

3/22/05

GREEN LANE, PENNSYLVANIA

PLEASE SEND ANY REPLY TO:

BLUE BELL, PA.

7:51

10117761

To whom it may concern:

DEAR SIRs,

IS ANYONE ELSE OUT THERE, AWARE THAT THE ORIGINAL COMPOSITE (CAST IRON & STEEL) FRONT BRAKE ROTORS ON "98" TAHOE'S CAN SEPARATE UNDER NORMAL BRAKING CONDITIONS, WITHOUT WARNING!?

ROTORS WERE WELL WITHIN DISCARD TOLERANCE AND PA. STATE INSPECTED @ Wk. PREVIOUS. DO NOT BELIEVE MANY, IF ANYONE IS LOOKING FOR THIS CONDITION?

CONTACTED CHEVROLET @ CUSTOMER ASSIST CENTER, WAS TOLD THIS WAS DUE TO AGE AND OR WEAR. I DO NOT BELIEVE THIS IS THE CAUSE OF SEPARATION. THIS ROTOR FAILED AT THE POINT THE STEEL HUB SECTION WAS ATTACHED TO THE CAST-IRON SECTION, AND BLEW APART.

FRONT BRAKE ROTORS, UNDER NO CIRCUMSTANCE, ARE EVER SUPPOSED TO SEPARATE!

MM  
4/1/05

I FIND IT HARD TO BELIEVE THAT CHEV. ENGINEERING DEPARTMENT WOULD PUT THIS

TYPE OF ROTOR ON SUCH A HEAVY VEHICLE.

REQUESTED AN ENGINEERING REPORT ON HOW THESE ROTORS ARE ASSEMBLED AND TO SPEAK WITH SOMEONE WITH A TECHNICAL BACKGROUND.

BOTH OF MY REQUESTS WERE DENIED BY CHEV. CUSTOMER ASSIST. CENTER.

THEY WOULD NOT ANSWER MY QUESTIONS NOR PROVIDE ME WITH ANY INFORMATION.

WAS TOLD; THERE IS NO ONE ELSE I COULD TALK TO ABOUT ROTOR SEPARATION.

SOMEONE WHO IS IN A POSITION TO MAKE OTHERS AWARE THAT THIS CAN HAPPEN, WITH NO WARNING, NEEDS TO BE NOTIFIED.

PLEASE ADVISE:

SEE BACK →

Thank you,

Respectfully,

*John M. [Signature]*

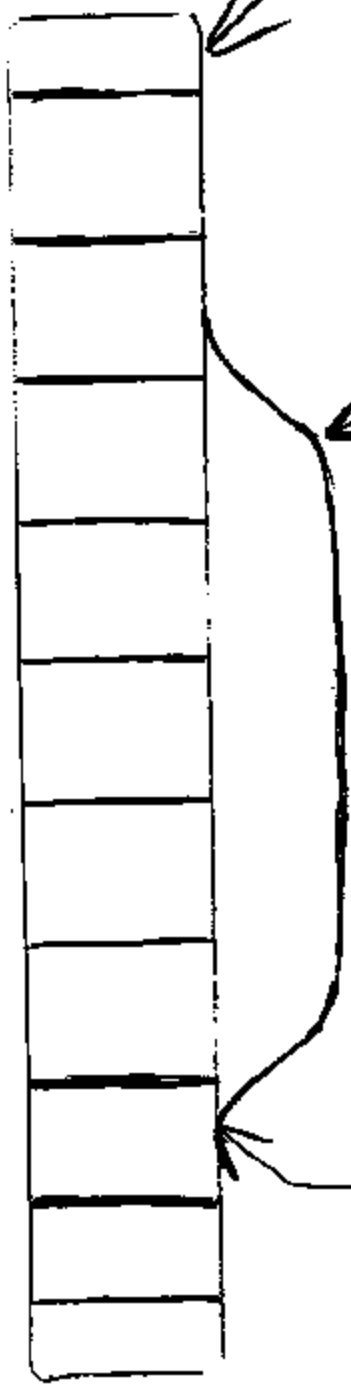
HOME 215) 646-6085 AFTER 7:00 PM. EST.

WORK 215) 355-8330 7:30-5:00 PM EST. #1A MACHINE

CAST-IRON Pad clamping  
SECTION  
SEPARATED  
FROM

STEEL HUB SECTION.

POINT OF SEPARATION.



-Composite Rotor.-