

U.S. Department
of TransportationNational Highway
Traffic Safety
Administration

DOT Auto Safety Hotline

Vehicle Owner's Questionnaire (VOQ)

NATIONWIDE 1-888-DASH-2-DOT

1-888-327-4236

www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 118

Date Received

17-APR-2000

 Od_or _____
 Rt_dt _____
 od_rt _____
 up_ltr _____

Reference No.

860403

 Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle? ☐ YES ☐ NO
 In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner _____ Date ____/____/____

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (located at front of windshield on drivers side) 1GDCT18Z7P0810793	Vehicle Make GMC	Vehicle Model TYPHOON	Vehicle Year 1993	Current Odometer Reading
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Purchase Date	Dealer's Name _____	Engine Size (CID/CC/L) _____	☐ Turbo ☐ Diesel ☐ Gas ☐ Fuel Injection
☐ New ☒ Used	City _____ State _____ Zip Code _____	No Cylinders _____	

Transmission Type ☐ Manual ☐ Automatic	Antilock Brakes ☒ Yes ☐ No	Restraint System ☒ 3-Point Belt ☐ Motorbell ☐ Driverside Airbag ☐ 2-Point Belt ☐ Passengerside Airbag	Cruise Control ☐ Yes ☒ No	Drive Train ☐ Front ☐ Rear ☐ 4-Wheel	Vehicle Type ☐ Car ☐ Sport Ult ☐ Van ☐ Truck ☐ Minivan ☐ Motorcycle ☐ Other _____	Body Style ☐ 2-Door ☐ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☐ Other _____
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FAILED COMPONENT(S)/PART(S) INFORMATION

Component 03250000	Part Name(s) BRAKES:HYDRAULIC:ANTI-SKID SYSTEM	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No of Failures	Date(s) of Failure(s) <u>05-MAY-1999</u> Mileage at Failure(s) <u>47000</u> Vehicle Speed at Failure(s) _____	Failed Part(s) Available? ☐ Yes ☐ No	NHTSA Previously Contacted? ☐ Yes ☐ No

APPLICATION INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies) on the back of this form)

Crash ☐ Yes ☒ No	Fire ☐ Yes ☒ No	Number of Persons Injured	Number of Fatalities	Estimated Property Damage	Reported to Police ☐ Yes ☒ No
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NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

WHEN APPLYING BRAKES IN AN EMERGENCY SITUATION PEDAL GET HARDS AND THE TRUCK TRAVELS AN ADDITIONAL 200 FEET BEFORE STOPPING. THIS CONDITION COULD CAUSE A CRASH. PROBLEM WAS REPORTED TO THE DEALERSHIP. OWNER HAS DISCONNECTED THE BRAKING SYSTEM. PLEASE PROVIDE ANY FURTHER INFORMATION. *AK

CONTINUED ON BACK

The Privacy Act of 1974-Public Law 93-579 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 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.

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118

Date Received

20 MAY - 9 PM 2
17-APR-2000OFFICE
DEFECTS INVESTIGATION
 Od or
rl dt
D dt
up ltr

Reference No.

860403

OWNER INFORMATION (Type or Print)

603309

Work Number

Home Number

Do you authorize NHTSA to provide a copy of report to the manufacturer of your vehicle?

☐ YES☐ NO

In the absence of an authorization, NHTSA WILL NOT provide your name and address to the vehicle manufacturer.

Signature of Owner

Date / /

VEHICLE INFORMATION

 Vehicle Ident. No. (VIN) (Located at bottom of windshield on driver's side) 1GDCT18Z7P0810793
 Vehicle Make GMC
 Vehicle Model TYPHOON
 Vehicle Year 1993
 Current Odometer Reading

