire Component Code Tire Failure Type

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make: Date Manufactured: Model No./Name:
Seat Type: Installation System:
Child Seat Component Code: Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), condition(s), and injury(ies).)

Crash ☐ Yes ☒ No Fire ☐ Yes ☒ No Number of Persons Injured Number of Deaths Reported to Police N

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).

CONSUMER CALLED COMPLAINING ABOUT HYDRAULIC BRAKE PROBLEMS. ALSO, LEFT FRONT WHEEL WAS GIVING PROBLEMS WITH THE BRAKES, WAS SMELLING FUNNY, AND THE STEERING WHEEL WAS PULLING TOWARDS THE LEFT. CONSUMER TOOK THE WHEEL OFF, AND THE PROBLEM WAS THE HOSE FROM THE HYDRAULIC BRAKES. MANUFACTURER OR DEALER WERE NOT CONTACTED AT THE TIME OF THIS CALL. "AK Age and Heat may have caused the hose to expand INWARD (because of the clamp/support around it) because it couldn't expand outward, which would shut off the normal flow of brake fluid. The vehicle didn't brake evenly for 3 years prior to this major problem, but now with new hoses and loosened clamps, it now brakes evenly. I also have a 76 chev series 10 and a 79 series 10 Chev. which also have the same kind of hoses. I went at them with a screwdriver to slightly open up that "clamp" so as to relieve any "pinch" effect. SEE ENCLOSED ADDITIONAL PAPER I'M SENDING.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY.

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.

from the ground, and only about \$20. It cost \$30. I was driving about 4 miles north of Oelwein, I smelled asbestos. Stopped and looked once, and went another mile and it got stronger so I turned off onto a gravel road and cut my speed to 20 M.P.H., and I was pulling to the left. Stopped again and there was smoke coming out of my left front brake. I think I nearly had it on fire! I took the tire off and tapped around on the caliper trying to make it release. A man came along and offered me a ride home, so I put the tire back on and drove my pick up to a near farm to leave it overnight. Next morning I came down with tools and a good jack, but the brake was released by then. I drove it home going about 20 M.P.H., and using the main brakes, but only emergency brakes. I went into it and FOUND my problem. The brake hose has a "support" in the middle, but that support was/is clamped around the hose to cause a "pinch" effect. I cut it in short pieces, and it's the only part I cannot blow air through. The power brake system would have power enough to force fluid one way to apply the brake, but nothing to force it back to "release", and I think the heat had something to do with the rubber hose on that day. It was HOT! I never had such a problem with brakes, but didn't have that center support/clamp/pinch on the brake hoses in my old cars of years ago. I got new hoses for my 85, and doctored up those center support/clamp's so they don't pinch the hoses. I should let the automotive hotline know about that DEFECT in manufacturing. I bet there were some fires and brake failures caused from that in the millions of vehicles I'd suspect there were/are more such failure on the Chev and GMC pick up trucks of that era. I probably happened to get one that was "pinched" a little more than normal. Maybe there should be a re-call, or at least let the manufacturer/s know about the problem/failure/s.

Sincerely