



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

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

May 7, 2007

[REDACTED]
Baltimore, MD [REDACTED]

NVS-216 mec
Ref. No. 10187899

Dear [REDACTED]

Thank you for your correspondence dated March 19, 2007, concerning Anti-lock Brake System (ABS) in your Model Year (MY) 2003 GMC Yukon vehicle. Your correspondence was received by the National Highway Traffic Safety Administration's (NHTSA) Office of Defects Investigation (ODI) on April 30, 2007.

NHTSA is the Federal agency responsible for improving safety on our Nation's highways. We are authorized to order manufacturers to recall and repair vehicles or items of motor vehicle equipment when our investigations indicate that they contain serious safety defects in their design, construction, or performance. We cannot act on isolated problems or resolve disputes between individual owners, dealers, or manufacturers.

We appreciate the report you provided. Reports from motorists are a very important source of information for us. Each report is analyzed and entered into a database to help us determine whether an investigation into a possible safety defect is warranted.

On April 28, 2005, NHTSA's ODI opened an investigation (PE05-020) into reports alleging unwanted low-speed ABS activation in certain MY 1999 through 2002 General Motors Corporation (GM) C/K series trucks in the salt belt states. By letter dated August 29, 2005, GM notified ODI that it would conduct a safety recall (NHTSA Recall Campaign No. 05V-379) to remedy a defect found to exist in the ABS wheel speed sensor of certain MY 1999 through 2002 GM C/K pickup trucks and sport utility vehicles in certain salt belt states.

On December 15, 2005, GM expanded this recall to include several additional states, including Maryland. However, MY 2003 GMC Yukon vehicles were not included in NHTSA Recall Campaign No. 05V-379 because as we currently understand the facts, the ABS control



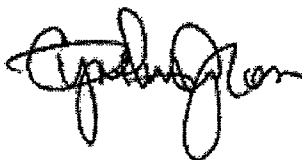
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module is of a different design and uses different software that will not allow the ABS to activate at low speed. Subsequent to receiving GM's August letter, ODI closed PE05-020 on September 13, 2005. For your information, we have enclosed a copy of a summary of NHTSA Recall Campaign No. 05V-379 and a copy of the closing resume for PE05-020.

A recent review of our database relative to problems associated with the ABS system in MY 2003 GMC Yukon vehicles revealed insufficient evidence to warrant opening a safety defect investigation at this time. The information you provided has been entered into our database and will be considered with other future reports to identify any safety defect trends that may require our attention.

Should you encounter a safety-related problem with a motor vehicle or item of motor vehicle equipment in the future, you can complete an electronic Vehicle Owner's Questionnaire online at <http://www.nhtsa.dot.gov/ivoq>. Also, a summary listing of vehicle owners' complaints, safety recalls, manufacturers' service bulletins, etc., can be obtained at <http://www.nhtsa.dot.gov/cars/problems>.

Sincerely,



Cynthia Glass, Acting Chief
Correspondence Research Division
Office of Defects Investigation
Enforcement

Enclosures: Recall Campaign No. 05V-379 and closing resume No. PE05-020