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 100146	
Date Received	Repository ☐
11-JUL-2005	Reference No. 10128378

OWNER INFORMATION (Type or Print)

Name	[redacted]	Daytime Telephone Number	E-mail Address
Address	[redacted]	[redacted]	
City GLENVILLE	State NY	Zip Code [redacted]	

Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? ☒ YES ☐ NO
In the absence of a[redacted]ress to the vehicle manufacturer.
Signature of Owner [redacted] Date 6/30/05

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side	Make	Model	Model Year
1GKEK13Z02R227067	GMC	YUKON	2002

Date Purchased	Dealer's Name and Telephone Number			Engine:	Fuel Type:
14-FEB-02	NAVELLI GMC			No. Cylinders 8	Gas
Original Owner ☒	Dealer's City ROME	State NY	Zip Code		

Transmission Type		Powertrain	Vehicle Component Code
AUTOMATIC	☒ Antilock Brakes ☒ Cruise Control	4 WHEEL DRIVE	036000 SERVICE BRAKES, HYDRAULIC:ANTILOCK Multiple Failure: 1

FAILED COMPONENT(S)/PART(S) INFORMATION

Incident Date(s)	Failure Mileage	Failure Speed	
01-FEB-2005	29000	5	

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: DOTMAL9ABC036)	☐ 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	Fire	Number of Persons Injured	Number of Deaths	Reported to Police
☐ Yes ☒ No	☐ Yes ☒ No	0	0	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).

DT: 2002 GMC YUKON, THE VEHICLE'S FRONT WHEEL SPEED SENSOR CORRODED. WHEN THE BRAKES WERE APPLIED, WHILE THE VEHICLE WAS TRAVELING AT SPEEDS GREATER THAN 3.7 MPH, BUT LESS THAN 10 MPH, THE CORROSION CAUSED THE ABS TO ACTIVATION. IF THIS WERE TO OCCUR WHERE STOPPING DISTANCE IS LIMITED A CRASH MAY OCCUR. VEHICLES HAVE A CONDITION PERMITTING CORROSION TO OCCUR BETWEEN THE FRONT HUB-BARRING ASSEMBLE IN THE WHEEL SPEED SENSOR. THIS IS THE EXACT PROBLEM THAT THE CONSUMER IS EXPERIENCING WITH HIS VEHICLE. IT IS ALSO, THE SAME INFORMATION THAT IS INCLUDE IN A MANUFACTURES RECALL IN THE NATION OF CANADA. RECALL DATE JAN. 25, 2005 PRODUCT SAFETY RECALL I.D. 04094 AND THE DOCUMENT I.D. 1587153. CONSUMER HAD TAKEN THE VEHICLE TO DEALER THEY SAID THAT THEY WOULD NOT REPAIR THE VEHICLE UNLESS THE HE PAID FOR THE REPAIR OUT OF POCKET. THEY DEALER ALSO TOLD THE CONSUMER ABOUT THE RECALL IN CANADA. THE CONSUMER HAD CONTACTED THE MANUFACTURE, WHICH TOLD HIM THAT THEY WOULD NOT DO ANYTHING ABOUT IT BECAUSE THE RECALL IS IN CANADA. THE CONSUMER HAD TAKEN IT TO THE FOLLOWING THREE DEALERSHIPS: DENOOYER CHEVEROLET 518-458-7700, DEPAULA CHEVEROLET 518-489-6551, GOLDSTEIN GMC 518-869-2291, ALL THREE ARE LOCATED IN ALBANY, NEW YORK. CONSUMER ALSO, FOUND A NHTSA ACTION NO. PE05020 THAT IS VERY SIMILAR TO HIS COMPLAINT. *NM

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice. ATTACH ADDITIONAL SHEETS IF NECESSARY

[redacted]

Wednesday – August 3, 2005

GMC Point of Contact
SR# 1-348259565

Initial Contact (week of 7/18/05):

Sharonerea King (866) 952-4328 ext 57642
She was unable to assist with my claim under warranty despite Canadian recall.

Follow-up call (8/2/05)received from:

Tasha Clarke – GM Cust Relations
(866) 952-4368 ext 58807

Unable to connect with her at the time of this note.

The eBearing News
May 31, 2005

Hub Assembly ABS Sensor Investigation Hits 1.3 Million GM Trucks

The U.S. National Highway Traffic Safety Administration has initiated an investigation (NHTSA PE05020) of the front wheel bearing hub assemblies on 1.3 million General Motors pickup trucks built between 1999 and 2002.

