

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 252

Date Received

01-MAY-2000

Od_or _____
rt_dt _____
od_rt _____
up_ltr _____

Reference No.

861184

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.) <small>(located at bottom of windshield or driver's side)</small>	Vehicle Make	Vehicle Model	Vehicle Year	Current Odometer Reading
1GNCS18W1TK131251	CHEVROLET TRU	BLAZER	1996	

Purchase Date	Dealer's Name _____	Engine Size (CID/CCL) _____	<input type="checkbox"/> Turbo <input type="checkbox"/> Diesel <input type="checkbox"/> Gas <input type="checkbox"/> Fuel Injection
<input type="checkbox"/> New <input checked="" type="checkbox"/> Used	City _____ State _____ Zip Code _____	No. Cylinders _____	

Transmission Type	Antilock Brakes	Restraint System	Cruise Control	Drive Train	Vehicle Type	Body Style
<input type="checkbox"/> Manual <input type="checkbox"/> Automatic	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> 3-Point Belt <input type="checkbox"/> Driver Side Airbag <input type="checkbox"/> Passenger Side Airbag <input type="checkbox"/> Inertial <input type="checkbox"/> 2-Point Belt	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Front <input type="checkbox"/> Rear <input type="checkbox"/> 4-Wheel	<input type="checkbox"/> Car <input type="checkbox"/> Van <input type="checkbox"/> Minivan <input type="checkbox"/> Other <input type="checkbox"/> Sport Util Truck <input type="checkbox"/> Motorcycle	<input type="checkbox"/> 2-Door <input type="checkbox"/> 4-Door <input type="checkbox"/> Station Wagon <input type="checkbox"/> Pick Up Truck <input checked="" type="checkbox"/> Other

FAILED COMPONENT(S)/PART(S) INFORMATION

Component 03250000	Part Name(s) BRAKES:HYDRAULIC/ANTI-LOCK SYSTEM	Location	Failed Part(s)
		<input type="checkbox"/> Left <input type="checkbox"/> Front <input type="checkbox"/> Right <input type="checkbox"/> Rear	<input type="checkbox"/> Original <input type="checkbox"/> Replacement

No. of Failures	Date(s) of Failure(s) 01-GCP-1990	Failed Part(s) Available?	NHTSA Previously Contacted?
	Mileage at Failure(s) 05600	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No
	Vehicle Speed at Failure(s)		

APPLICATION INCIDENT INFORMATION

(Please describe in detail the incident(s), failure(s), crash(es), and injury(ies) on the back of this form.)

Crash	Fire	Number of Persons Injured	Number of Fatalities	Estimated Property Damage	Reported to Police
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

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

CONSUMER WAS PULLING INTO THE PARKING LOT TRAVELING ABOUT 20MPH, HE APPLIED BRAKES, AND VEHICLE DIDN'T STOP, AND HIT ANOTHER VEHICLE. THERE WERE NO INJURIES. *AK

CONTINUE ON BACK IF NEEDED

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.



Vehicle Owner's Questionnaire (VOQ)

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NATIONWIDE 1-888-DASH-2-DOT
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OWNER INFORMATION (Type or Print)

606450

Reference No. 861184

STREETS INVESTIGATION

861184

Work Number

Home Number

NO

YES

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

provide your name and address to the vehicle manufacturer.

Signature of Owner

Date 5/12/06

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) 1GNC318W1TK131251

Vehicle Make CHEVROLET TRU

Vehicle Model BLAZER

Vehicle Year 1998

Current Odometer Reading

Purchase Date

Dealer's Name CARLOCK CHEVROLET

City BLANCKVILLE State PR Zip Code 72315

Engine Size (CID/CYL)

No Cylinders 6

Turbo

Diesel

Gas

Fuel Injection

Transmission Type

Automatic

Manual

Antilock Brakes

3-Point Belt

2-Point Belt

Motorcycle

Driver Side Airbag

Passenger Side Airbag

Restraint System

Crash Control

Drive Train

Front

Rear

4-Wheel

Vehicle Type

Car

Sport UR

Truck

Van

Motorcycle

Other

Body Style

2-Door

4-Door

Stationwagon

Pick Up Truck

Other

Component 03280000

Part Name(s) BRAKES:HYDRAULIC-ANTI-SKID SYSTEM

Location

Left

Right

Failed Part(s)

