



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 231

Date Received 10
12-JAN-2004

Repository ☐

Reference No.
10053780

OWNER INFORMATION (Type or Print)

Name _____
Address _____
City LITTLE ROCK State AR Zip Code _____

Daytime Telephone Number _____ E-mail Address _____

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ YES ☐ NO
In the absence of an authorized signature, this report will NOT be forwarded to the manufacturer.
Signature of Owner _____ Date 02-05-2004

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side _____
Make CHEVROLET Model TAHOE Model Year 2001
Date Purchased _____ Dealer's Name and Telephone Number _____
Engine: No. Cylinders 8 Fuel Type: GAS
Original Owner ☒ Dealer's City HOT SPRINGS, AR State AR Zip Code _____
Transmission Type AUTOMATIC ☒ Antilock Brakes Powertrain _____
☐ Cruise Control Vehicle Component Code 098000 SERVICE BRAKES, HYDRAULIC:ANTILOCK
Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s) _____ Failure Mileage _____ Failure Speed _____

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: 3MTMALBABC038) ☐ Original Equipment Prior Repair _____ Failure Location: _____
Tire Component Code _____ Tire Failure Type _____

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Name: _____ 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), crash(es), and injury(ies).)

Crash ☐ Yes ☒ No Fire ☐ Yes ☒ No Number of Persons Injured 0 Number of Deaths 0 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).

WHILE TRAVELING AND DEPRESSING THE BRAKES THEY WOULD MAKE A NOISE, WHEN APPLYING THE EMERGENCY BRAKE ON INCLINE BRAKES WOULD NOT HOLD. *AK

- 1) squeaking started at 35K-40K miles; as early as 20K miles I noticed emergency brake would not hold vehicle on incline well.*
- 2) No failure occurred; emergency brake is almost never used.
- 3) Problem reported to Chev main office-complaint department as a defective design, or latent manufacturing defect. They offered to pay cost of repair by 50%, but I never received a \$65 diagnosis fee. (over)

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.

* See explanation of "well" on back, at *.

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

I argued with Chevrolet that the problem started at 20K or maybe sooner; there was no reason for the emergency brake to be worn out on this vehicle when the "regular" brakes were described by Stuart Brake Shop and Bob Chevrolet as being "almost like new" at 52,000 miles. When I noticed "weakness" in emergency brake, I should have made a big issue of it. I thought the cable just needed adjusting and this could be done at a regular visit for an oil change. I kept forgetting about the emergency brake since I never use it. Then at 52K miles, I had an obvious problem. At 20K, the emergency brake would hold the truck on a slight slope, but with a hard boat trailer attached, it would roll. This could cause a reasonable person to think then every brake works but, when they put a trailer on truck, it could fail with bad consequences. This is a "hidden and deceptive" endangerment to the public and needs addressing to see if others w/ Talco's have same problem - means defective design or if it is only me - many defective manufacturers of my truck. I have heard this is common in all Talco's, Yukons, and Suburbans w/ this emergency brake design.

U.S. Department of Transportation

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

Official Business
Penalty for Private Use \$300

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

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**VEHICLE
OWNER'S
QUESTIONNAIRE**

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TO REPORT VEHICLE SAFETY DEFECTS
COMPLETE THIS FORM
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DASH2DOT

and dial toll free at

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