The investigation follows a recall GM conducted in several Canadian provinces over the same problem.

Like their Canadian counterparts, GM light truck owners in the U.S. have been complaining to NHTSA that the vehicles' antilock braking systems are being triggered at low speeds, rendering them unable to stop within a reasonable distance.

The trucks involved are 1999-2002 model year GM light trucks and SUVs -- Chevrolet Silverado, Tahoe, Suburban and Avalanche; GMC Sierra and Yukon; and the Cadillac Escalade.

In these light trucks, the wheel speed sensor is built into the wheel bearing hub assembly. A metal "tone ring" with a predetermined number of teeth sits between the inner and outer bearings. A Hall Effect sensor plugs into a carefully machined hole in the forging, locating it just above the tone ring.

ABS tone ring and sensor

As the vehicle's wheel turns, the tone ring teeth pass by the sensor. The gaps between the teeth trigger the sensor in direct relationship to their speed. Under braking, the anti-lock computer compares the signals from the wheel speed sensors. If it sees the wheels are locked or turning at different speeds (skidding), it triggers the ABS braking system to modulate the brakes.

Since there is no direct mechanical contact between

the tone ring and the sensor, the air gap between them must be precisely maintained or it will give false readings. The air gap in this type of system is normally in the range of 1mm.

NHTSA is investigating the likelihood that salt used on the roads in some states is working its way into the hub assembly via the sensor hole, contaminating the hub assembly, fouling the all-important air gap and corroding the sensor itself. When the gap is fouled in any way, the sensor can report a higher or lower speed than actual, or send a garbled, useless signal, any of which can confuse the ABS system into working when it should not, or not work when it should.

For example, coming to a low-speed stop, three of the wheel speed sensors may be reading 50 RPM, while the contaminated sensor reports 500 RPM. The ABS braking computer compares signals and sees this situation as a vehicle out of control, one wheel turning 500 RPM and three wheels skidding at 50 RPM. Because the purpose of the ABS system is to prevent wheel lockup and skidding, it kicks in aggressively to pulse the brakes. But when ABS triggers at too-low speeds, it significantly and unsafely lengthens what should be a simple low-speed stop.

In late 2004, GM recalled 150,000 light trucks in eastern Canadian provinces (Ontario, Quebec, Newfoundland, New Brunswick, Nova Scotia, Prince Edward Island) to address the same complaint. Hubs and sensors were tested, cleaned, and treated with zinc to inhibit future corrosion.

The text of the Canadian recall:

> A defect which relates to motor vehicle safety exists in certain 1999-2002 Chevrolet Silverado, 2000-2002 Chevrolet Tahoe, Suburban, 2002 Chevrolet Avalanche, 1999-2002 GMC Sierra, 2000-2002 GMC Yukon, Yukon XL vehicles located in Ontario, Quebec, Newfoundland, New Brunswick, Nova Scotia, and Prince Edward Island.
>
> These vehicles may have a condition permitting corrosion to occur between the front hub/bearing assembly and the wheel speed sensor. If the brakes are applied while the vehicle is travelling at a speed of greater than 6 km/h (3.7 mph) but less than 16 km/h (10 mph), the corrosion may cause an unwanted anti-lock brake system (ABS) activation. If this condition occurred where stopping distance is limited, a crash could occur.
>
> Dealers are to clean and treat the affected area, and in some cases, replace the front wheel speed sensor.

In the United States, however, GM claims the number of complaints is so small that a recall is not needed. A GM spokesman said, We are still gathering information for our response to NHTSA, but when we looked at this issue last fall, there was a significant difference in how often this issue occurred in Canada and in the U.S. We saw three incidents of this per 100,000 trucks in the U.S., versus 30 incidents per 100,000 trucks in Canada." He added, "The numbers just haven't borne out the need for a recall."

By GM's math, it would translate to 39 U.S. vehicles. Yet NHTSA's action would refute that claim. The day it opened its defect investigation, NHTSA said it had already received more than 120 complaints about the problem from U.S. owners, including 22 crashes and four injuries.

In fact, eBearing has been hearing reports about failed wheel speed sensors in GM hub

assemblies for years. In the automotive aftermarket, failed wheel speed sensors were a boon to hub assembly sales because the sensors themselves were often not available separately; the consumer had to buy an entire hub and bearing assembly even if only the sensor had failed.

The current investigation covers trucks in 20 states using salt in the winter, a swath from Minnesota and Michigan, east to Main and Virginia.