Original

Replacement

No of Failures

Date(s) of Failure(s) 01-SEP-1998

Mileage at Failure(s) 65000

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 Failures

Estimated Property Damage

Reported to Police

Yes No

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

CONSUMER WAS PULLING INTO THE PARKING LOT TRAVELING ABOUT 20MPH, HE APPLIED BRAKES, AND VEHICLE DIDN'T STOP, AND HIT ANOTHER VEHICLE. THERE WERE NO INJURIES. *AK

CONTINUE ON BACK IF NEEDED

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May 16, 2000

Dear Sirs,

I [REDACTED], entered into a sales contract with Carlock Chevrolet of Blytheville, Arkansas, on or about September 15, 1998. The vehicle purchased under this sales contract was a used 1996 Chevrolet Blazer. The vehicle identification number is 1GNCS18W1TK131251. Upon receipt of the Blazer, a punch list of repairs was prepared for the Dealer to rectify. One of the items on this list was to inspect the brakes. It was noted from the onset that the brakes were inferior in their braking effectiveness. It appeared at times that the brakes would fail and stopping distances were greatly extended. The Dealer inspected the brakes and found nothing wrong. Within a month of ownership, my son was driving the vehicle and attempted to stop. The brakes failed to stop within normal parameters and he went off the road and into a ditch. The vehicle had to be pulled out of the ditch and minor body damage was incurred. I contacted the dealership regarding the brakes and they again said everything was mechanically in order. My son continued to complain about the brakes and was actually becoming tentative about using the vehicle. I took the Blazer into the dealership once again and the service manager assured me that there was nothing wrong with the braking system. He explained that the brake system was an anti-lock braking system and they were operating as they were designed to. We both went on a test drive in which he demonstrated on a gravel road how the system was intended to operate. The problem with the brakes however, did not occur every time the brakes were applied. The problem was intermittent in nature. One day while I was driving the vehicle I attempted to stop at an intersection on a yellow light. The brakes locked up and skipped right through the stop. By the time I got the vehicle under control, I was through the intersection. Once again I called the dealership and once again I was told there was no problem. I asked Mr. Carlock to please fix the problem or to find me a different vehicle. Approximately eight months ago, a segment was aired on the news that a recall involving the braking systems for certain GM products had been issued. I contacted the dealership and asked them if

I have been lied to, misled, and have been frustratingly run around in circles in trying to resolve this obvious life threatening problem. It is in conclusion that I appeal to the arbitration board to review this case and to encourage GM to buy back this vehicle that is an endangerment to myself and to my family.

Sincerely,

A black rectangular redaction box covers the signature area. Above the box, there are faint, handwritten scribbles in black ink.



Service Bulletin

File In Section: Special Policies
 Bulletin No.: 99048
 Date: December, 1999



SPECIAL POLICY

SUBJECT: 99048 - SPECIAL POLICY - HIGH/LOW/HIGH ABS BRAKE ANOMALY

**MODELS: 1993-1996 CHEVROLET, GMC, AND OLDSMOBILE S/T UTILITY
 1994-1996 CHEVROLET AND GMC S/T PICKUP EQUIPPED WITH A
 V6 ENGINE
 1993-1995 CHEVROLET AND GMC M/L VAN
 1993-1996 CHEVROLET AND GMC G VAN**

 THIS SPECIAL POLICY IS IN EFFECT UNTIL DECEMBER 1, 2002

DUE TO THE AVAILABILITY OF PARTS, THIS SPECIAL POLICY WILL BE ADMINISTERED IN PHASES. THIS FIRST PHASE WILL BE THE REPROGRAMMING OF THE VCM IN 2WD AND 4WD 1994-1996 S/T PICKUPS AND 1995-1996 S/T UTILITIES EQUIPPED WITH A VCM. VEHICLES INVOLVED IN PHASE I ARE SHADED IN THE TABLE BELOW.

YOU WILL BE NOTIFIED OF THE NEXT PHASE VIA DCS MESSAGE.

	MODEL YEAR			
	1993	1994	1995	1996
M/L Van	Part Chg.	Part Chg.	Part Chg.	N/A
G Van	Part Chg.	Part Chg.	Part Chg.	Part Chg.
S/T Pickup w/LB4 & Man Trans	N/A	Reprogram	Reprogram	N/A
S/T Pickup w/LB4 & Auto Trans	N/A	Part Chg.	Part Chg.	N/A
S/T Pickup w/L35/LF6	N/A	Part Chg.	Reprogram	Reprogram
S/T Utility w/LB4	Part Chg.	Part Chg.	N/A	N/A
S/T Utility w/L35/LF6	N/A	Part Chg.	(+K29) Part Chg. Reprogram	Reprogram
T Utility - AWD	Part Chg.	Part Chg.	Part Chg.	Reprogram (Later Phase)

CONDITION

The federal government's highway safety agency, the National Highway Traffic Safety Administration (NHTSA) has identified, and General Motors Corporation has confirmed, the existence of a condition in the antilock braking system of some Chevrolet, GMC, and Oldsmobile S/T utilities, 1994-1996 Chevrolet and GMC S/T pickups equipped with a V6 engine, 1993-1995 Chevrolet and GMC M/L vans, and 1993-1995 Chevrolet and GMC G vans, all equipped with the Lucas Varity three-sensor ABS system. On rare occasions, this condition can result in longer stopping distances during certain antilock brake applications, as explained below.

