

For Original

FROM: [REDACTED]  
[REDACTED]  
BAY CITY, MICHIGAN [REDACTED]

DATED: SEPTEMBER 24, 2008

2008 OCT -7 PM 1:45

TO: NHTSA  
ATTN: CRD  
1200 NEW JERSEY AVE S. E.  
WASHINGTON, D.C. 20590  
PHONE NUMBER 1-202-366-0699

CL-10244848-6398

SUBJECT: COMPLAINT RELATED TO MY 1986 CADILLAC DEVILLE/FLEETWOOD ABS BRAKE SYSTEM AND YOUR RECALL FOR SAME REFERRED TO HEREIN BELOW. AND REQUEST FOR ENFORCEMENT OF SAME FOR INSPECTION , TESTING , AND REPLACEMENT OF THE FAILED BRAKING PARTS WITHIN THE PURVIEW OF SAID RECALLS.

1. That I (named above) am the owner of a 1986 Cadillac Deville/Fleetwood at this time in which my family purchased new in either year 1986 or year 1987. They have several vehicles (cars or S-10 size truck ) to drive; therefore, the use of any of their vehicles was at a minimum (or less) miles per year with any one of their vehicles.
2. I (named above) have owned the same 1986 Cadillac Deville/Fleetwood since approximately April 2007 last year through todate.
3. That the same 1986 Cadillac Deville/Fleetwood is mine and is now driven more in all seasons (spring, summer, fall, and in the winter) of the year in the Northern state(s) ( i.e. Michigan) AND NOW MORE THAN IN THE PAST the engine and electrical components which operates the POWER ASSIST FUNCTIONS FOR ANY BRAKE PRESSURE OR FORCE TO BE ABLE TO STOP THIS CAR , AMONG OTHER RELATED THINGS , HAVE NOT BEING FUNCTIONAL OR ACTING IN ANY ADEQUATE OR SAFE OR EFFECTIVE OR EFFICIENT MANNER WITH THE MANUFACTURER (GM) ABS BRAKING SYSTEM DESIGN IN THIS (MY) CAR (NAMED HEREIN; ETC). TO BE ABLE TO STOP THIS CAR SAFELY WITHOUT GREAT DIFFICULTY TO STOP THE SAME. THAT IT APPEARS THAT THE MANUFACTURER (GM) CONCEDES IN ITS (GM') EARLIER REPORTS OF RECORDS RELATED TO NHTSA ACTION NUMBER :PE89098; AND NHTSA ACTION NUMBER: PE89098; AND NHTSA ACTION NUMBER: EA89028; AND THE RELATED MANUFACTURER (GM) LETTERS , ETC, IN REGARD TO YOUR DEPARTMENT OF TRANSPORTATION NHTSA CAMPAIGN ID NUMBER:87V093000.

AA  
12/6/08  
10/12/08  
NHT

SEE ALSO ODI ID NUMBER 522374 FOR COMPONENTS: SERVICE BRAKES;  
HYDRULIC:FOUNDATION COMPONENTS : MASTER CLYINDER RECORDS ,ETC.

See also website <http://en.allexperts.com/q/Cadillac-Repair-806/1989-fleetwood-brakes.htm>

Written by Tom Joy date: 07/19/2006 ;Subject: 1989 fleetwood brakes; TOPIC:Cadillac Repair.

[CONCEDES]THAT ANY MOISTURE WHETHER DERIVED FROM ANY SOURCE OR FROM BRAKE FLUID ON THE ELECTRICAL BRAKE PUMP HARNESS PARTS OR ANY OTHER FORM OF FLUIDS OR MOISTURES ON THESE PARTS UNDER THE FRONT HOOD IN THE ENGINE AREAS UNDER THE HOOD IN THIS CAR (NAMED ABOVE) CAN AND DOES CAUSE FAILURE OF THE SAME AND MAY AND DOES LEAD TO EXCESSIVE BRAKE FLUID PRESSURES IN THE OPENING OR CLOSING OF THE VALVES RELATED TO SAME WHICH CAUSE PRESSURE ON THE ABS BRAKING SYSTEM PUMPS, ACUMMULATOR , AND MAY AND DOES DETERMINE IF THE VALVES FOR PRESSURE OR NOT ARE WORKING OR NOT AND ARE EXCESSIVE OR NOT OR TO LOW OR NOT FOR THE ABS BRAKING SYSTEM THAT IS IN MY CAR (NAME ABOVE) , AMONG OTHER, TO WORK PROPERLY OR NOT WHICH APPEARS TO BE CAUSING A WATER HAMMER EFFECT AND EXCESSIVE OR TO LOW PRESSURES IN THE BRAKE FLUID TO WORK PROPERLY AND CONTRIBUTES TO THE REPEATED AND EARLY FAILURES OF SAME ;HENCES, THE ABS BRAKING SYSTEM AS A WHOLE MAY NEED TO BE REPLACED WITH THE ELECTRICAL BRAKE PUMP HARNESS AND FUSES FOR SAME IN WHICH THE MANUFACTURER (GM) REPRESENTATIVES THROUGH TODATE HAVE REFUSE TO INSPECT, TEST OR REPLACE WITHOUT ANY PREPAYMENT OF THE SAME OR WITHOUT ANY OBLIGATION ON MY PART TO PAY FOR THE SAME BECAUSE OF THE RECALLS ON THESE ISSUES OF RECORDS AND THE MANUFACTURES DUTIES TO REPAIR OR REPLACE THE SAME FOR THE BRAKING SYSTEM IN MY CAR (NAMED HEREIN) TO BE ABLE TO WORK SAFELY AND PROPERLY WHICH DOES NOT HAPPEN AT THIS TIME RELATED TO SAME. THEY (GM) REPRESENTATIVES DISPUTE THROUGH TODATE.

4. That the traditional car vehicle hydraulic brake fluid system on I believe most passenger type cars do not require any form of electrical brake harness or any electricity to be used for the pressure assist function done by or with the boost(er) and master cylinder design. And the boost(er) and master cylinder design to replace the same is approximate ten to fifteen (10 to 15 ) times cheaper

to replace or to repair the same (if option exist to do so) than the ABS BRAKING SYSTEM WITH ITS ELECTRICAL BRAKE PUMP HARNESS FUNCTIONS AND VALVE DESIGNS USED IN MY CAR (NAMED HEREIN). THAT THE COST TO REPAIR OR TO REPLACE THE FAILED PARTS IN THE ABS BRAKE SYSTEM IN MY CAR (NAMED ABOVE) IS ESTIMATED AT A COST OF MORE THAN THREE THOUSAND OR FOUR THOUSAND DOLLARS TO REPAIR OR REPLACE THE SAME BECAUSE OF THE MANUFACTURERS (GM) FLAWS DESIGN AND FUNCTIONS WHICH ARE THE SUBJECT OF THE RECALLS AND REPAIRS IN QUESTION AND NEEDED TO MAKE MY CAR (NAMED HEREIN) TO HAVE WORKING AND SAFE BRAKES ON SAME.