The NHTSA investigation was initiated with this notification:

> In November 2004, GM notified ODI that it was recalling approximately 150,000 model year 1999-2002 C/K model trucks in eastern Canada to correct a condition in the antilock brake system (ABS) that may result in unwanted ABS activation and increased stopping distances during low-speed brake applications. GM indicated that the condition can occur if corrosion forms under the wheel speed sensor and moves the sensor away from the integral speed-sensor toothed ring.
>
> The condition does not set any ABS codes, nor does it illuminate the ABS warning lamp. GM's recall procedure involved removing the wheel speed sensors, cleaning the sensor mounting surfaces on the bearings, applying zinc-X to the cleaned surfaces, greasing the mounting surfaces, reinstalling the speed sensors, and verifying that the wheel speed signal output voltages were within specification.
>
> GM reported a failure rate of 0.32 incidents per thousand vehicles covered by the recall in Canada. GM indicated that the corresponding rate in U.S. corrosion states was 0.03 IPTV and that it would continue to monitor that experience.
>
> ODI has received 120 complaints involving MY 1999-2002 C/K trucks in U.S. salt belt states, which appear to be related to the defect condition addressed by GM's safety recall in Canada.
>
> Twenty-two of the complaints allege that a crash occurred, including one that involved six vehicles and resulted in four injuries. A preliminary evaluation has been opened to assess the incident frequency and trend associated with the wheel speed sensor condition in the United States.

Based on the results of the investigation, NHTSA has the authority to force General Motors into a full recall.

- by Bruce A. Carr
from individual research,
tips and commercial sources.

print this page

Document ID# 1587153
2002 GMC Truck Yukon - 4WD

Product Safety - Front Wheel Speed Sensor Corrosion #04094 - (Jan 25, 2005)

[redacted]

Special Policies

04094 -- Front Wheel Speed Sensor Corrosion

1999-2002 Chevrolet Silverado

2000-2002 Chevrolet Tahoe, Suburban

2002 Chevrolet Avalanche

1999-2002 GMC Sierra

2000-2002 GMC Yukon, Yukon XL

Located in Ontario, Quebec, Newfoundland, New Brunswick, Nova Scotia, Prince Edward Island

Condition

General Motors has decided that a defect which relates to motor vehicle safety exists in *certain* 1999-2002 Chevrolet Silverado, 2000-2002 Chevrolet Tahoe, Suburban, 2002 Chevrolet Avalanche, 1999-2002 GMC Sierra, 2000-2002 GMC Yukon, Yukon XL vehicles located in Ontario, Quebec, Newfoundland, New Brunswick, Nova Scotia, and Prince Edward Island. These vehicles may have a condition permitting corrosion to occur between the front hub/bearing assembly and the wheel speed sensor. If the brakes are applied while the vehicle is travelling at a speed of greater than 6 km/h (3.7 mph) but less than 16 km/h (10 mph), the corrosion may cause an unwanted anti-lock brake system (ABS) activation. If this condition occurred where stopping distance is limited, a crash could occur.

Correction

Dealers are to clean and treat the affected area, and in some cases, replace the front wheel speed sensor.

Vehicles Involved

Involved are *certain* 1999-2002 Chevrolet Silverado, 2000-2002 Chevrolet Tahoe, Suburban, 2002 Chevrolet Avalanche, 1999-2002 GMC Sierra, 2000-2002 GMC Yukon, Yukon XL vehicles located in Ontario, Quebec, Newfoundland, New Brunswick, Nova Scotia, and Prince Edward Island and built within these VIN breakpoints:

Year	Division	Model	From	Through
2002	Chevrolet	Avalanche	2G100036	2G363592

1999	Chevrolet	Silverado	X1100020	X1299247
			XE100004	XE256732
			XZ100011	XZ214525
2000	Chevrolet	Silverado	Y1100133	Y1405970
			YE100163	YE433798
			YZ100149	YZ371921
2001	Chevrolet	Silverado	11100142	11407113
			1E100192	1E336884
			1F106141	1F211164
			1Z100191	1Z334358
2002	Chevrolet	Silverado	21100156	21419297
			2E100444	2E305421
			2F100374	2F240815
			2Z100416	2Z348298
1999	GMC	Sierra	X1500012	X1571383
			XE500003	XE555865
			XZ500005	XZ540992
2000	GMC	Sierra	Y1100181	Y1403129
			YE100251	YE433795
			YZ100185	YZ371911
2001	GMC	Sierra	11100139	11407805
			1E100214	1E336874
			1F106143	1F211229
			1Z100174	1Z335044
2002	GMC	Sierra	21100194	21419089
			2E100809	2E305888
			2F100538	2F241040
			2Z101557	2Z348466
2000	Chevrolet	Suburban	YG100061	YG229022
			YJ100468	YJ211389
2001	Chevrolet	Suburban	1G104020	1G280557
			1J100301	1J292755
2002	Chevrolet	Suburban	2G126599	2G317898
			2J101267	2J318178
			2R232620	2R300009
2000	Chevrolet	Tahoe	YJ100026	YJ211859
2001	Chevrolet	Tahoe	1J100026	1J309634
			1R100402	1R218091

