



STATE OF WISCONSIN  
DEPARTMENT OF JUSTICE

PEGGY A. LAUTENSCHLAGER  
ATTORNEY GENERAL

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2006 FEB 03 09:59

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February 3, 2006

General Motors Corp.  
P.O. Box 33170  
Detroit, MI 48232-5170

Dear Sir/Madam:

The Wisconsin Attorney General's Office has received the enclosed complaint from [REDACTED] regarding problems with his 1997 Chevrolet Suburban. [REDACTED] complained that his 1997 Suburban has exhibited braking malfunctions identical to those which afflicted other GM SUV's and trucks that were subsequently recalled due to brake defects associated with salt and corrosion.

As the 1997 Chevrolet Suburban is not currently one of the model year vehicles included in that brake defect recall, [REDACTED] requested that it be included in the recall. For that reason we are sending this complaint to both your office and to the Office of Defects Investigation of NHTSA.

We ask that you review this complaint and then please send your written response to [REDACTED] and to our office within two weeks. In your response please report your position regarding resolution of this complaint.

Thank you for your cooperation in this matter.

Sincerely Yours,

John F. Miller  
Investigator  
Legal Services Division

Enclosure

c: NHTSA  
Office of Defects Investigation

*Miller*  
3/16/06

managers watches as gifts, but I just want them on my wrist." Wiera said during a last-minute Christmas shopping trip.

## GM expands recall over anti-lock brakes

553,000 more letters on rust hazard, free repairs are sent to owners

By JOEL DEESANG  
jdesang@journal-sentinel.com

Responding to a flurry of Wisconsin complaints, including a letter from Attorney General Peg Lautenschlager, General Motors Corp. will be sending recall notices to an additional half million owners of selected models of trucks and sport utility vehicles.

GM has known for some time that corrosion from road salt could cause unwanted activation of the anti-lock brake system for a handful of models of trucks and SUVs made between 1998 and 2002. In Novem-

ber 2004, it sent recall notices for those vehicles in the "rust belt" provinces of Canada. In August, it sent notices to 14 "corrosion states" from Maine to Illinois and Michigan — but stopped short of Wisconsin.

After hearing more Wisconsin complaints, GM has relented and added Wisconsin, five other states and the District of Columbia to the recall notification. By early February, more than 553,000 owners of Silverados, Sierras, Suburbans, Tahoes, Yukons, Yukon XLS and Avalanches should be getting letters from GM advising them that if they have the brake problem, they should get it fixed free at a dealership. That's on top of about 800,655

Please see GM, 8A

### INDEX 6 SECTION

Crossword 5E  
Dear Abby 4E  
Doodles 4B  
Editorials 10A

### TODAY'S TIME MAP FORECASTS

TODAY: 38  
Cloudy. Rain ch  
and snow

TOMORROW:  
Scattered snow sht

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31544

8A SATURDAY, DECEMBER 24, 2005

NATION, WORLD & FROM PAGE ONE

## GM adds state to recall over brakes

GM, From 1A

letters sent out to the 14 original states.

Among those receiving the new notices will likely be David Whelan of Brookfield, who could be eligible for reimbursement for repairs he already has paid for on his 1999 Chevy Silverado. But he considers that little consolation.

"It's too late. It's too disappointing," Whelan said Friday. "To tell you the truth, I don't know if I'll ever buy another GM vehicle again."

The brake problem occurs at slow speeds — between 3.7 mph and 10 mph — when a sensor gets a false reading on the wheel speed and the anti-lock brakes engage at the wrong time, requiring a greater distance to stop. Corrosion from road salt can throw off the sensor, GM says it can fix the problem by cleaning around the sensors and applying a rust inhibitor.

"If they suspect they have the problem, they should go to their dealer," Alan Adler, a GM spokesman, said of the affected vehicle owners. "If it hasn't presented itself, it may not. If they're having the problem,