5. That the weather in this area (i.e. Michigan) contributes to the moisture on the electrical harness for the brake pump and on the electrically related fuses for this ABS flawed design by the manufacturer (GM) in addition to the car's brake fluids, or other fluids which contributes to the moisture on the ELECTRICAL CONNECTIONS FOR THE BRAKING POWER ASSIST FUNCTION.

INHERITANELY THERE IS A DESIGN FLAW IN THE ABS BRAKING SYSTEM IN MY CAR (NAMED HEREIN) WHEN FLUIDS (WHETHER WATER OR BRAKE FLUIDS) CAN AND DO FREQUENTLY COME INTO CONTACT EXTERNALLY OR OTHERWISE WITH THE ELECTTRICAL NEEDS FOR THE BRAKE PUMPS FUNCTIONS IN THE ABS BRAKING SYSTEM DESIGN THAT'S IN MY CAR (NAMED HEREIN). I BELIEVE THAT IT IS COMMON KNOWLEDGE THAT WATER OR FLUIDS AND ELECTRICITY DO NOT WORK WELL TOGETHER IN THIS TYPE OF CONTACT ARRANGEMENT FOR SPARKS OR SHORT-CIRCUITS OR OTHER MALFUNCTIONS WOULD PROPRABLY OCCUR.ETC.[result etc]..

6. That the ABS braking system in question seriously began to fail noticeable after approximately a half hour of legally higher speed driving and frequently having to slow down because of traffic and road conditions . Mostly car engines I believe operation at a temperate of at least 180 degrees F and mostly I believe my 1986 Cadillac Deville/Fleetwood engine operates at least 240 degrees F. Heat and moisture are always or mostly present on the engine and braking system and master cylinder and the electrical brake pump harness under the (front) hood of my car (named herein) while driving my (named above) car (named above); BUT THE MANUFACTURER'S (GM) REPRESENTATIVES POSITION IS THAT NO MOISTURE OF ANY KIND WAS ALLEGEDLY FOUND ON THE RELATED ENGINE OR ABS BRAKING SYSTEM ELECTRIAL HARNESSSES OR OTHERWISE

FOR HIM OR THEM TO JUSTIFY ANY INSPECTION OR TESTING OR REPLACEMENT OF ANY OF THE COMPONENT PARTS ELECTRICAL OR OTHERWISE UNDER THE ALLEGED RECALL STANDARDS IN WHICH THEY WOULD APPLYING TO MY CAR (NAMED ABOVE). Please note that the 1987 Department of Transportation RECALL STANDARD mentioned herein above WHERE AVAILABLE TO THEM (GM REPRESENTATIVE) BUT THEY ELECTED TO NOT USE THE SAME OR TO INTERPRET THE SAME AS NOT REQUIRING MORE THAN WHAT THEY (GM) DID OR DID NOT DO WHICH IN FACT DOES NOT PROVIDE ANY REMEDY OR ANY ADEQUATE REMEDY OR MEET THEIR (GM) RESPONSIBILITIES UNDER THE RECALL NOTICES AND ORDERS REFERRED TO ABOVE HEREIN WHICH MAKE THIS COMPLAINT TO YOU NECESSARY FOR ENFORCEMENT OF THE NEEDED REPAIRS AND REPLACEMENT PARTS RELATED TO THE ABS BRAKING SYSTEM IN QUESTION WITHOUT ANY COST OR EXPENSES TO ME (NAMED ABOVE) WHICH INCLUDES AND IS NOT LIMITED TO REPLACEMENT OF THE (1) THE ELECTRICAL BRAKE PUMP HARNESS FOR SAME; (2) REPLACEMENT OF THE PUMP AND ACCUMULATOR FAILED PARTS RELATED TO SAME; (3) AND FOR THE INSPECTION AND TESTING THE TOTAL ABS BRAKING SYSTEM UNDER MY CAR'S (COMPUTER CODES) TO IDENTIFY THE SPECIFIC PROBLEMS RELATED TO SAME IN LIEU OF ANY TOTAL REPLACEMENT OF SAME FOR REPAIR OF SAME.

7. That the manufacturer (GM) in its reports, etc, to the NHTSA in the Department of Transportation in the federal government appears to at least in part to recognize that moisture on these parts [mentioned herein in question] from whatever source derived from either fluids used in this car for braking efforts or otherwise from the weather or otherwise [ will undermine the electrical signals or electricity needed for the ABS BRAKE HARNESS AND PUMP SYSTEM by corroding ,etc] and cause an interaction or interference with the electricity needed for the fuses and electrical power assist braking system functions for the brake pump and ABS BRAKING SYSTEM AS A WHOLE TO WORK properly and may cause excessive pressure internally for the valves for the pressure to release or not on the brake fluid on the entire ABS electrical braking system causing the BRAKING PEDAL NEAR THE FLOOR INSIDE MY CAR (NAMED HEREIN) TO MOVE ONLY SLIGHTLY OR A VERY SHORT DISTANCE, if at all, [MUCH SHORTER DISTANCES THAN ANY NORMAL BRAKING FUNCTIONS] and REQUIRE AN EXCESSIVE AMOUNT OF EFFORT BY THE DRIVER ON THE BRAKE PEDAL [IN MY CAR] TO ATTEMPT TO TRY TO STOP THIS (MY) CAR SAFELY

[OR NOT ]. The manufacturer's (GM'S) comments and opinions on this issue , among other things, can be found in its (GM'S) 1987 REPORTS RELATED TO THESE ISSUES AND THE RECALL OF SAME IN QUESTION. see also NHTSA ACTION NUMBER:PE89098; AND NHTSA ACTION NUMBER: EA89028; AND THE RELATED MANUFACTURER (GM) LETTERS,ETC, TO ITS DEALERS REGARDING THE SAME, AMONG OTHER THINGS, IN REGARD TO YOUR RECALL DEPARTMENT OF TRANSPORTATION NHTSA CAMPAIGN ID NUMBER: 87V093000.;SEE ALSO ODI ID NUMBER 522374 FOR COMPONENTS: SERVICE BRAKES; HYDRAULIC: FOUNDATION COMPONENTS: MASTER CYLINDER RECORDS,ETC.

see also government website: <http://www-odi.nhtsa.dot.gov/recalls/results.cfm> . for NHTSA CAMPAIGN ID NUMBER: 87V093000. [ ETC. related hereto.].

8. A mechanic has written about some of the braking failures similar to what I (named above) am complaining of is worthy of reviewing in the context complained of and my (named above) complaints herein, and otherwise of records. see website site of Mr. Tom Joy at <http://en.allexperts.com/q/Cadillac-Repair-806/1989-fleetwood-brakes.htm> .