2002	Chevrolet	Tahoe	2J100983	2J325817
			2R116414	2R313418
2000	GMC	Yukon	YJ100166	YJ211823
2001	GMC	Yukon	1J103611	1J292565
			1R100509	1R203664
2002	GMC	Yukon	2J184383	2J309025
			2R116570	2R302224
2000	GMC	Yukon XL	YG100003	YG210566
			YJ100393	YJ210566
2001	GMC	Yukon XL	1G101568	1G279527
			1J101870	1J292644
2002	GMC	Yukon XL	2G127091	2G326479
			2J100796	2J337991
			2R232816	2R300196

Important: Dealers should confirm vehicle eligibility through *GMVIS* (GM Vehicle Inquiry System) before beginning recall repairs. [Not all vehicles within the above breakpoints may be involved.]

For dealers with involved vehicles, a Campaign Initiation Detail Report containing the complete Vehicle Identification Number, customer name and address data has been prepared and is being furnished to involved dealers. Dealers that have no involved vehicles currently assigned will not receive a report with the recall bulletin.

The Campaign Initiation Detail Report may contain customer names and addresses obtained from Motor Vehicle Registration Records. The use of such motor vehicle registration data for any other purpose other than follow-up necessary to complete this recall is a violation of law in several states/provinces/countries. Accordingly, you are urged to limit the use of this report to the follow-up necessary to complete this program.

Parts Information

Parts required to complete this recall are to be obtained from General Motors Service Parts Operations (GMSPO). Please refer to your "involved vehicles listing" before ordering parts. Normal orders should be placed on a DRO=Daily Replenishment Order. In an emergency situation, parts should be ordered on a CSO=Customer Special Order.

Note: Very few vehicles will require front wheel speed sensor replacement; if required, order appropriate part from GMSPO.

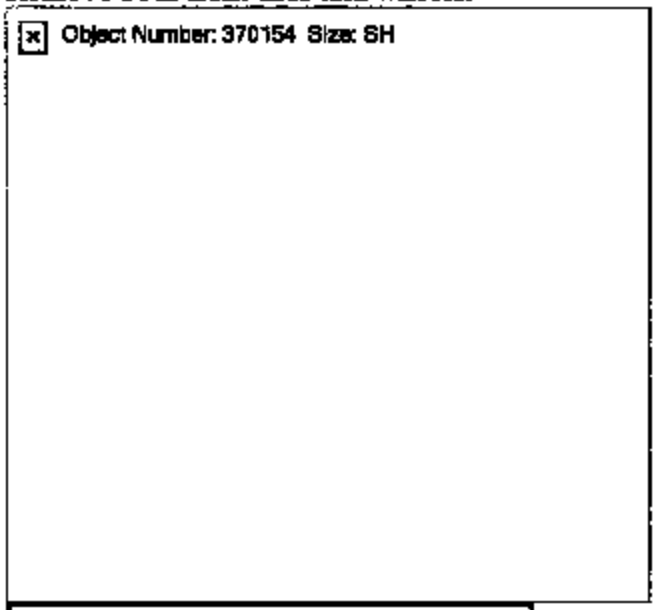
Part Number	Description	Qty
89022218	Lubricant, Rust Penetrating (will service 50+ vehicles)	1
00993037	Lubricant, Wheel Bearing (will service 25+ vehicles)	1

Service Procedure

The following procedure provides instructions for repairing a corrosion condition where the front wheel speed sensor mounts on the front wheel bearing assembly.

