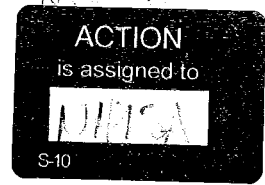


Office of the Attorney General
For the State of Maryland
Douglas F. Gansler
Attorney General

March 19, 2007



RE: GMC recalls 800,000 trucks and SUVs in 14 states due to defective brake parts; Maryland consumers not informed and not part of the recall

Dear Attorney General Gansler:

I am writing in regard to the General Motors recall of 800,000 trucks and SUVs because of a defective braking system. Rather than address this safety hazard on a national scale, GM has elected to limit its recall to just 14 states, putting profits above the safety of the owners of these vehicles in 36 other states, including Maryland.

No doubt like many other Maryland residents, I was personally affected by GM's failure to deal with this dangerous problem in a responsible, comprehensive manner. Fortunately, no one was injured in this case, although my experience does illustrate the economic consequences to consumers. At just over 32,000 miles, my 2003 GMC Yukon SUV required replacement of both rear rotors and both front wheel hub and bearing assembly units. The service department at Penn Pontiac, in Baltimore, informed me that the rear rotors were completely deteriorated. When I asked if these were "normal" repairs for a low-mileage vehicle, I was informed that although these brake issues are a known "problem," they are not a warranty item. The repairs represented an out-of-pocket expense of \$883.39 (which included a 10% discount).

Further research has uncovered that GM issued a 14-state recall of 1999–2002 and possibly some 2003 models for significant problems resulting from a design defect in the antilock braking system and brake sensors. This and other pertinent information is in the attached correspondence from Attorney General for the State of Wisconsin, Peggy A. Lautenschlager. Additional attachments include a news report from GM spokesman Alan Adler in which he states, "Road grime can wedge its way into a plastic piece that covers the ABS sensor near the wheel hub, resulting in salt corrosion." This faulty piece causes the antilock braking system to prematurely engage, which in turn results in longer stopping distances.

Last spring, the NHTSA decided to include Maryland as one of the additional states it was investigating, but thus far Maryland vehicle owners have not been included in--or officially informed of--this recall.

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Given the potential safety ramifications for consumers in every state, I respectfully request that your office accelerate its investigation. If indeed this is a universal problem with the braking systems of these vehicles, I am sure you'll agree that GM's negligence in the matter is appalling. The company should be held accountable for its arrogance in putting profits ahead of public safety and burdening consumers who purchased its products with expensive repairs.

Should you require further information, please do not hesitate to contact me at the number listed below. Thank you for your time and consideration in this matter.

Very truly yours,

[REDACTED]
[REDACTED]
[REDACTED]
Baltimore, Maryland [REDACTED]
[REDACTED]

cc:

**Penn Pontiac GMC
Attn: General Manager
1 Kane Street
Baltimore, Maryland 21224**

**WBAL TV
Attn: Jane Miller
3800 Hooper Avenue
Baltimore, Maryland 21211**

**US Department of Transportation
Attn: Norman Mineta
400 7th Street, SW
Washington, DC 20590**

**NHTSA
Attn: Kathleen SeMeter, Director
Office of Defects Investigation
400 7th Street, SW
Washington, DC 20590**

attachments:

**Letter From
Paggy Lautenschlager
Attorney General**

State of Wisconsin

2- GM News reports - August 30, 2005

Consumer invoice - February 19th, 2007



STATE OF WISCONSIN
DEPARTMENT OF JUSTICE

PEGGY A. LAUTENSCHLAGER
ATTORNEY GENERAL

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November 15, 2005

Norman Y. Mineta, Secretary
U.S. Department of Transportation
400 7th Street, S.W.
Washington D.C. 20590

Kathleen DeMeter, Director
NHTSA
Office of Defects Investigation
400 7th Street S.W.
Washington D.C. 20590

Re: GMC SUV Recall

Dear Secretary Mineta and Director DeMeter:

I am writing to you about a disturbing trend taking place in recent years with respect to automobile recalls. When auto manufacturers first began to recall defective motor vehicles, those recalls were national in scope. In recent years, however, auto manufacturers have issued regional and even local recalls. Unfortunately, these regional recalls exclude many defective vehicles that should otherwise be eligible for recall repairs.