If the customer is driving on a road surface that supports good traction and they begin to stop by applying the brake pedal firmly, and both front wheels of their vehicle then pass onto a slippery surface (such as an ice-covered or wet-patched asphalt part of the road), the antilock brake system will adjust the brakes at each of the wheels to take advantage of the available traction. This will allow the customer to steer and maintain stability, which is normal ABS operation, as their owner's manual explains in more detail.

However, if the customer is still braking while the vehicle leaves the slippery surface and both front wheels get back on a higher-traction surface, the ABS may perform as if the vehicle were still on the slippery surface and the vehicle may not stop as quickly. However, this will not happen every time these conditions are encountered. It depends on several additional factors, such as vehicle speed and the length of the slippery surface.

The ABS system was designed with increased sensitivity to wheel slip in order to improve vehicle steerability while braking on very slippery surfaces. This improvement for steerability, however, made it possible for reduced front braking effectiveness to occur as described above.

SPECIAL POLICY ADJUSTMENT (Phase I)

This special policy adjustment covers the condition described above until December 1, 2002, regardless of vehicle mileage or ownership. Dealers are to reprogram the VCM. Use the following Service Procedure. This will be performed at no charge to the customer during this time. Other conditions that may cause similar or different brake complaints that are not a result of the condition listed above are not covered by this special policy. The customer should be informed that any further service that is not covered by this special policy would be their responsibility, if they elect to have the service performed.

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December, 1999

Bulletin No.: 99046

VEHICLES INVOLVED

Involved are 1993-1996 S/T utilities, 1994-1996 S/T pickups equipped with a V6 engine, 1993-1995 M/L van, and 1993-1996 G vans built within the following VIN breakpoints:

YEAR	DIVISION	MODEL	PLANT	FROM	THROUGH
1994	Chevrolet	S/T Pickup	Linden	RK100001	RK183995
1995	Chevrolet	S/T Pickup	Linden	SK100036	SK263000
1996	Chevrolet	S/T Pickup	Linden	TK100019	TK240986
1993	Chevrolet	S/T Utility	Pontiac West	P0100001	P0196997
1993	Chevrolet	S/T Utility	Moraine	P2100001	P2218436
1994	Chevrolet	S/T Utility	Pontiac West	R0100001	R0184858
1994	Chevrolet	S/T Utility	Moraine	R2100001	R2179415
1994	Chevrolet	S/T Utility	Shreveport	R8100004	R8243099
1995	Chevrolet	S/T Utility	Moraine	S2100001	S2266695
1995	Chevrolet	S/T Utility	Shreveport	S8100001	S8266202
1995	Chevrolet	S/T Utility	Linden	SK100001	SK263010
1996	Chevrolet	S/T Utility	Moraine	T2100001	T2318776
1996	Chevrolet	S/T Utility	Shreveport	T8100001	T8232058
1996	Chevrolet	S/T Utility	Linden	TK100001	TK240987
1993	Chevrolet	M/L Van	Baltimore	PB100002	PB225276
1994	Chevrolet	M/L Van	Baltimore	RB100000	RB248996
1995	Chevrolet	M/L Van	Baltimore	SB100001	SB274040
1993	Chevrolet	G Van	Scarborough	P4100001	P4152035
1993	Chevrolet	G Van	Flint	PF300008	PF362809
1994	Chevrolet	G Van	Flint	RF100001	RF190429
1995	Chevrolet	G Van	Flint	SF100001	SF253581
1996	Chevrolet	G Van	Flint	TF100001	TF118295
1994	GMC	S/T Pickup	Linden	RK500002	RK525999
1995	GMC	S/T Pickup	Linden	SK500022	SK545830
1996	GMC	S/T Pickup	Linden	TK500012	TK532449
1993	GMC	S/T Utility	Pontiac West	P0500001	P0528015
1993	GMC	S/T Utility	Moraine	P2500002	P2543251
1994	GMC	S/T Utility	Pontiac West	R0500001	R0535325
1994	GMC	S/T Utility	Moraine	R2500001	R2527917
1994	GMC	S/T Utility	Shreveport	R8500003	R8533979
1995	GMC	S/T Utility	Moraine	S2500001	S2559899
1995	GMC	S/T Utility	Shreveport	S8500002	S8541078
1995	GMC	S/T Utility	Linden	SK500001	SK545839
1996	GMC	S/T Utility	Moraine	T2500001	T2580013
1996	GMC	S/T Utility	Shreveport	T8500001	T8536520
1996	GMC	S/T Utility	Linden	TK500001	TK532449
1993	GMC	M/L Van	Baltimore	PB500001	PB552970
1994	GMC	M/L Van	Baltimore	RB500000	RB558700
1995	GMC	M/L Van	Baltimore	SB500001	SB566582