1. Raise the vehicle on a suitable hoist and support as necessary.
2. Remove both front tires and wheels.

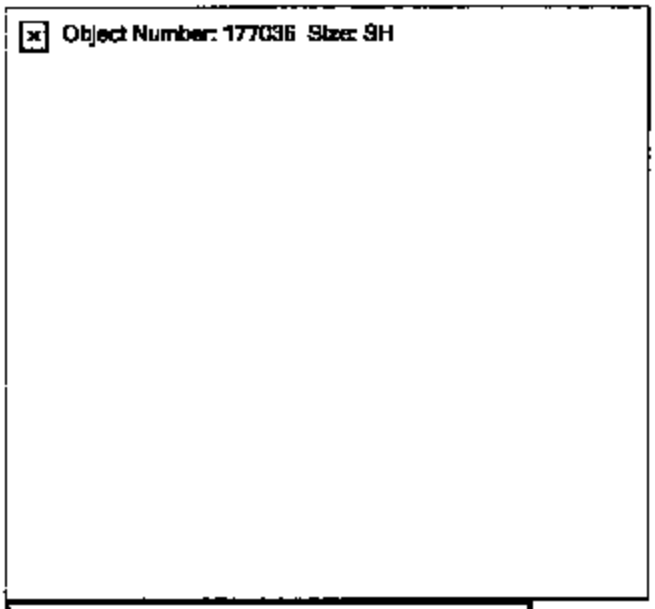
Object Number: 370154 Size: SH



Click here for detailed picture of above image.

3. Compress the front brake caliper pistons.
   A. Install a large C-clamp over the top of the caliper housing and against the back of the outboard pad.
   B. Slowly tighten the C-clamp until the pistons are pushed completely into the caliper bores.
   C. Remove the C-clamp from the caliper.

Object Number: 177036 Size: SH



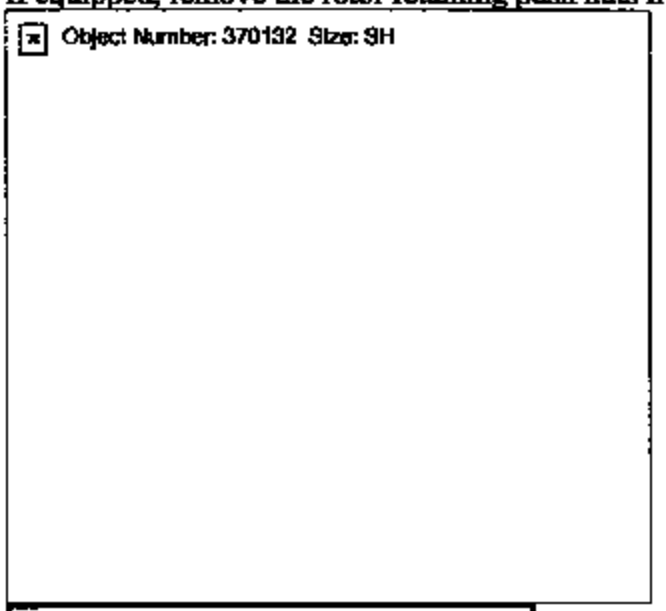
Click here for detailed picture of above image.

Important: It is not necessary to remove the front brake caliper from the bracket when removing the bracket in the next step.

4. Remove the two bolts that attach the front brake caliper mounting brackets to the knuckle.

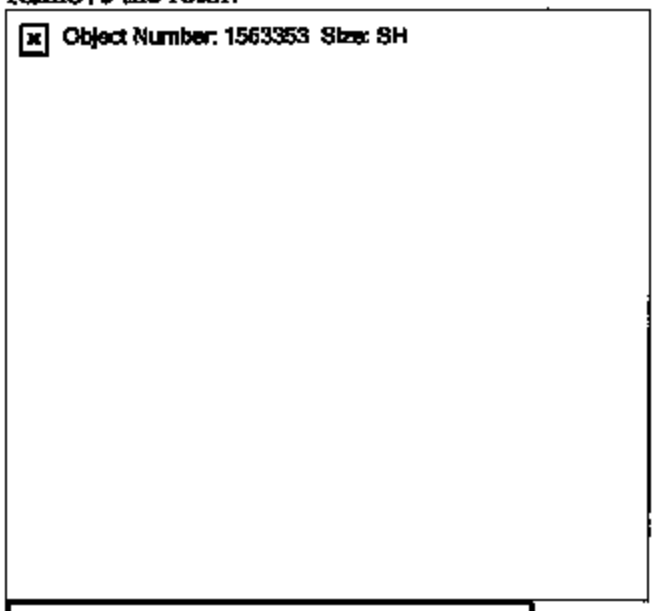
   Notice: Support the brake caliper with heavy mechanic's wire, or equivalent, whenever it is separated from its mount and the hydraulic flexible brake hose is still connected. Failure to support the caliper in this manner will cause the flexible brake hose to bear the weight of the caliper, which may cause damage to the brake hose and in turn may cause a brake fluid leak.