A recent example of this inconsistent decision-making is General Motors' 14-state recall of 1999 through 2002 and possibly some 2003 models of the Chevrolet Avalanche, Silverado, Tahoe, and the GMC Sierra, Yukon and Yukon XL. These SUV's have experienced significant braking problems. The antilock braking systems and brake sensors of these SUV's have failed, apparently due to a design defect combined with the introduction of winter road salt, snow and water. I am troubled and disappointed that General Motors has issued this recall for some customers, but denied it for all the other customers, including those in Wisconsin who purchased and own these particular Chevrolet and GMC SUV's.

In America's highly mobile society, people frequently drive from state to state and they relocate in other states. Moreover, as a result of the many internet auto sales websites, new and used motor vehicles, including SUV's, are often bought, sold and delivered across state-lines. This is another reason why these vehicle repair recalls should be national recalls, and not regional or local recalls that are limited to just a few states.

Secretary Norman Mineta
Director Kathleen DeMeter
Page 2

General Motors Corp., has limited its recall to 14 states with the apparent excuse that they had more reports about braking problems from owners in those 14 northern states. Why were there more reports in those 14 states? The answer may be that this problem was first reported in Canada, where winter driving conditions are generally more prominent. Crashes and brake failures occurred, complaints were filed, and a recall was initiated by General Motors - Canada. That prompted publicity in the Canadian media. Media reports were picked up across the border into New York State, spawning more publicity. The New York media reports were seen in surrounding states. Hence, more complaints were undoubtedly reported in those 14 states where earlier publicity generated more consumer reporting. That, however, does not mean that the other states' GMC SUV owners have not experienced similar brake problems as well, or that they could not reasonably be expected to do so.

Consumers seldom file complaints when they are not made aware that their auto repairs were the result of faulty manufacturing or design flaws. The failure by GMC to notify the SUV owners of this problem would certainly contribute to an under-reporting of complaints. This recall should not be based solely on complaints submitted to NHTSA or GM Service Centers. The decision by GMC is both unfair and illogical.

It is bad enough when GMC fails to issue a nation-wide auto defect recall in order to prevent vehicle crashes. Beyond the safety consideration, this decision also penalizes the SUV owners financially, as they have to pay for defective brakes and/or brake sensors for which they were not informed and had no fault in causing.

I understand that NHTSA has received many letters from The Center For Auto Safety, States' Attorneys General and other organizations that have presented rational arguments in opposition to these questionable regional recalls. Copies of two of these letters are enclosed for your review.

The enclosed September, 4, 1998, NHTSA letter signed by Kenneth Weinstein reported, on page three, that a regional recall related to corrosion by road salt should include 21 states and Washington D.C. Wisconsin was included then in that determination. Why were Wisconsin consumers not included in this most recent recall? This practice of GMC picking and choosing specific states for a recall is not defensible. NHTSA should certainly do what it can to oppose such a selective, discriminatory practice by an auto manufacturer.

I understand that NHTSA is currently monitoring data about this particular GMC SUV recall. I have, therefore, enclosed similar consumer complaints from Wisconsin owners of these SUV's. While reviewing these complaints filed with the Wisconsin Department of Agriculture, Trade and Consumer Protection, we found some related complaints that were not even addressed by this limited recall. These involve virtually identical braking problems on Chevrolet pickup trucks. The under-chassis of Chevrolet pickups and Chevrolet SUVs have startling similarities that should be addressed. We have enclosed eight consumer complaints for your review.

Kyle DeVries filed the following complaint regarding his 2000 Chevrolet Silverado:

In December of 2000 I was approaching a Subway sandwich shop when the brakes failed. I hit the building and caused \$1,400 damage to my truck and \$892 to the building. After the accident the brakes worked fine again. The truck was taken to Heather Chevrolet and they found nothing. At that time GM refused any liability for this. In early May my girlfriend went through an intersection and the brakes worked again after that. We brought the truck to Bergstrom Chevrolet and they found 14 fault codes in the brake system and found a bad brake switch. GM still refuses responsibility.

Please note that the second braking incident occurred in May when salt is no longer on the roadways. The point is that these brake defects and resulting accidents can and do occur in a variety of weather conditions and geographic locations.