Purchase Date

11-98

Dealer's Name

PRIVATE OWNER

Engine Size

(CID/CC/L 4.3

No Cylinders 6

☒ Turbo
☐ Diesel
☐ Gas
☐ Fuel Injection
☐ New ☒ Used

City State Zip Code

 Transmission Type ☐ Manual ☒ Automatic
 Antilock Brakes ☒ Yes ☐ No
 Restraint System ☒ 3-Point Belt ☐ Motorbelt
☐ Driverside Airbag ☐ 2-Point Belt
☐ Passengerside Airbag
 Cruise Control ☐ Yes ☒ No
 Drive Train ☐ Front ☐ Rear ☒ 4-Wheel
 Vehicle Type ☐ Car ☒ Sport Util
☐ Van ☐ Truck ☐ Motorcycle
☐ Minivan ☐ Other
 Body Style ☒ 2-Door
☐ 4-Door
☐ Stationwagon
☐ Pick Up Truck
☐ Other

FAILED COMPONENT(S)/PART(S) INFORMATION

 Component 03250000
 Part Name(s) BRAKES:HYDRAULIC:ANTI-SKID SYSTEM
 Location ☒ Left ☒ Right
☒ Front ☒ Rear
 Failed Part(s) ☒ Original
☐ Replacement

 No of Failures 20
 Date(s) of Failure(s) 05-MAY-1999
 Mileage at Failure(s) 47000
 Vehicle Speed at Failure(s)
 Failed Part(s) Available? ☒ Yes ☐ No
 NHTSA Previously Contacted? ☒ Yes ☐ No

 I DISCONNECTED SYSTEM SO IT WENT
 CONTINUE TO
 HAPPEN.

APPLICATION INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies) on the back of this form)

 Crash ☐ Yes ☒ No
 Fire ☐ Yes ☒ No
 Number of Persons Injured
 Number of Fatalities
 Estimated Property Damage
 Reported to Police ☐ Yes ☒ No

NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

 WHEN APPLYING BRAKES IN AN EMERGENCY SITUATION PEDAL GET HARDS AND THE TRUCK
 TRAVELS AN ADDITIONAL 200 FEET BEFORE STOPPING. THIS CONDITION COULD CAUSE A CRASH.
 PROBLEM WAS REPORTED TO THE DEALERSHIP, OWNER HAS DISCONNECTED THE BRAKING SYSTEM.
 PLEASE PROVIDE ANY FURTHER INFORMATION. *AK

CONTINUE ON BACK IF NEEDED

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INFORMATION ON TIRE FAILURE(S) IF APPLICABLE:

610

SIZE

NARRATIVE DESCRIPTION (CONTINUED):

Sincerely

*U.S. Government Printing Office: 1975—803-590

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

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U.S. Department of Transportation
National Highway Traffic Safety Administration
Auto Safety Hotline, NEF-11 HL
400 7th Street, SW
Washington, DC 20580



LISA BOLAN
12/17 CARMIN HENDERSON

File # 99-163-634

Pat Moran 248-852-7201

Zone Office 800-462-8782

1.1 million GM vehicles recalled

Another 2.4 million will be eligible for brake repairs

- EBC4 ABS Unit

- SW - Signal for ABS SYS

The Detroit News

July 22, 1999

VIN # 1G OCT18Z 7P0810793

By Dina ElBoghdady / Detroit News Washington Bureau

WASHINGTON -- General Motors Corp. will recall or repair 3.5 million trucks, sport-utilities and vans with anti-lock brake problems, ending a five-year safety investigation by federal regulators.

GM said Wednesday it will recall 1.1 million four-wheel-drive Chevrolet and GMC sport-utilities and pickups from the 1991-1996 model years because a faulty sensor switch fails to relay to the brake systems when the vehicles are in two-wheel or four-wheel drive.

The defect can increase the chances of a collision by extending the braking time of those vehicles anywhere from 10 percent to 30 percent, said Robert Lange, GM's engineering director for product safety.

GM also will repair faulty brake system software in another 2.4 million two-wheel-drive trucks, sport-utilities and vans. The current software can diminish the effectiveness of anti-lock brakes by not responding correctly when a vehicle's tires move from high-grip, low-grip and back to high-grip surfaces under braking.

Problems tied to the software glitch are rare, the automaker and safety regulators said.