5. Remove the brake caliper and bracket as an assembly and support it with heavy mechanic's wire or equivalent. *DO NOT* disconnect the hydraulic brake flexible hose from the caliper.
6. Mark the relationship of the rotor to the bearing hub.
7. If equipped, remove the rotor retaining push nuts from the wheel studs.



Click here for detailed picture of above image.

8. Remove the rotor.

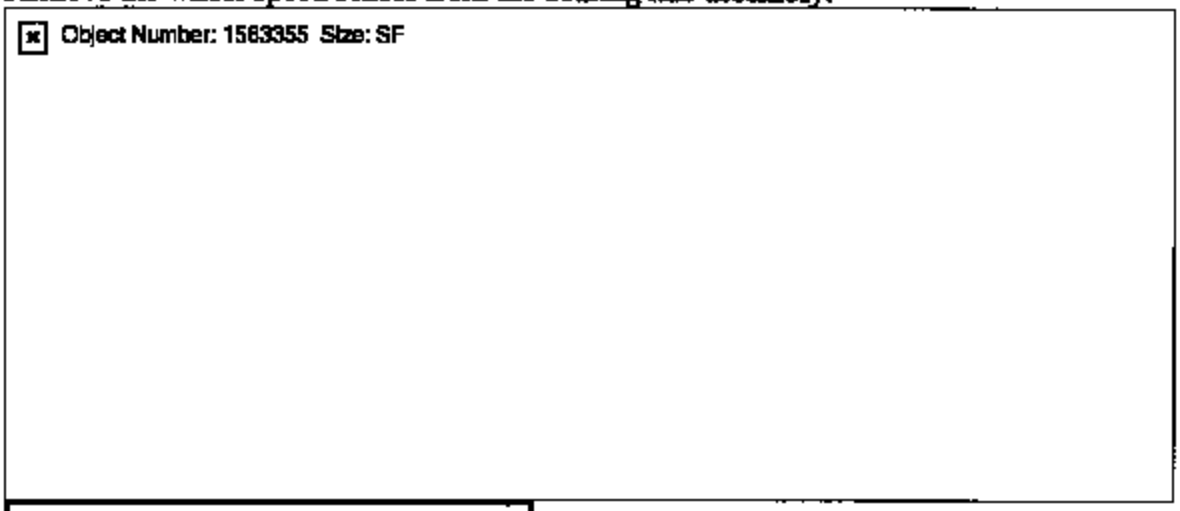


Click here for detailed picture of above image.

9. Remove the bolt (1) that attaches the wheel speed sensor to the bearing hub.

Notice: Carefully remove the sensor by pulling it straight out of the bore. DO NOT use a screwdriver or other device to try to pry the sensor out of the bore. Prying will cause the sensor body to break off in the bore.

10. Remove the wheel speed sensor from the bearing hub assembly.



Click here for detailed picture of above image.

Important: The mounting surface on the sensor must be flat in the next step in order to be mounted correctly on the bearing hub assembly. If the mounting surface on the sensor is warped or bent, the sensor must be replaced.

11. Inspect to see if the mounting surface on the sensor is flat. Check the mounting surface on the sensor head for flatness by placing it on the edge of a metal machinist's scale or other suitable straight edge to measure the flatness. Check the sensor for flatness in multiple positions/directions (minimum 3).
    - If the sensor mounting surface is NOT flat (1), the sensor must be replaced. Proceed to the next step and replace the sensor.
    - If the sensor mounting surface IS flat (2), the sensor IS to be reused. Proceed to Step 16.

Object Number: 1563350 Size: SH

Click here for detailed picture of above image.

12. Remove the wheel speed harness mounting clips from the knuckle (4) upper control arm (3) and frame (2).
13. Disconnect the wheel speed sensor electrical connector (1) from the vehicle wiring harness.
14. Connect the new wheel speed sensor harness electrical connector to the vehicle wiring harness.
15. Attach the wheel speed sensor harness to the frame, upper control arm, and the knuckle.

Object Number: 1563354 Size: SH

Click here for detailed picture of above image.

16. Temporarily plug the wheel speed sensor hole (1) in the bearing hub to prevent debris from entering it when you clean it.

Important: All rust and corrosion must be removed from the wheel speed sensor mounting surfaces on the bearing hub in the next step.