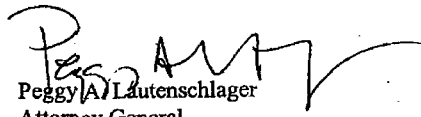
I would also cite the NHTSA Civil Action in which General Motors agreed, on July 22, 2004, to pay a \$1 million civil penalty to settle charges of failing to conduct a timely automobile recall to correct another safety defect with respect to windshield wiper failure in other GM autos manufactured in 2002 and 2003. That matter was governed by 49 U.S.C. §§ 30118(c)(2), 30119(c)(2); 49 CFR Part 573.

An argument can certainly be made that GMC has engaged in a pattern of failure to conduct timely recalls, thereby endangering the traveling public as well as imposing unnecessary service repair costs on owners of General Motors vehicles.

In conclusion, I ask that NHTSA exhort GMC to expand this recall nationwide, so all owners of these SUV's can be notified of this problem, in order for the necessary repairs to be made. I encourage the U.S. Department of Transportation and NHTSA to be proactive in advocating that recalls of this nature be national in scope.

Thank you for your help on behalf of Wisconsin consumers.

Very truly yours,


Peggy A. Lautenschlager
Attorney General

Enclosures

c: The Center For Auto Safety

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GM RECALLS 800,000 SUVs with ABS Anti-Lock Brake Problem

(News Report: August 30, 2005)

General Motors Corp. said it is recalling about 800,000 sport utility vehicles and pickup trucks in 14 northern states because corrosion was affecting the antilock brake system, leading to more than 200 low-speed crashes.

GM, the world's largest automaker, said the recall involved the 1999-2002 model years of the Chevrolet Avalanche, Chevrolet Silverado, Chevrolet Tahoe, GMC Sierra, GMC Yukon and GMC Yukon XL.

The National Highway Traffic Safety Administration opened an investigation in late April of more than 1.2 million GM pickups and SUVs in 20 states because of questions over the antilock brakes. The investigation is pending.

GM spokesman Alan Adler said road grime can wedge its way into a plastic piece that covers the ABS sensor near the wheel hub, resulting in salt corrosion.

The corrosion leads the sensors to activate the ABS system at speeds of 3.7 miles per hour to 10 mph, requiring a longer stopping distance. With the 2003 models, the ABS system in the vehicles was changed so it would start at speeds of 15 to 20 mph, Adler said.

GM said there have been 228 crashes reported through the end of May, including 10 minor injuries, the most recent data available. No fatalities have been reported.

The company recalled about 150,000 pickups in eastern Canada in November 2004 from the same model years because of the condition in the antilock brakes.

The recall involves less than 20 percent of the vehicles built during the four model years. The states include: Connecticut, Illinois, Indiana, Maine, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont and West Virginia.

Last spring, NHTSA said it was investigating the issue in the 14 states covered by the recall and six others: Delaware, Iowa, Maryland, Missouri, Minnesota and Wisconsin. The District of Columbia was also included in the investigation.

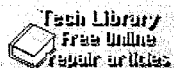
Adler said the company decided to issue the recall in the 14 states based upon incident rates. GM and the government have received more than 700 complaints about the problem.

GM will notify vehicle owners to take their vehicles into dealerships to have the trucks repaired for free.

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March 16, 2007 4:33pm

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GM Recalls 800,000 Trucks And SUVs

General Motors Announces Recall Due To Corrosion in Brake System

WASHINGTON, Aug. 30, 2005



(AP) General Motors Corp. said Tuesday it was recalling about 800,000 sport utility vehicles and pickup trucks in 14 northern states because corrosion was affecting the antilock brake system, leading to more than 200 low-speed crashes.

GM, the world's largest automaker, said the recall involved the 1999-2002 model years of the Chevrolet Avalanche, Chevrolet Silverado, Chevrolet Tahoe, GMC Sierra, GMC Yukon and GMC Yukon XL.

The National Highway Traffic Safety Administration opened an investigation in late April of more than 1.2 million GM pickups and SUVs in 20 states because of questions over the antilock brakes. The investigation is pending.

GM spokesman Alan Adler said salt corrosion and road grime can wedge its way into a plastic piece that covers the ABS sensor near the wheel hub.

The corrosion leads the sensors to activate the ABS system at speeds of about 4 miles per hour to about 11 mph, requiring a longer stopping distance. The ABS system is generally started at speeds of 15 to 20 mph, Adler said.

GM said there have been 228 crashes reported through the end of May, including 10 minor injuries.

The recall involves less than 20 percent of the vehicles built during the four model years. The states include: Connecticut, Illinois, Indiana, Massachusetts, Maine, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont and West Virginia.

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