The National Highway Traffic Safety Administration continues to investigate Chevrolet and GMC Suburban sport-utilities from the 1992-1995 model years for anti-lock brake problems.

Anti-lock brakes are designed to give drivers more control during emergency braking situations by rapidly applying and unapplying the brakes, as quickly as 60 times a second. The system enables the wheels to keep rolling, giving drivers steering control, which is lost when wheels lock up.

For both the recall and repair campaigns, GM will notify owners by mail and fix the problem at no cost to consumers. But in a recall, the automaker admits to a defect that they do not acknowledge in service repairs.

GM's action ends two of the longest investigation ever conducted by National Highway Traffic Safety Administration, which received about 10,900 complaints -- including about 200 crashes and 300 injuries -- blamed on the GM brake systems. No fatalities were reported.

Kelsey-Hayes, now a unit of TRW Inc., manufactured most of the anti-lock brake systems at issue in the investigation.

GM Sets Recall of 3.5 Million Vehicles

Action Over Brake Defects In Pickup Trucks, SUVs Paired With Lesser Fix

The Wall Street Journal via Dow Jones

July 22, 1999

By Anna Wilde Mathews and Jeffrey Ball, Staff Reporters of The Wall Street Journal

General Motors Corp. will recall 3.5 million light trucks, vans and sport-utility vehicles because of potential problems with their antilock brakes.

The action ends one of the federal government's biggest safety-defect investigations. The vehicles sometimes didn't come to a stop as fast as drivers expected.

GM will recall 1.1 million GMC and Chevrolet four-wheel-drive pickup trucks and SUVs, model years 1991 through 1996, to fix a safety defect. Those models include the Chevy S-10 and GMC Sonoma pickups and the Chevy Blazer and GMC Jimmy SUVs. A safety defect is considered a serious problem that can lead to accidents.

GM also will offer free repairs on 2.4 million vehicles from model years 1992 through 1996, including certain two-wheel-drive Blazers, Jimmys, S-10s and Sonomas, as well as Chevrolet Astro vans, GMC Safari vans and full-size G-vans. The National Highway Traffic Safety Administration characterized this less-serious action as a service recall; GM said it wasn't a recall, but rather a "special policy."

The four-wheel-drive trucks and SUVs contain a safety defect in a brake-sensor switch that could increase the vehicles' stopping distance by 10% to 30%, said Robert Lange, GM's engineering director for product safety. A 30% increase in stopping distance would add about 30 feet, or about two car lengths, to a stop that otherwise would take 100 feet. That increase "under some conditions might be too long" to avert a collision, Mr. Lange said.

As for the two-wheel-drive vehicles and the vans, the brake problem "doesn't happen very frequently" and thus doesn't rise to the level of a safety defect, Mr. Lange said.

How much the fixes will cost GM is unclear. Mr. Lange said the cost will depend "on how many people bring their vehicles in for repair." Frank A.

Ursomarso, president of Union Park Pontiac GMC in Wilmington, Del., and a member of a national committee of GM dealers, estimated that the safety-recall repair might cost less than \$50 a vehicle.

In New York Stock Exchange composite trading, GM shares closed unchanged at \$66.50. John Casesa, an analyst at Merrill Lynch, said that even such large recalls rarely affect an auto maker's stock price, because manufacturers generally have set aside enough reserve funds to cover the costs.

Still, the recall could be a public-relations blow for the company at a time

when manufacturers are seeking to burnish their safety credentials. Trucks and SUVs in particular, which now make up about half the sales of U.S. auto companies, have found buyers among middle-class families that seek high safety rankings.

Consumers tend to be particularly aware of recalls on major parts like seat belts and brakes, industry officials said.

The recall ends a five-year probe by the NHTSA that grew into a huge research undertaking for the agency, as it explored different technical explanations for the complaints pouring in from consumers.

Overall, the agency said, it received 10,861 complaints about the brakes on the pickups and smaller SUVs, and unconfirmed reports of 2,111 crashes and 293 injuries related to brake problems.