17. Using a wire brush, sandpaper, emery cloth, scotch brite, or equivalent, thoroughly clean the wheel speed sensor mounting surface (2) on the bearing hub to remove any rust of corrosion.
18. Using compressed air, remove all debris from the bearing hub surface.

19. Using a clean shop towel, clean the sensor and the O-ring.

Important: While the corrosion is drying in the next step, begin performing Steps 3-20 on the opposite side front wheel speed sensor.

20. Apply (spray) two thin coats of the specified rust penetrating lubricant (corrosion inhibitor) listed in this bulletin, to the complete sensor mounting surface on the bearing hub. Allow to dry for 3-5 minutes between coats.
21. When the corrosion inhibitor is dry to the touch (about 10 minutes), apply a light coating of the specified grease to the complete sensor mounting surface on the bearing hub and to the sensor and O-ring.
22. Remove the temporary plug from the hole in the bearing hub.
23. Install the wheel speed sensor in the bearing hub and install the bolt. Ensure that the sensor is seated flat against the hub.

Tighten
Tighten the wheel speed sensor mounting bolt to 18 N·m (13 lb ft).

24. Disconnect the front wheel speed sensor connector and place a digital volt meter (DVM) across the terminals of the wheel speed sensor connector. Rotate the bearing at approximately one revolution per second. The minimum reading should be at least 350 ACmVs. If the reading is less than 350 ACmVs, the wheel speed sensor must be replaced. Follow Steps 12-15 for instructions on replacing the wheel speed sensor. This step must be repeated after the new sensor has been installed.

Notice: Whenever the brake rotor has been separated from the wheel bearing flange, clean any rust or foreign material from the mating surface of the rotor and flange. Failure to do this may result in increased lateral runout of the rotor and brake.

Important: If the rotor was removed using the jack screw method, you must ensure that the hub flange is free of nicks or marks caused by this procedure. Remove all raised nicks or marks before installing the rotor.

25. Align the rotor to its original position on the hub and install the rotor.
26. Install the caliper and caliper mounting bracket assembly.
27. Perform the following procedure before installing the brake caliper bracket mounting bolts.
    A. Remove all traces of the original adhesive patch.
    B. Clean the threads of the bolt with brake parts cleaner, or the equivalent, and allow to dry.
    C. Apply threadlocker to the threads of the bolts.
28. Install the caliper bracket mounting bolts. Tighten the brake caliper mounting bracket mounting bolts to the specification listed below.

Tighten
- 1500 Series vehicles – 175 N·m (129 lb ft)
- 2500 Series vehicles – 300 N·m (221 lb ft)

29. Install the front tire and wheel assembly.

Tighten
Tighten the wheel nuts to 190 N·m (140 lb ft).

30. Complete Steps 21-30 on the opposite side front wheel speed sensor.
31. Lower the vehicle.
32. With the engine OFF, gradually apply the brake pedal to approximately 2/3 of its travel distance.
33. Slowly release the brake pedal.
34. Wait 15 seconds and repeat Steps 32-33 until a firm pedal is obtained. This will properly seat the brake caliper pistons and brake pads.

Customer Reimbursement - For Canada

Customer requests for reimbursement of previously paid repairs to correct the condition addressed in this bulletin are to be submitted by January 31, 2006.

All reasonable customer paid receipts should be considered for reimbursement. The amount to be reimbursed will be limited to the amount the repair would have cost if completed by an authorized General Motors dealer.

When a customer requests reimbursement, they must provide the following:

- Proof of ownership at time of repair.
- Original paid receipt confirming the amount of repair expense(s) that were not reimbursed, a description of the repair, and the person or entity performing the repair.

Claims for customer reimbursement on previously paid repairs are to be submitted as required by WINS.

Important: Refer to the GM Service Policies and Procedures Manual, section 1.6.2, for specific procedures regarding customer reimbursement verification.

Courtesy Transportation

The General Motors Courtesy Transportation program is intended to minimize customer inconvenience when a vehicle requires a repair that is covered by the New Vehicle Limited Warranty. The availability of courtesy transportation to customers whose vehicles are within the warranty coverage period and involved in a product recall is very important in maintaining customer satisfaction. Dealers are to ensure that these customers understand that shuttle service or some other form of courtesy transportation is available and will be provided at no charge. Dealers should refer to the General Motors Service Policies and Procedures Manual for Courtesy Transportation guidelines.