9. In short, the manufacturer's (GM') representative have interpreted the orders of this agency and its RECALL obligations LIMITED TO REPLACING CERTAIN REFUSES AND NOT MUCH MORE THAN THAT, IF ANYTHING. [ NO CAR CODE TESTING OR REPLACEMENT OF ANY OF THE PARTS THAT FAIL TO WORK RELATED TO THE ABS BRAKING SYSTEM IN QUESTION UNDER THE RECALL(S) FOR MY 1986 CADILLAC DEVILLE/FLEETWOOD ALLEGEDLY BECAUSE THEY [GM'S REPRESENTATIVE ] STATE THAT THEY OR THEIR ASSIGNED MECHANICS ALLEGEDLY UPON VISUAL , PHYSICAL INSPECTION OF SAME DID NOT FIND ANY MOISTURE ON THE ELECTRICAL ABS BRAKE PUMP HARNESS OR OTHERWISE TO ALLEGEDLY JUSTIFY OR BE REQUIRED BY THE RECALL(S) TO DO MORE THIS THEIR (GM'S) REPRESENTATIVE POSITION(S) IN THIS MATTER.

10. In short, the manufacturer (GM) DID NOT REPAIR OR FIX OR REPLACE THE FAILED PARTS TO MY CAR'S (named above) ABS BRAKING SYSTEM IN QUESTION AND THEREFORE, THEY (GM) DID NOT MEET ANY REASONABLE STANDARDS OR ANY OF THEIR OBLIGATIONS UNDER THE SAID ORDERED RECALL(S) FOR SAME SINCE 1987 THROUGH THE PRESENT TIME. THERE APPEARS TO BE NOT PERMANENT RECORDS FROM THE MANUFACTURER THAT MY CAR WAS EARLIER TESTED OR COMPLIED WITH ANY OR ALL OF THE RECALLS IN QUESTION AT ANY EARLIER TIME.

11. In short, for all the above reasons, and otherwise of records, the manufacturer's (GM'S) alleged REMEDY IS NOT ADEQUATE OR REASONABLE UNDER WITH THE PURVIEW OF THE RECALL OF RECORDS FOR MY CAR AND THE ORDERS OF RECORDS FOR THE MANUFACTURER (GM) TO PAY THE COST FOR THE REPLACEMENT PARTS AND MECHANICS TIME AND OTHER REQUIRED TESTING FOR THE SAME TO WORK WITHOUT CHARGING ME (the present owner) FOR THE SAME.

12. THAT MY CAR IS PRESENTLY AT THE MANUFACTURER'S (GM'S) DEALER IS BAY CITY , MICHIGAN AT THE ADDRESS SHOWN HEREIN BELOW:

TO: MR. CASEY HITTTS, SERVICE MANAGER  
AT LABADIE AUTO CO [Cadillac/Buick/GMC]  
711 S. EUCLID AVE.  
BAY CITY, MICHIGAN 48706  
PHONE NUMBER : 989 - 667-7980 EXT. 349

13. THAT THE MANUFACTURER HAS MY TELEPHONE NUMBER AND THE TELEPHONE NUMBER AND GM CUSTOMER SERVICE NUMBERS ASSIGNED TO THIS MATTER ALSO.

→ 14. THE FOR ALL THE ABOVE REASONS, ETC, THE RECALLS ETC, YOU ARE REQUESTED BY ME (the present owner of the car named above) TO ORDER THE RECALL BE ENFORCED BY THE MANUFACTURER REPAIRING OR REPLACING THE NEEDED PARTS AND PUMPS, AND ACUMMULATOR , AND THE ELECTRICAL ABS BRAKING PUMP SYSTEM HARNESS IN WHOLE OR IN PARTS FOR MY (named above) CAR BRAKES SYSTEM TO WORK PROPERLY TO BE ABLE TO STOP SAFELY AT THE TOTAL COST AND FEES AND EXPENSE OF SAME TO BE BILLED TO THE MANUFACTURER (GM) UNDER YOUR AUTHORITY TO PROVIDE THIS REMEDY FOR SAME BY STATUTES AND RULES AND REG. FOR SAME AND THE RECALL(S) HERETOFORE ISSUES TO REQUIRE THE MANUFACTURER TO DO THE SAME FOR THE REQUIRED REMEDY NEEDED IN THIS MATTER.

15. PLEASE PROVIDE ME (NAMED ABOVE) WITH YOU ANSWER AS SOON AND POSSIBLE AND PLEASE ALSO NOTIFY THE ABOVE NAMED MANUFACTURER'S (GM'S) DEALER NAMED OR MENTIONED ABOVE OF THE SAME

16. THANK YOU FOR YOUR CONSIDERATION IN THIS MATTER IN ADVANCE.

SIGNED: BY; THE CAR OWNER; [REDACTED] BAY CITY, MICH. [REDACTED]

DATED: SEPTEMBER 24, 2008

[please see attachments herewith also].  
[REDACTED]



Safety Ratings	Defects & Recalls	Safe Driving Information	Resc
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Office of Defects Investigation

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Year : **1986**

Service Bulletins

Make : **CADILLAC**

Model : **DEVILLE**

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Results : 1 | All records displayed

Foreign Campaigns

Make : **CADILLAC**

Model : **DEVILLE**

Year : **1986**

EWR Information

Manufacturer : **GENERAL MOTORS CORP.**

Mfr's Report Date : **JUN 19, 1987**

NHTSA CAMPAIGN ID Number : **87V093000**

NHTSA Action Number: **N/A**

Sitemap

Component: **SERVICE BRAKES, HYDRAULIC:ANTILOCK**

Potential Number Of Units Affected : **6004**

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Year : **1986**

Service Bulletins

Make : **CADILLAC**

Model : **DEVILLE**

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Results : 2 | All records displayed

Foreign Campaigns

**NHTSA Action Number:**

EA89028

**NHTSA Recall Campaign Number:**

N/A

EWR Information

**Make:** CADILLAC

**Manufacturer :** GENERAL MOTORS CORP.

**Year :** 1986

**Component :**

SERVICE BRAKES, HYDRAULIC

**Model:** DEVILLE

Sitemap

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**Date Investigation Opened :** July 28, 1989

**Date Investigation Closed :** July 27, 1990

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No Summary

**NHTSA Action Number:**

PE89098

**NHTSA Recall Campaign Number:**

N/A

**Make:** CADILLAC

**Manufacturer :** GENERAL MOTORS CORP.

**Year :** 1986

**Component :**

SERVICE BRAKES, HYDRAULIC

**Model:** DEVILLE

**Date Investigation Opened :** March 10, 1989

**Date Investigation Closed :** May 17, 1989

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NHTSA Recall Campaign Number : N/A

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Foreign Campaigns

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BUICK / LESABRE

1986-1988

EWR Information

CADILLAC / DEVILLE

1986-1988

CADILLAC / FLEETWOOD

1986-1988

Sitemap

OLDSMOBILE / 88

1986-1988

OLDSMOBILE / 98

1986-1988

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PONTIAC / BONNEVILLE

1987-1988

Manufacturer : GENERAL MOTORS CORP.