GM's Mr. Lange, however, said the company has no evidence the brake problems caused any crashes or injuries. He said the investigation took so long because the problems were so complex and the consumer complaints were "quite variable." GM still believes most of the complaints concern only "consumer dissatisfaction with brake feel," he said.

The NHTSA got an additional 2,400 reports of brake problems on GM's larger SUV, the Suburban. The investigation of Suburbans from model years 1992 through 1994 wasn't closed, but GM told the agency it would "develop field action that would address customer satisfaction issues."

The brake problems are highly technical. In the four-wheel-drive trucks and smaller SUVs involved in the safety recall, the antilock braking system wasn't always properly distinguishing between four-wheel drive and two-wheel drive modes.

When the vehicles were in two-wheel drive, the braking systems sometimes operated as if they were in four-wheel drive; that could extend stopping distances and lead to crashes.

On the four-wheel-drive vehicles, the switch leading to the problem was manufactured by GM, Mr. Lange said. GM will replace the brake switches, install additional switches or install a new switch-linkage system, as necessary. Only the replacement switches, however, are currently available. The other parts will take "some time" to build, he said, though he didn't know exactly how long.

The 2.4 million vehicles involved in the service recall had some difficulties when they were stopping on surfaces that changed textures midway—in particular, when a driver started to brake on a firm ground like pavement, then moved onto something far more slippery such as ice, then moved back to the stickier surface. Sometimes, these vehicles' brakes didn't properly change their actions as the surface textures changed, leading to longer stopping distances.

GM will adjust the software controlling the antilock brakes to fix the problem, which it said is extremely rare.

In these 2.4 million vehicles, GM wants the manufacturer of the antilock brake system, TRW Inc.'s Kelsey-Hayes unit, to help pay for the repairs, Mr. Lange said. Discussions between GM and

Kelsey Hayes "are ongoing," he said.

A TRW spokesman declined to comment.

before their last day worked.

Newsline, UAW NEWS, and the UAW HOTLINE will keep team members current on transfer opportunities. The list of transfer opportunities is also posted on the bottom right hand section of the Jobs Transfer Posting Boards sitewide. Currently, there are no transfer opportunities for skilled trades members.

NHTSA announces recall of GM trucks

1-888-327-4236

The National Highway Traffic Safety Administration announced a safety recall yesterday of 1.1 million GM vehicles. The action is in response to reports of brake problems on 1991-96 model year Chevrolet and GMC four-wheel drive sport utility vehicles and pickups.

GM Engineering Director of Safety Robert Lange issued a response to the announcement. "GM confirms that a safety recall campaign will be included on 1.1 million 1991-96 model year Chevrolet and GMC four-wheel drive sport utility vehicles and pickups equipped with a particular model of anti-lock braking system.

"In addition, GM is conducting a special policy -- not a safety recall campaign -- on a population of truck products to address a rare phenomenon. During its investigation, NHTSA discovered a very complex condition related to S/T anti-lock braking performance on certain 'multiple transition' surfaces. Although this condition very rarely occurs in the field, GM has developed a field change that is designed to virtually prevent this condition. GM has agreed to make this change available to our customers at no charge. We are aware of no accidents nor injuries as a result of this condition.

"We intend this special policy to cover 1993-1996 Chevrolet Blazer and GMC Jimmy sport utility vehicles and 1994-1996 Chevrolet S10 and GMC Sonoma pickup trucks equipped with three-sensor EBC4 ABS units. In addition, GM believes that 1992-1995 Chevrolet Astro Vans and GMC Safaris and 1993-1996 G-vans equipped with the three-sensor EBC4 ABS also are subject to the same condition. GM will develop an analogous field change for these vehicles and intends to extend the special policy to these vehicles as well.

"GM has determined that it can prevent this performance condition by a modification to the ABS control algorithm on S/T vehicles. This software change is specifically isolated to the low coefficient control mode and is designed not to have an effect on other ABS or normal braking operations. We believe this change will not affect the way the brakes feel and will not create perceptible degradation in the steering or stability of the vehicle during braking."

Homecoming info

Where to park

The parking lot behind GA will need to be made available for the buses for homecoming