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NVS-200



AUG 21 2013

[REDACTED]
[REDACTED] • Farmington Hills, MI [REDACTED] • Phone: [REDACTED]
E-Mail: [REDACTED]

Date: 08/12/2013

INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

Mr. David L. Strickland
Administrator
NHTSA
1200 New Jersey Ave, SE
West Building
Washington, DC 20590

Dear Mr. Strickland:

I was almost broadsided while driving my 2003 GMC Sierra 2500HD because when I applied the brake pedal it went all the way to the floor - no brakes what so ever. The cause was rusted out brake lines, a condition that your department has been investigating since 2010.

I had no warning whatsoever! In looking online I see that I am far from alone in having to deal with this problem, and that GM's response has been that while braking will be reduced you can still stop the truck. That is simply "not" true, I was approaching an intersection at 40mph that deadened (you had to turn left or right) the cross traffic was traveling at 50mph. When I applied my brake it just dropped to the floor, zero braking. If not for a major evasive action from the oncoming car I would have been hit at 50mph.

If you have been waiting for a fatality before issuing a recall - I was almost it, I would think that such a high potential for catastrophic failure would be a cause for a recall.

I have received no information from GM to have the brake lines looked at, nor has my dealer who services my truck regularly brought to my attention the fact that they should be replaced prior to this incident.

The only reason I can come up with for your department's inaction is because of a conflict of interest. With the government owning a portion of GM you are willing to sacrifice a few lives in order to keep GM stock as high as possible

Sleep well tonight Mr. Strickland

Sincerely, [REDACTED]
[REDACTED]

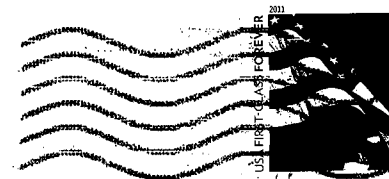
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Farmington Hills, MI

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