Component :

SERVICE BRAKES, HYDRAULIC

Date Investigation Opened : March 10, 1989

Date Investigation Closed : May 17, 1989

Summary:

There is no summary currently available

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Report Date : **September 23, 2008 at 08:17 AM**

NHTSA Action Number : **PE89098**

**NHTSA Action Number : PE89098**

**NHTSA Recall Campaign Number : N/A**

**Make / Models :**

**Model/Build Years:**

BUICK / ELECTRA

1986-1988

BUICK / LESABRE

1986-1988

CADILLAC / DEVILLE

1986-1988

CADILLAC / FLEETWOOD

1986-1988

OLDSMOBILE / 88

1986-1988

OLDSMOBILE / 98

1986-1988

PONTIAC / BONNEVILLE

1987-1988

**Manufacturer :** GENERAL MOTORS CORP.

**Component :**

SERVICE BRAKES, HYDRAULIC

**Date Investigation Opened :** March 10, 1989

**Date Investigation Closed :** May 17, 1989

**Summary:**

There is no summary currently available



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Year : **1986**

Make : **CADILLAC**

Model : **CADILLAC**

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Foreign Campaigns

Make : **CADILLAC**

Model : **CADILLAC**

Year : **1986**

EWR Information

Manufacturer : **GENERAL MOTORS CORP.**

Crash : **No**

Fire : **No**

Number of Injuries: **0**

Sitemap

ODI ID Number : **522374**

Number of Deaths: **0**

Contact ODI

Date of Failure:

VIN : **Not Available**

Component: **SERVICE BRAKES, HYDRAULIC:FOUNDATION COMPONENTS:MASTER CYLINDER**

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## Topic: Cadillac Repair

**Expert:** Tom Joy

**Date:** 7/19/2006

**Subject:** 1989 fleetwood brakes

### Question

1989 ccadillac fleetwood 4.5 liter abs light on. ocassionaly brake light will come on. then brake pedal gets hard.have noticed when this happens master cylinder gets over full. after stopping several times brakes return to normal, but never know when it will happen again. car does not have a booster, but some typ acummulator.

### Answer

This would most likely be the TEVES brake system which is very difficult to work on and should ONLY be repaired by an expert brake technician. I STRONGLY recommend that you do NOT at to repair this high pressure brake system yourself.

tom

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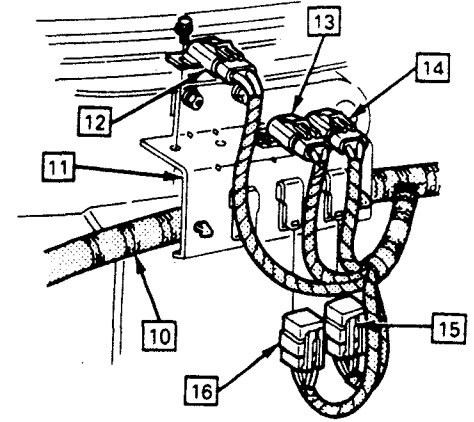
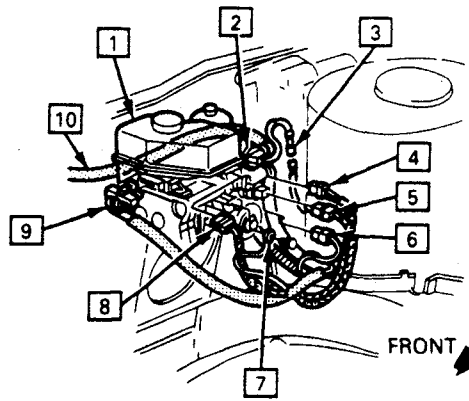
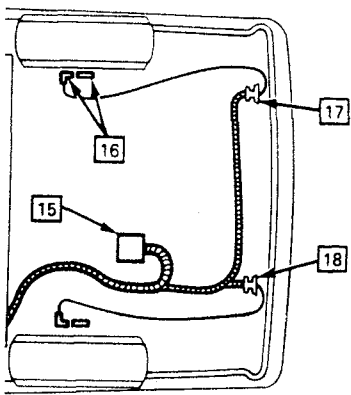
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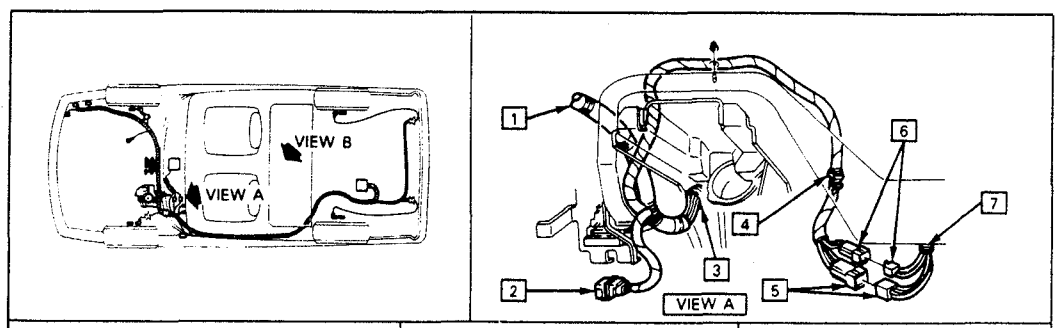
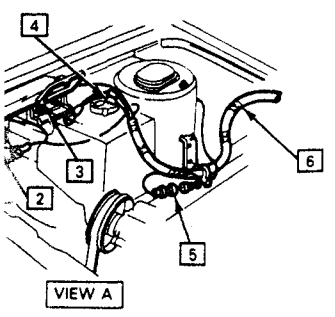
1. Hydraulic unit  
 2. ABS grommet  
 3. LF wheel speed sensor connector  
 4. Main valve connector  
 5. Pressure switch connector  
 6. Pump motor connector  
 7. Hydraulic unit ground  
 8. Fluid level sensor connector  
 9. Valve block connector

1. Hydraulic unit
2. ABS grommet
3. LF wheel speed sensor connector
4. Main valve connector
5. Pressure switch connector
6. Pump motor connector
7. Hydraulic unit ground
8. Fluid level sensor connector
9. Valve block connector

10. ABS harness
11. Relay bracket
12. Pump relay fuse (5A)—brn and orn wires
13. Pump fuse (30A)—red and orn wires
14. Main relay fuse ("30A control")—red and orn wires
15. Main relay—5 wires
16. Pump motor relay—4 wires

Under hood components—Anti Lock Brake System

Brake System



1. Front sheet metal ground
2. Negative junction block
3. Positive junction block
4. Fusible links
5. RF wss connector
6. ABS harness
7. Pump motor ground
8. Generator
9. Nut (26 N-m/19 ft. lbs.)