Claim Information

Submit a Product Recall Claim with the information indicated below:

Repair Performed	Part Count	Part No.	Parts Allow	CC-FC	Labour Op	Labour Hours	Net Item
Inspect Wheel Speed Sensor (Inc. Cleaning)	0	N/A	N/A	MA-96	V1256	0.8*	***
Add: Vehicles with 8-lug nut wheels						0.1	
Inspect & Replace One or Both							

Wheel Speed Sensor (Inc. Cleaning)	1-2	--	**	MA-96	V1257	0.9*	***
Add: Vehicles with 8-Lug Nut Wheels						0.1	
Courtesy Transportation	N/A	N/A	N/A	MA-96	****	N/A	*****
Customer Reimbursement (Canadian & Export Dealers/US CAC)	N/A	N/A	N/A	MA-96	V1258	0.2	******

* – For Recall Administrative Allowance, add 0.1 hours to the "Labour Hours".

** – The "Parts Allowance" should be the sum total of the current GMSPO Dealer net price plus applicable Mark-Up for the front wheel speed sensor needed to complete the repair.

*** – The amount identified in the "Net Item" column should represent the sum total of the current GMSPO Dealer net price plus applicable Mark-Up for the actual cost of lubricants needed to perform the required repairs, not to exceed $0.68.

**** – Submit courtesy transportation using normal labor operations for courtesy transportation as indicated in the GM Service Policies and Procedures Manual.

***** – The amount identified in the "Net Item" column should represent the actual dollar amount for courtesy transportation.

****** – The amount identified in the "Net Item" column should represent the dollar amount reimbursed to the customer.

Refer to the General Motors WINS Claims Processing Manual for details on Product Recall Claim Submission.

Customer Notification

General Motors will notify customers of this recall on their vehicle (see copy of customer letter included with this bulletin).

Dealer Recall Responsibility – All

All unsold new vehicles in dealers' possession and subject to this recall MUST be held and inspected/repaired per the service procedure of this recall bulletin BEFORE customers take possession of these vehicles.

Dealers are to service all vehicles subject to this recall at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. A copy of the customer letter is provided in this bulletin for your use in contacting customers. Recall follow-up cards should not be used for this purpose, since the customer may not as yet

have received the notification letter.

In summary, whenever a vehicle subject to this recall enters your vehicle inventory, or is in your dealership for service in the future, please take the steps necessary to be sure the recall correction has been made before selling or releasing the vehicle.

January 2005

Dear General Motors Customer:

General Motors has decided that a defect which relates to motor vehicle safety exists in certain 1999-2002 Chevrolet Silverado, 2000-2002 Chevrolet Tahoe, Suburban, 2002 Chevrolet Avalanche, 1999-2002 GMC Sierra, 2000-2002 GMC Yukon, Yukon XL vehicles located in Ontario, Quebec, Newfoundland, New Brunswick, Nova Scotia, and Prince Edward Island. These vehicles may have a condition permitting corrosion to occur between the front hub/bearing assembly and the wheel speed sensor. If the brakes are applied while the vehicle is travelling at a speed of greater than 6 km/h (3.7 mph) but less than 16 km/h (10 mph), the corrosion may cause an unwanted anti-lock brake system (ABS) activation. If this condition occurred where stopping distance is limited, a crash could occur.

Your dealer will clean and treat the affected area, and in some cases, replace the front wheel speed sensor. This service will be performed for you at *no charge*.

You may be contacted by a dealer other than the dealer who sold or is currently servicing your vehicle. Please be advised that you may take your vehicle to the General Motors dealership of your choice to have the recall service work completed. Please contact your dealer as soon as possible to arrange a service date.

If parts are required, ask your dealer for details regarding their availability. If parts are not in stock, they can be ordered before scheduling your service date.

This letter identifies your vehicle. Presentation of this letter to your dealer will assist their Service personnel in completing the necessary correction to your vehicle in the shortest possible time.

If you have already paid for some or all of the cost to replace the front wheel speed sensor(s) due to corrosion, and you have not received reimbursement under a Vehicle Service Contract, you should contact your dealer to seek reimbursement. Please provide your dealer with your original paid receipts or invoices verifying the repair, the amount charged, proof of payment, the date of payment of those charges, and proof of ownership of the vehicle at the time of the repair. Your request for reimbursement, including the information and documents mentioned above, must be received by your dealer by January 31, 2006. Reimbursement may be limited to the amount the repair would have cost if completed by an authorized General Motors dealer.

We are sorry to cause you this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products.

Customer Support Department

General Motors of Canada Limited

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GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.

WE SUPPORT VOLUNTARY TECHNICIAN CERTIFICATION

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2002 GMC Truck Yukon - 4WD