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November 6, 2005

2005 NOV 16 PM 1:30

National Transportation and Safety Board
Office of Highway Safety
490 L'Enfant Plaza, SW
Washington, DC 20594

Dear Sirs:

As the agency responsible for the safety of our nation's travelers, we feel that it is our duty to inform you of a situation which should not exist. This concerns the safe operation of the braking systems of passenger vehicles, particularly those with 4 wheel disc brake systems.

Apparently in "high corrosion areas", 4 wheel disc brake pads are "seizing" into position which is causing them to wear out prematurely.

We were informed of this circumstance by the service advisor (Scott Fling) at the Bianchi Honda dealership in Erie, PA. He has been a service advisor for both Mitsubishi and Honda for the past 10 years and said he has seen this problem commonly in both the Mitsubishi and Honda models with 4 wheel disc brakes.

Rectifying the problem involved removal of the brake pads, removal of excessive rust and treatment of the components or replacement if needed, and turning or replacing the rotors. Maintenance to prevent this condition costs \$180.00, and he recommended it be done every 10,000 miles.

We learned of this problem because [redacted] spotted it during the annual inspection of the 2004 Honda CR-V that we lease for our daughter. The vehicle had only 23,650 miles at the time of inspection, and needed the entire rear brake system replaced, the front pads replaced, and the rotors turned (all under warranty).

The same condition occurred during the last inspection of my 2001 GMC Sierra pickup truck (52,075 miles at time of inspection). The rear brake pads had worn so excessively that they had gouged into the rotors on both of these vehicles. Re-machining the rotors on the GMC has taken them to the bare minimum required to pass state inspection. The cost to me was considerable.

It is our opinion that the automobile manufacturers must be aware of this since it has been such a marked, on-going condition. The premature and excessive wear of brake pads can certainly create a hazardous situation for anyone driving such a vehicle.

*Anna Marie
11/21/05*

We feel that because of the abundance of corrosion resistant materials readily available, the fact that this state of affairs even exists should be considered criminal.

We respectfully request that you investigate this problem with the intent of having all the automobile manufacturers increase the level of safety in their vehicles by use of corrosion-resistant materials in the braking systems.

Sincerely yours,


cc: U.S. Dept of Transportation
National Highway Traffic Safety Administration
Office of Defects Investigation
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Washington, DC 20590