1. ABS harness
2. ABS diode holder
3. ABS grommet
4. 5A in-line EBCM fuse
5. ABS-dash 6-way connector
6. ABS-dash 2-way connector
7. Dash harness

System

Interior components—Anti Lock Brake System

**Clearing ABS Trouble Codes**

The ABS trouble codes should not be cleared until repairs are completed. The EBCM will not allow ABS codes to clear unless all the codes have been read.

The ABS trouble codes are cleared by driving the vehicle at a speed greater than 18 mph. After attempting to clear the codes, check that all codes are cleared by attempting to read the codes. If the codes did not clear, repeat the read-out procedure and drive the vehicle again at a speed greater than 18 mph.

**BCM Trouble Codes and Input Tests**

The vehicle self-diagnostic system includes 1 BCM trouble code and 3 BCM input tests which

involve the ABS system. Diagnostic information related to these codes is included in the "Body Computer" section of this manual.

**NOTE ON INTERMITTENTS**

As with virtually any electronic system, intermittent failures in the anti-lock brake system may be difficult to accurately diagnose. The ABS trouble codes which may be stored by the EBCM are not specifically designated as "Current" or "History" codes, as are BCM and ECM codes. These codes, however, can be helpful in diagnosing intermittent conditions.

If an intermittent condition is being diagnosed, the ABS self-diagnostic system can be

used in the following manner to help suspect circuit:

- First, display and clear any codes which may be present in the system.
- Then test drive the vehicle, repeat the failure condition. A change in the driving circumstances under which the failure occurs, if available, can be helpful in diagnosing the condition.
- After duplicating the condition, display any ABS trouble codes which may have been stored.
- If no trouble codes were stored, it may become necessary to use symptom diagnosis.
- If the system malfunction is intermittent, a good description of the behavior may be helpful in locating the "most probable" component or circuit. The diagnosis chart may also be useful in diagnosing the failure.

● Most intermittent problems are caused by faulty electrical connections or wiring. An intermittent failure is encountered only under certain circumstances.

● Poor mating of connector harness terminals not fully seated in the connector (backed out).

● Improperly formed or damaged terminals. All connector terminals in a harness should be carefully reformed to meet contact tension.

● Poor terminal to wire connection. Requires removing the terminal from the wire body to inspect.

Most failures of the anti-lock system will disable anti-lock function for one or more ignition cycles, even if the fault clears. There are a few failure conditions which will allow the ABS to operate during the ignition cycle in which the failure occurred if the failure conditions are present.

The following conditions may cause intermittent operation of the "ANTI-LOCK" lamps. All other conditions will cause at least one of the two warning lamps to remain on until the ignition switch is turned off and then back on. Circuits involved in the ABS system should be inspected if a complaint of intermittent warning lamp operation is encountered.

- Low system voltage
- If low system voltage is detected, the EBCM will turn on the "ANTI-LOCK" lamp until normal system voltage is achieved. Once normal voltage is achieved, the EBCM will return to normal operation.
- Low brake fluid
- A low brake fluid condition will cause the ABS to turn on the "BRAKE

ITEM	INSPECT FOR	CORRECTIVE ACTION
PARKING BRAKE	<ul style="list-style-type: none"> <li>- FULL RELEASE</li> <li>- PROPER SWITCH FUNCTION IF NECESSARY, UNPLUG SWITCH CONNECTOR FROM PEDAL ASSEMBLY TO VERIFY PROPER VACUUM RELEASE SYSTEM OPERATION</li> </ul>	<ul style="list-style-type: none"> <li>- OPERATE MANUAL RELEASE LEVER TO VERIFY RELEASE</li> <li>- ADJUST CABLE OR REPAIR RELEASE SYSTEM AS REQUIRED</li> <li>- REPAIR SWITCH AS REQUIRED</li> </ul>
MAJOR COMPONENTS <ul style="list-style-type: none"> <li>● BRAKE FLUID RESERVOIR</li> <li>● HYDRAULIC UNIT</li> <li>● PUMP/MOTOR ASSEMBLY</li> </ul>	<ul style="list-style-type: none"> <li>- LOW FLUID LEVEL</li> <li>- EXTERNAL LEAKS</li> <li>- PROPER ASSEMBLY</li> </ul>	<ul style="list-style-type: none"> <li>- ADD FLUID AS REQUIRED</li> <li>- DETERMINE CAUSE OF FLUID LOSS AND REPAIR</li> <li>- REPAIR LEAKS AS REQUIRED</li> <li>- INSTALL OR POSITION COMPONENTS PROPERLY</li> </ul>
FUSES—ON RELAY BRACKET <ul style="list-style-type: none"> <li>● PUMP MOTOR RELAY FUSE (5A)</li> <li>● MAIN RELAY (CONTROL) FUSE (30A)</li> <li>● PUMP MOTOR FUSE (30A)</li> </ul>	<ul style="list-style-type: none"> <li>- BLOWN FUSE</li> </ul>	<ul style="list-style-type: none"> <li>- REPLACE FUSE</li> <li>- VERIFY OPERATION</li> <li>- INSPECT FOR CAUSE OF FUSE FAILURE</li> </ul>
CONNECTORS UNDERHOOD <ul style="list-style-type: none"> <li>● MAIN RELAY</li> <li>● PUMP MOTOR RELAY</li> <li>● PRESSURE SWITCH</li> <li>● PUMP MOTOR</li> <li>● MAIN VALVE</li> <li>● VALVE BLOCK</li> <li>● FLUID LEVEL SENSOR</li> <li>● LF AND RR WHEEL SPEED SENSORS</li> </ul> BEAR OF CAR <ul style="list-style-type: none"> <li>● LR AND RR WHEEL SPEED SENSORS</li> <li>● ELECTRONIC BRAKE CONTROL MODULE</li> </ul>	<ul style="list-style-type: none"> <li>- PROPER ENGAGEMENT</li> <li>- LOOSE WIRES OR TERMINALS</li> <li>- CORRODED OR BROKEN EYELETS</li> </ul>	<ul style="list-style-type: none"> <li>- PROPERLY ENGAGE CONNECTOR</li> <li>- REPAIR AS REQUIRED</li> </ul>

Visual inspection—Anti Lock Brake System

QUOT 08-28-2008  
From Chris.



