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 <p><b>AUTO SAFETY HOTLINE</b>  <b>VEHICLE OWNER'S QUESTIONNAIRE</b> <b>QC'd</b>          NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION          NATIONWIDE 1-800-424-9383          DC METRO AREA 202-386-0123</p>		<p>FOR AGENCY USE ONLY</p> <p>DATE RECEIVED: <b>00 JAN 10 PM 12:28</b></p> <p>OFFICE: <b>DEFECTS INVESTIGATION</b></p> <p>REFERENCE NO: <b>550326</b></p> <p>DAY TIME TELEPHONE NO. (AREA CODE): <b>[REDACTED]</b></p>	
<p>OWNER INFORMATION (TYPE OR PRINT)</p> <p>NAME and ADDRESS: <b>[REDACTED]</b></p>			
<p>Do you authorize NHTSA to provide a copy of this report to the manufacturer of your vehicle? YES <input checked="" type="checkbox"/> NO <input type="checkbox"/></p> <p>In the absence of an authorization, NHTSA <del>WILL NOT</del> provide your name or address to the vehicle manufacturer.</p>			
SIGNATURE OF OWNER: <b>[REDACTED]</b>		DATE: <b>12-27-99</b>	
<p>VEHICLE INFORMATION</p> <p>VEHICLE IDENTIFICATION NO.: <b>2GTEC1951T15Z1647</b></p> <p>VEHICLE MAKE: <b>GMC</b></p> <p>VEHICLE MODEL: <b>SIERRA</b></p> <p>MODEL YEAR: <b>1996</b></p> <p><small>*LOCATED AT BOTTOM OF WINDSHIELD ON DRIVER'S SIDE</small></p>			
CURRENT ODOMETER READING: <b>148000</b>	DATE PURCHASED: <b>JAN 1997</b>	DEALER'S NAME, CITY & STATE: <b>AL DIEFRIKH WATERFORD MICH.</b>	ENGINE SIZE (CID/CC/L): <b>6.5L</b> NO. CYLINDERS: <b>8</b>
TRANSMISSION TYPE: <input checked="" type="checkbox"/> AUTOMATIC	ANTILOCK BRAKES: <input checked="" type="checkbox"/> YES	RESTRAINT SYSTEM: <input checked="" type="checkbox"/> DRIVERSIDE AIRBAG, <input checked="" type="checkbox"/> 3-POINT BELT	CRUISE CONTROL: <input checked="" type="checkbox"/> YES
<input type="checkbox"/> MANUAL	<input type="checkbox"/> NO	<input type="checkbox"/> PASSENGERSIDE AIRBAG, <input type="checkbox"/> 2-POINT BELT	DRIVETRAIN: <input checked="" type="checkbox"/> REAR, <input type="checkbox"/> 4-WHEEL
<p>FAILED COMPONENT(S)/PART(S) INFORMATION (REPORT TIRE INFORMATION ON BACK)</p>			
COMPONENT: <b>BRAKES</b>	PART NAME(S): <b>BRAKE ROTORS</b>	LOCATION: <input checked="" type="checkbox"/> LEFT FRONT	FAILED PART(S): <input checked="" type="checkbox"/> ORIGINAL REPLACEMENT
NO. OF FAILURES: <b>3</b>	DATE(S) OF FAILURE(S):	MANUFACTURER CONTACTED: <input checked="" type="checkbox"/> YES	NHTSA PREVIOUSLY CONTACTED: <input checked="" type="checkbox"/> NO
	MILEAGE AT FAILURE(S): <b>45,000 - 90,000</b> <b>120,000</b>	<input type="checkbox"/> NO	<input type="checkbox"/> YES
	VEHICLE SPEED AT FAILURE(S):		
<p>APPLICABLE ACCIDENT INFORMATION</p>			
ACCIDENT: <input checked="" type="checkbox"/> NO	FIRE: <input checked="" type="checkbox"/> NO	NUMBER PERSONS INJURED: _____	NUMBER OF FATALITIES: _____
<input type="checkbox"/> YES	<input type="checkbox"/> YES	PROPERTY DAMAGE ESTS: _____	POLICE REPORTED: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<p>NARRATIVE DESCRIPTION OF FAILURE(S), ACCIDENT(S), INJURY(IES)</p> <p><b>SEE ATTACHED LETTER.</b></p>			
<p>CONTINUE ON BACK IF NEEDED</p>			
<p>The Privacy Act of 1974 Public Law 93-579</p> <p>This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may</p>		<p>be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.</p>	

12/26/99



Dear sirs;

I would like to report two safety problems with a GMC pickup truck.

You will first need this background information on my vehicle:

1996 GMC extended cab sierra 1/2 ton

6.5l turbodiesel engine

15" wheels

There were very few 1/2 ton trucks made with a diesel engine. You can't even special order one anymore. I am sure General Motors realized their error and stopped making them available.

Problem #1.

Because of the extra weight of the diesel engine, the scissors jack provided with 1/2 ton pickups will not pick a front wheel up. It will raise a rear wheel or will raise a front wheel if it is not deflated. But if the front tire is flat and you have to lower the jack all the way down, it will not raise the wheel at all. The metal will twist and break and the jack will fail.

Problem #2.

Background, This is the fourth GMC / Chevy pickup that I have bought. As a salesman I travel 55,000 to 65,000 miles a year. My driving has not changed over the last 15 years and I always put over 150,000 miles on a vehicle before I trade it in for a new one. I rotate all four tires and the spare on a regular basis. I get 60,000 miles on a set of tires and 80,000 miles on a set of brakes. The last three were gasoline engines.

With this vehicle I still get about 60,000 miles on a set of tires but only get 45,000 miles out of a set of brakes. I am now working on my fourth set of brakes. Every time I have the brakes worked on they have to replace both the pads and rotors. The rotors are all covered with what the mechanics call heat cracks. I have ~~had the rotors turned because they are allways cracked.~~ Each brake job cost over \$500.00. All of the mechanics I have talked to about this problem say it is caused by the same thing. The brakes are too small for a vehicle with a diesel engine. With a diesel engine the motor does not help to slow the vehicle down when you let up on the accelerator. All the stopping comes from the brakes. On all of the trucks GM puts diesel engines in now, they have heavy duty brakes and 16" wheels with larger rotors.

Because of the miles I drive, I have experienced all the problems that normal mileage drivers will be just starting to find. My concern is the possibility of brake failure because of heat buildup and the rotors cracking. I do not think this problem can be fixed. I do think drivers of these vehicles should be made aware of the potential problem. They should also be advised to have the brakes checked on a more frequent basis.

If you have any ideas on a solution or would like further information feel free to contact me.

Sincerely,