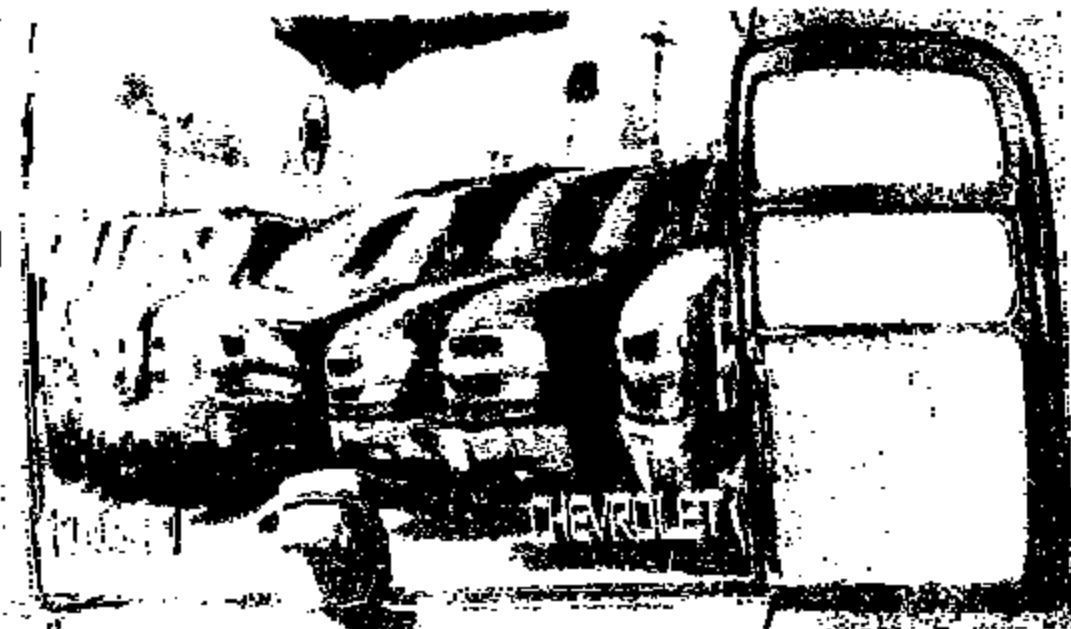
GM said corrosion can cause problems to the brake system in certain 1999 to 2002 Chevrolet Silverado and GMC Sierra models as well as 2000 to 2002 models of Chevrolet Tahoes and Suburbans, and GMC Yukons and Yukon XLS, and 2002 Chevrolet Avalanches.

they're probably having it now."

Though some accidents have been attributed to the problem, none has been fatal, in part because the trouble occurs at low speeds, Adler said.

According to Adler, GM initially targeted recall notices to the 14 states with the highest complaint rates within what the National Highway Traffic Safety Administration has identified as the "corrosion" belt. He said GM decided to extend notices to the rest of the belt — Wisconsin, Delaware, Iowa, Maryland, Minnesota, Missouri and the District of Columbia — after further testing by engineers as well as a rise of complaints, particularly from Wisconsin, after an article about the problem appeared in the Journal Sentinel.

GM also is contacting about 150,000 consumers who live outside of the targeted states but drive recalled vehicles that



A line of SUVs, vans and other trucks is reflected in the tailgate of a Chevrolet Suburban at the Guy Schmidt General Motors dealership in Glendale, Calif.

originated from those states, Adler said.

Lautenschlager sent letters last month to federal regulators urging them to "exhort" GM to extend the recall nationwide.

"It wasn't like large numbers of citizen complaints which motivated us as much as logic and common sense," Lautenschlager said.

Eric Bolton, a spokesman for the National Highway Traffic Safety Administration, acknowledged Lautenschlager's request and said the agency

had been communicating with GM about the recall. "We expressed some concerns about which states had been selected," Bolton said.

"It took a letter from your attorney general to get the job done," said Clarence Ditlow, executive director of the Center for Auto Safety, a consumer group in Washington, D.C. The center and other consumer groups have been critical of the practice in the past 15 years or so of car manufacturers' limiting recall notices to selected regions.

"It's automakers' taking advantage of a reluctant regulator," Ditlow said. His group has joined consumer advocates from Public Citizen in suing the National Highway Traffic Safety Administration to stop letting the car companies put geographic limits on recalls.

Whelan, who has about 70,000 miles on his Silverado, says he'll take whatever GM will give him for his troubles.

"I've got a file an inch deep," Whelan said. "I put more money into that truck than I ever anticipated."

Peggy A Lautenschlager  
Attorney General,

12/27/2005

Dear Ms Lautenschlager,

I read the Milwaukee paper on 12/24/2005 and was really thrilled to see your article on the same problem I am having with my 1997 Chevrolet Suburban. I called the dealer to see if I will receive this correction and he suggested I call back next week as he will look up my serial number.

My year is prior to the 98'-02' in the recall. I have been experiencing the identical braking problem for the last 6 months. I mentioned this to my repair shop and he said I need 2 sensors for \$200 plus labor to disassemble the front brakes.

This corrosion problem is in my year too, will your re-call extend to my year?

Thank You for your efforts,

[REDACTED]

[REDACTED]

MILWAUKEE, WI

[REDACTED]



2005-12-27

12/27/05

WISCONSIN

CERTIFICATE OF VEHICLE REGISTRATION

VEHICLE IDENTIFICATION NUMBER

LICENSE NUMBER AUT KJZ256 A

16NFK1

Body Style

Gross Wt

VEHICLE TYPE TRUK

Title No

022592X040-5

EXPIRES END OF

Month

OCT

Year

2002

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AMOUNT RECEIVED \*\*\*\*\*.00

REGISTERED TO:

MILWAUKEE WI

MILWAUKEE, WI

16NFK1

1997

CHEV

TRUK

AUT KJZ256

022592X040-5 09/19/2002

28621

03/07/2000

DISCLOSED AS ACTUAL

MILWAUKEE WI

CONTROL NUMBER

4 4307014

This Registration Certificate is not a Title  
Not Valid for Transfer of Ownership

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