### CARQUEST Auto Parts

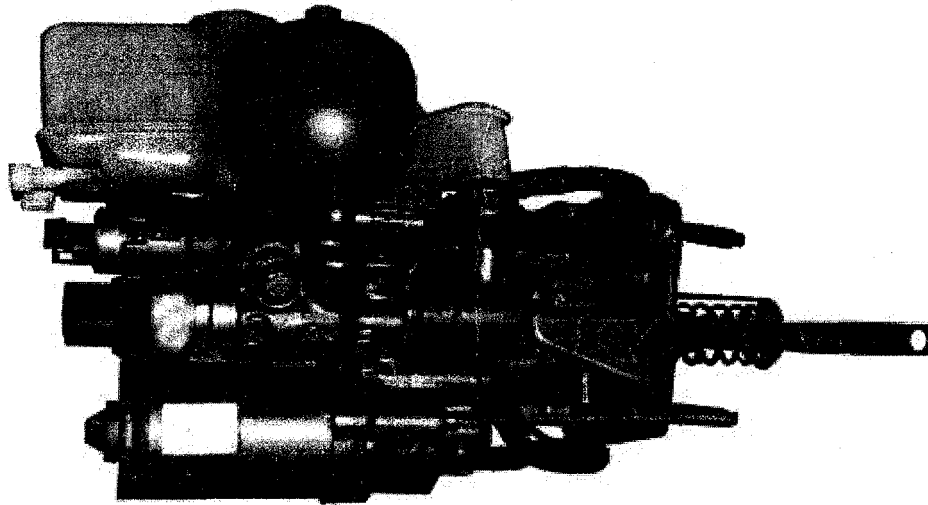
#### Part Information

**BRK - CARQUEST BRAKE HYDRAULICS**  
ABS PARTS NOT STOCKED

**MFG Code:** BRK  
**Part Number:** RLR1700

**Description**  
BRAKE ABS COMPONE

**Specifications**



All images...

**Features & Benefits**  
- No features/benefits available

**MSDS Sheets**  
- No MSDS sheet available

**Application Summary**  
- No applications available

**Product Bulletins**  
- No bulletins available

**Interchange Numbers**  
- No interchange numbers available

**Specification Documents**  
- No specifications available

→ ABS Hydraulic Assembly

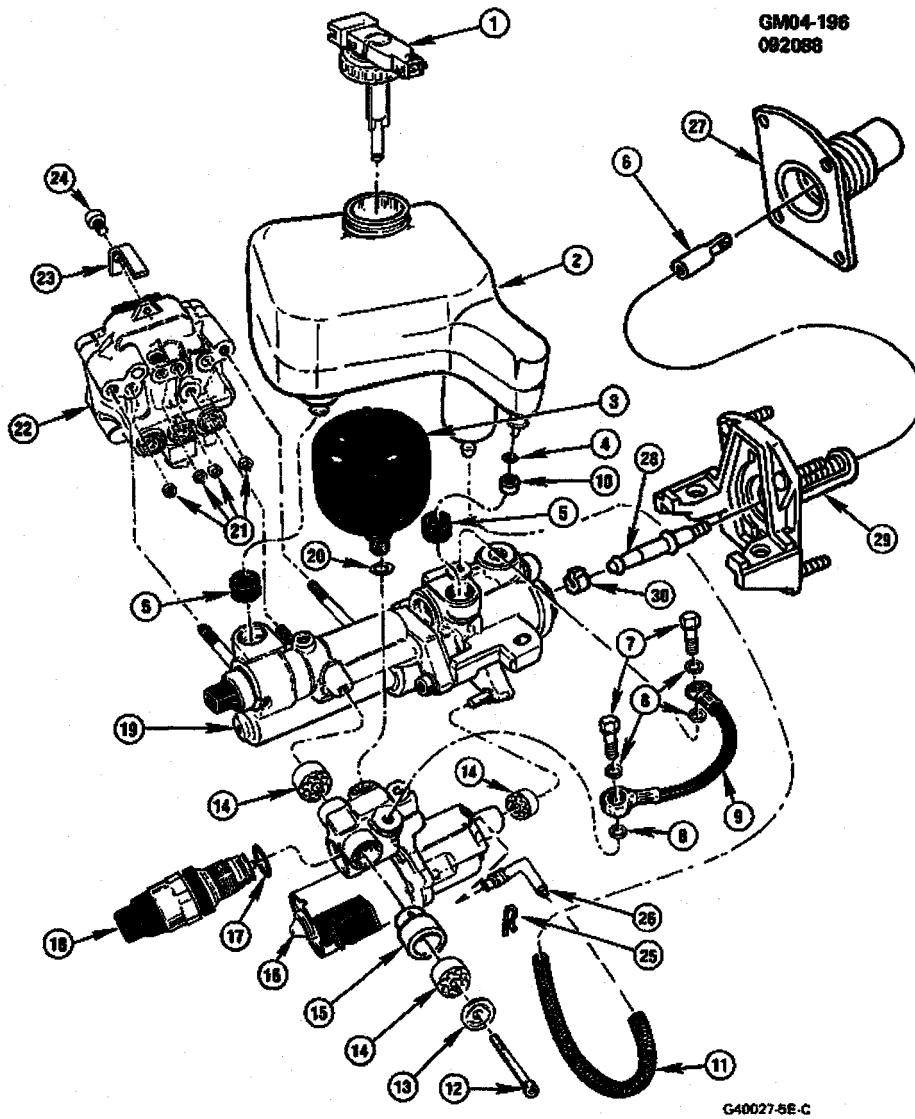
1 to 2 days away

\$1657.69 + core \$142.86  
142.86

\$1800.55 + tax  
+ 142.86 core  
\$1943.41

→ \$1908.58 core, tax  
~~over~~ everything

Make: CADILLAC, Year: 86, Model: Fleetwood Limousine/Deville/Funeral Coach



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Labadie Auto Company - Call (989) 667-2000 Ext. 351 for Tony Bermejo

MAKE=K

YEAR=86

MODEL=C

BRAKES

ALL PRICES

General group notes exist  
BRAKES

04.650 CYLINDER-SLEEVE-WASHER, Brake Master Cylinder

PART #	USAGE	DESCRIPTION	YEAR	QTY	H	SUG LIST
H25533691	C47-69 ANTILOCK DISC/DRUM BRK(JM4)	CYLINDER,BRK MAS(EXC VLV BLK) (**VPI 1-877-846-8243)	86-86	01		N.A.
ACDelco additional usages						
19176388	C23-33-90	CYLINDER,BRK MAS(18011052 & 18029973 MUST ALSO BE USED FOR 1985-6 VEHICLES) (ACDelco #18M1778) (DURASTOP)	86-86	01		112.19
19176388	C47-69 (EXC ANTILOCK DISC/DRUM BRK(JM4)	CYLINDER,BRK MAS(18011052 & 18029973 MUST ALSO BE USED FOR 1985-6 VEHICLES) (ACDelco #18M1778) (DURASTOP)	86-86	01		112.19
18030547	CD (EXCEPT ANTILOCK BRAKES) (WITH POWER BRAKES)	CYLINDER,BRK MAS(24.0&36.75MM CYLINDER BORE) (ACDelco #18M305) (DURASTOP)	86-86	AR		106.85
18030547	CB (EXCEPT ANTILOCK BRAKES) (WITH POWER BRAKES)	CYLINDER,BRK MAS(24.0&31.75MM CYLINDER BORE) (ACDelco #18M305) (DURASTOP)	86-86	AR		106.85
18030560	C23-33-90	CYLINDER,BRK MAS(18011052 & 18029973 MUST ALSO BE USED FOR 1985-6 VEHICLES) (ACDelco #18M318) (DURASTOP)	86-86	01		112.20
18030560	C47-69 (EXC ANTILOCK DISC/DRUM BRK(JM4)	CYLINDER,BRK MAS(18011052 & 18029973 MUST ALSO BE USED FOR 1985-6 VEHICLES) (ACDelco #18M318) (DURASTOP)	86-86	01		112.20

