



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 100148

Date Received

19-MAY-2005

Repository ☐

Reference No.

10121401

OWNER INFORMATION (Type or Print)

Name

Address

City

GREENFIELD

State

OH

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 authorization, NHTSA WILL NOT provide your name or address to the vehicle manufacturer.

Signature of Owner

Date

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

1GNEH3AKG

Make

GMC

Model

TAHOE

Model Year

1999

Date Purchased

25-APR-98

Dealer's Name and Telephone Number

Gusweiler's Chevy 740-335-2200

Engine:

No. Cylinders 8

Fuel Type:

Gas

Original Owner

☒

Dealer's City

WASHINGTON C.H.

State

Ohio

Zip Code

43160

Transmission Type

AUTOMATIC

☒ Antilock Brakes

☒ Cruise Control

Powertrain

4 WHEEL DRIVE

Vehicle Component Code

180000 VEHICLE SPEED CONTROL

Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)

01-APR-2005

Failure Mileage

50000

Failure Speed

10

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: DOTM19ABC036)

☐ 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), crash(es), 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 STATED WHILE BRAKING AT SLOW SPEEDS THE VEHICLE LUNGED FORWARD. *JB

- AT slow speeds (under 10 MPH) the vehicle's ABS makes a "whining" noise AND the brake pedal crunched towards the floor board!! The vehicle LUNGES FORWARD and doesn't stop at slow speeds. I had everything replaced ONCE AND the mechanic SAID the entire ABS system looked "corroded". IT IS NOW doing the same thing as it did before AND I Feel there is something wrong in the ABS or parts that may lead to an accident. ATTACHED is a bill of

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.

the repairs from the first problem.

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

- Please look into this matter because there is something mechanically wrong with the system on my Tahoe. This is NOT normal brake wear. Because I have my Tahoe serviced regularly!! You can call me anytime for more information or to test my vehicle. Thanks

ATTACH ADDITIONAL SHEETS IF NECESSARY

U.S. Department
of Transportation

National Highway
Traffic Safety
Administration

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

Official Business
Penalty for Private Use \$300



BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO 73173 WASHINGTON, D.C.

POSTAGE WILL BE PAID BY NATL. HWY. TRAFFIC SAFETY ADMIN.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation, NVS-218
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**



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Antilock Brake System: Description and Operation

ABS System Operation

ABS INDICATOR LAMP OPERATION

The system uses an amber ABS indicator lamp in the instrument cluster in order to show system operation and malfunctions.

NORMAL LAMP OPERATION

A bulb check occurs each time the ignition switch is turned to the RUN position. The ANTILOCK and BRAKE lamps should turn on, remain on for about two seconds, then turn off. The ABS indicator lamp also indicates system malfunctions. When the Electronic Brake Control Module (EBCM) detects a malfunction in the system, the EBCM turns the ANTILOCK and sometimes the BRAKE lamp on. The lamp may remain on or turn off depending on the malfunction. In order to determine the specific cause of the malfunction, refer to ABS Diagnostic System Check. See: Testing and Inspection.

TIRES AND ABS

Correct tire size, proper inflation, accurate alignment and even wear are needed for good brake performance. These items are essential for proper ABS performance.

SPARE TIRE

Use of the spare tire supplied with the vehicle will not affect the performance of the system.

REPLACEMENT TIRES

If the replacement tires are not the same size as the original tires, you must change the tire size calibration within the EBCM using a Scan Tool. Refer to Tire Size Calibration portion of ABS System Description. Failure to change the tire calibration when replacing the original tires with a different size tire can affect the performance of the ABS.

SELF-TESTS

The ABS performs the following two system self-tests:

- The first self-test is performed when the ignition is turned to RUN. Both the ABS indicator lamp and the BRAKE warning lamp will turn on for 3 seconds, then they will turn off. This test confirms correct operation of the EBCM and the lamps. If one of the lamps remains on, either the ABS or the base brake system will require service.
- The second self-test is performed when the vehicle reaches a speed of greater than 3 mph. At this time the internal EBCM relay, six solenoid coils and Brake Pressure Modulator Valve (BPMV) pump motor are cycled and checked for shorts/opens. The BPMV pump will make a slight sound when this function occurs.

NORMAL BRAKING MODE

Refer to Normal Braking Mode in BPMV Hydraulic flow Chart.

During normal braking, pressure is applied through the brake pedal. Fluid travels from the master cylinder (2), through the combination valve (3) and into the BPMV (15). Once in the BPMV, the fluid travels through the normally-open isolation valves (4, 6 and 14), through the normally-closed dump valves (7, 10 and 13) and out into the brakes 8 and 11).

During normal braking, the pumps (5 and 16) are not turned on. The low pressure accumulators and attenuators (9 and 12) are empty. Only residual pressure is stored in these accumulators and attenuators.

The EBCM constantly monitors wheel speed sensor inputs for rapid deceleration. If the ABS becomes disabled for any reason, the driver will always have base brakes. The normally-open isolation valves and normally-closed dump valves will remain in these positions in order to allow normal fluid pressure to the wheels.

ABS will not operate without wheel slip. The vehicle must be going at least 13 km/h (8 mph) in order to begin ABS operation.

ABS BRAKING MODE

The ABS will monitor the three-wheel speed sensors and control the hydraulic pressure changes at each wheel until the vehicle has come to a complete stop or until the driver has released the brake pedal. The system operates through the following process:

1. Pressure isolation/maintain
2. Pressure decrease
3. Pressure increase
4. Brake release (fluid return)

SEQUENCE OF EVENTS

1. With the vehicle at 13 km/h (8 mph) or greater, the driver depresses the brake pedal.
2. The wheel speed begins to decrease as the master cylinder pressure and brake pressure increase.

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).