Page 1 of 1

□ □ < > F □ □

Item Count: 7

PART NAME&gt;

Cat: 62C, GM Last Pub AUG 08

Group 04 1986-1990 C BRAKE SYSTEM/ANTILOCK (JM4)

Illus 12 of 20 (GM04-286)

Add Notes using (Ctrl+F5)

CALL PART # GROUP DESCRIPTION

CALL	PART #	GROUP	DESCRIPTION
001		NS	CYLINDER, BRK MAS(*1)
002	25525687	04.648	BOLT, BRK M/CYL
003	11516781	04.845	NUT, P/B BOOS(8.917)
004	25525647	DISCON	ROD, W/BRKT, (1986) (CMPTS SERV)
004	25530616	DISCON	BOOT, BRK PED PUSH ROD
004	10112681	04.658	ROD, W/GROMMET, BRK PED PUSH
004	25529872	DISCON	ROD, W/BRKT (1987-90) (CMPTS SERV)
004	25530616	DISCON	BOOT, BRK PED PUSH ROD
004	25533699	DISCON	ROD, W/GROMMET & SNAP RING, BRK PEDAL PUSH
004	25530617	DISCON	GROMMET, BRK PED PUSH ROD
005	25528799	DISCON	CLIP, WHL SPD SEN WIRE (TO FRT VAPOR PIPE) (1986-88)
005	03816659	08.965	RETAINER, PLSTC 7 IN ADJ STRAP (1989-90)
005	25527890	04.710	SENSOR, WHL SPD SEN WIRE (TO A.C. EVAP PIPE) (ACDelco #25527890)
006	25527890	04.710	SENSOR, FRT WHL SPD-RH (1986) (ACDelco #25527890)
006	25527891	DISCON	SENSOR, FRT WHL SPD-LH (1986)
006	25528870	04.710	SENSOR, FRT WHL SPD-RH (1987-88) (ACDelco #25528870)
006	25528871	DISCON	SENSOR, FRT WHL SPD-LH (1987-88)
006	25532522	04.710	SENSOR, FRT WHL SPD-RH (1989-90) (ACDelco #25532522)
006	25532521	04.710	SENSOR, FRT WHL SPD-LH (1989-90) (ACDelco #25532521)
007	11513703	08.900	BOLT, HPH (M8X1.25X18) 9.8, POR
008	25714974	04.720	BRACKET, FRT WHL SPD SEN WIRE-RH
008	25714975	04.720	BRACKET, FRT WHL SPD SEN WIRE-LH
009	08639743	08.900	BOLT, HEX, W/CON WA (M6X1X15) PZOR (ACDelco #8639743)
010	25525768	DISCON	SENSOR, WHL SPD RR-RH (1986)
010	25525769	DISCON	SENSOR, WHL SPD RR-LH (1986)

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Item Count: 41

CALLOUT&gt;

Group 04 1986-1990 C BRAKE SYSTEM/ANTILOCK (JM4)

Illus 12 of 20 (GM04-286)

Add Notes using (Ctrl+F5)

CALL PART # GROUP DESCRIPTION

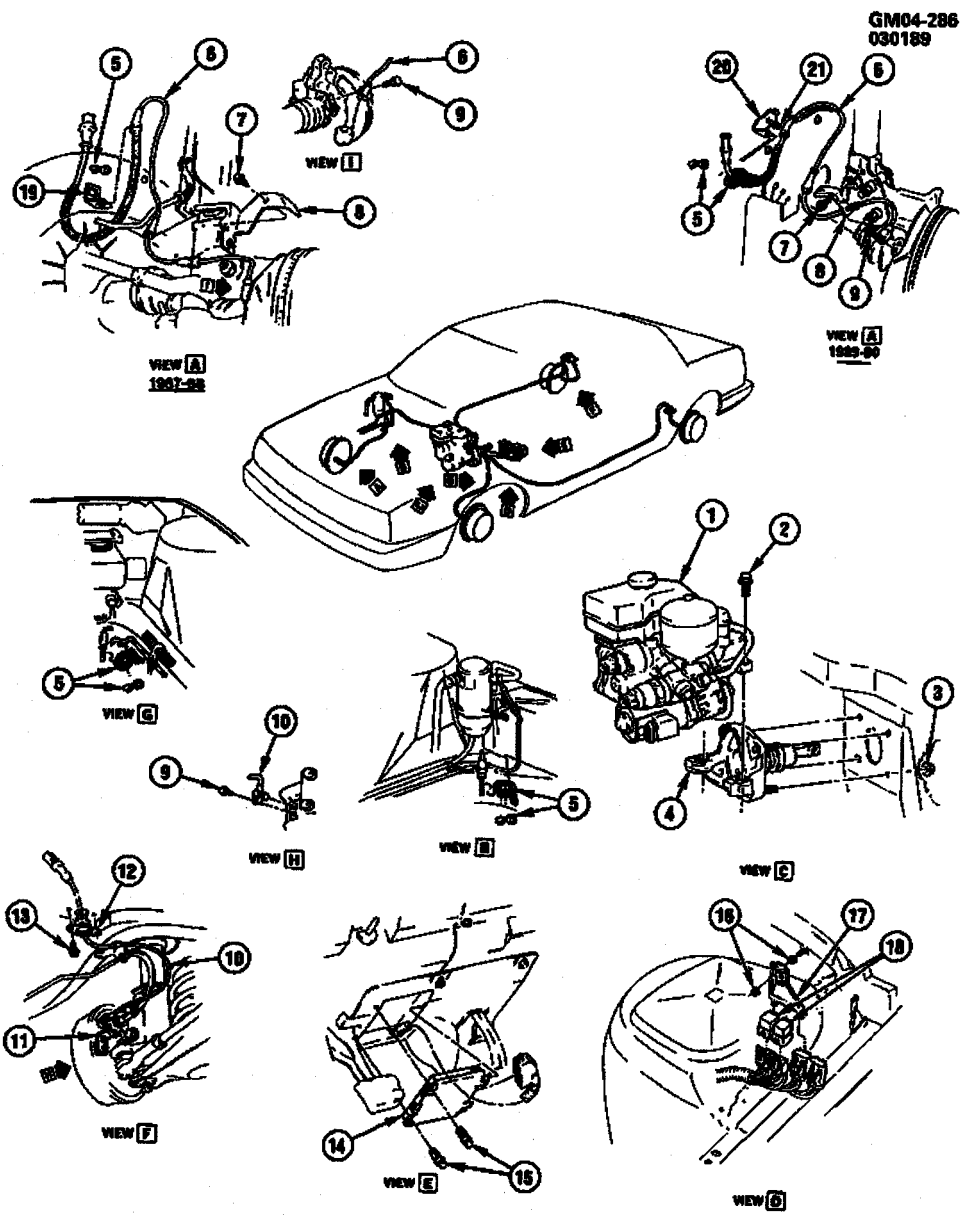
CALL	PART #	GROUP	DESCRIPTION
010	25528867	04.710	SENSOR, WHL SPD RR (1987-90) (ACDelco #25528867)
011	25529526	04.681	BRACKET, RR BRK HOSE-RH
011	25529527	04.681	BRACKET, RR BRK HOSE-LH
012	25526460	DISCON	RETAINER, RR WHL SPD SEN WIRE GROM
013	15656027	08.977	SCREW, HWH TAP (M4.2X1.41X16) PZOR
014	25527655	DISCON	MODULE, ELEC BRK CONT (1986)
014	25530505	DISCON	MODULE, ELEC BRK CONT (1987-90)
015	20664092	08.153	RETAINER, ELEC BRK CONT MDL(1.276)
016	11517293	08.917	NUT, HEX W/CON WA (M6X1) PEOR 9
017	25524795	DISCON	BRACKET, ELEC BRK CONT RLY (1.055)
018		04.720	RELAY, ELEC BRK CONT (1986-87)
018	25530731	04.720	RELAY, ELEC BRK CONT(9.277) (1988-90) (ACDelco #15-8258)
019	25528821	DISCON	BRACKET, FRT WHL SPD SEN WIRE (1987-88)
020	25532524	04.720	BRACKET, WHL SPD SEN WIRE-RH (1989-90)
020	25532525	04.720	BRACKET, WHL SPD SEN WIRE-LH (1989-90)
021		NS	RIVET, (3/16X.367)

Page 2 of 2 □ □ &lt; &gt; F □ □

Item Count: 41

CALLOUT&gt;

Make: CADILLAC, Year: 86, Model: Fleetwood Limousine/Deville/Funeral Coach



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Labadie Auto Company - Call (989) 667-2000 Ext. 351 for Tony Bermejo



	Call	Part #	Group	Description
<b>1986 C BRAKE MASTER CYLINDER-ANTILOCK (TEVES)(JM4)</b>				
<input type="checkbox"/>		001	25528397	DISCON SENSOR, W/CAP, M/CYL LOW FLUID IND
<input type="checkbox"/>		002	25529277	DISCON RESERVOIR, BRK FLUID
<input type="checkbox"/>	<input checked="" type="checkbox"/>	003	25528382	04.647 ACCUMULATOR, PRESS(ACDelco #25528382) <i>\$219.57</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	004	25528402	04.651 SEAL, RSVR(O-RING)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	005	25528394	04.651 SEAL, RSVR
<input type="checkbox"/>		006	NS	ROD, RR(PART OF #28)
<input type="checkbox"/>		007	25528385	DISCON FITTING, HIGH PRESS HOSE
<input type="checkbox"/>	<input checked="" type="checkbox"/>	008	25528386	04.647 SEAL, O-RING PRESS HOSE FTG
<input type="checkbox"/>		009	<input checked="" type="checkbox"/> 25528384	DISCON HOSE, HIGH PRESS
<input type="checkbox"/>	<input checked="" type="checkbox"/>	010	25528403	04.651 SLEEVE, RSVR
<input type="checkbox"/>	<input checked="" type="checkbox"/>	011	25528398	04.660 HOSE, LOW PRESS(ACDelco #25528398)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	012	<input checked="" type="checkbox"/> 10112683	04.648 BOLT, PUMP MTG
<input type="checkbox"/>	<input checked="" type="checkbox"/>	013	<input checked="" type="checkbox"/> 25533640	04.650 WASHER, PUMP
<input type="checkbox"/>	<input checked="" type="checkbox"/>	014	25528387	04.647 INSULATOR, PUMP
<input type="checkbox"/>		015	25528388	DISCON SLEEVE, PUMP MTG BOLT
<input type="checkbox"/>	<input checked="" type="checkbox"/>	016	<input checked="" type="checkbox"/> 10132772	04.647 PUMP, W/MOT(ACDelco #179-984) <i>← #92132</i>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	017	25528392	04.663 SEAL, PUMP & PRESS WRNG SW
<input type="checkbox"/>	<input checked="" type="checkbox"/>	018	<input checked="" type="checkbox"/> 25530882	04.663 SWITCH, PUMP & PRESS WRNG(ACDelco #25530882) <i>#194.31</i>
<input type="checkbox"/>		019	25530880	DISCON VALVE, BRK M/CYL
<input type="checkbox"/>	<input checked="" type="checkbox"/>	019	<input checked="" type="checkbox"/> 25533691	04.650 CYLINDER, BRK MAS(USED WITH VALVE LISTED BELOW FOR THIS APPLICATION)
<input type="checkbox"/>	<input checked="" type="checkbox"/>	020	25528383	04.647 SEAL, ACCUM O-RING
<input type="checkbox"/>	<input checked="" type="checkbox"/>	021	25528381	04.651 SEAL, VLV
<input type="checkbox"/>		022	25530880	DISCON VALVE, BRK M/CYL
<input type="checkbox"/>		023	25528395	DISCON RETAINER, RSVR
<input type="checkbox"/>		024	25528396	DISCON BOLT, RSVR RET
<input type="checkbox"/>	<input checked="" type="checkbox"/>	025	25528400	04.660 RETAINER, ELBOW
<input type="checkbox"/>	<input checked="" type="checkbox"/>	026	25528399	04.660 ELBOW, PUMP TO HOSE
<input type="checkbox"/>		027	25530616	DISCON BOOT, BRK PED PUSH ROD
<input type="checkbox"/>	<input checked="" type="checkbox"/>	028	10112681	04.658 ROD, W/GROMMET, BRK PED PUSH
<input type="checkbox"/>		029	25525647	DISCON ROD, W/BRKT, BRK PED PUSH
<input type="checkbox"/>		030	25530617	DISCON GROMMET, BRK PED PUSH ROD