YEAR	DIVISION	MODEL	PLANT	FROM	THROUGH
1993	GMC	G Van	Scarborough	P4500001	P4519317
1993	GMC	G Van	Flint	PF500004	PF522530
1994	GMC	G Van	Flint	RF500001	RF536616
1995	GMC	G Van	Flint	SF500001	SF559023
1996	GMC	G Van	Flint	TF500001	TF852777

1993	Oldsmobile	T Utility	Moraine	P2700001	P2709695
1994	Oldsmobile	T Utility	Pontiac West	R0700001	R0709971
1994	Oldsmobile	T Utility	Moraine	R2700001	R2707710
1996	Oldsmobile	T Utility	Moraine	T2700001	T2712525

PARTS INFORMATION

This phase requires no parts. Calibrations are available in October, 1999 on TIS 2000 CD #21 or Techline CD #20/21 or later versions.

CUSTOMER NOTIFICATION

Customers will be notified of this special policy on their vehicles, in phases, by General Motors (see copy of typical customer letter included with this bulletin - actual divisional letter may vary slightly).

SERVICE PROCEDURE

VCM Programming

Important: For 1995 S/T utilities with L35, check the Service Parts Identification (SPID) label on the inside of the glovebox to determine if the vehicle has a VCM. If there is an RPO of "K29", the vehicle has a PCM and is not programmable.

The new calibration will be available in October, 1999 on TIS 2000 CD #21 or Techline CD #20/21 and later versions. The calibration is programmed into the vehicle's VCM via a Techline Tool. Use a Techline Terminal or scan tool to perform the learn procedure and program the VCM.

Important: Use the calibration file "Special Policy 99046" on TIS 2000 CD #21 or Techline CD #20/21 or later versions.

- To ensure VCM programming/RPO configuration, confirm that the following conditions exist in order to prepare for VCM programming:
 - The battery is fully charged
 - The ignition switch is in the "RUN" position
 - The Data Link Connector (DLC) is accessible
- Refer to the latest Techline Terminal and equipment user's instructions.
- Clear the diagnostic trouble codes (DTCs) after the programming is complete.

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December, 1999

Bulletin No.: 99046

CLAIM INFORMATION

For vehicles repaired under warranty, submit a claim with the information indicated below:

REPAIR PERFORMED	PART COUNT	PART NO.	PARTS ALLOW	CC-FC	LABOR OP	LABOR HOURS
VCM Reprogram	0	N/A	N/A	MK-95	T5535	0.7

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform those technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the tools, equipment, safety instructions, and know-how to do a job properly and safely. If a condition is reported, GM assumes that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your dealer/retailer for information on whether your vehicle may benefit from the information.

We Support
Voluntary Technician
Certification

PHASE I

99046

(Sample of Notification Used)

December, 1999

Dear Chevrolet/GMC Customer:

As the owner of a General Motors truck equipped with the Lucas Vortec three-sensor antilock brake system (ABS), your satisfaction with our product is of utmost concern to us.

Condition: The federal government's highway safety agency, the National Highway Traffic Safety Administration (NHTSA) has identified, and General Motors Corporation has confirmed, the existence of a condition in the antilock braking system of some Chevrolet and GMC 1994-1996 S/T pickups equipped with a V6 engine, and 1995-1996 S/T utility vehicles. On rare occasions, this condition can result in longer stopping distances during certain antilock brake applications, as explained below.

If you're driving on a road surface that supports good traction and you begin to stop by applying your brake pedal firmly, and both front wheels of your vehicle then pass onto a slippery surface (such as an ice-covered or wet patched asphalt part of the road), your antilock brake system will adjust the brakes at each of the wheels to take advantage of the available traction. This will allow you to steer and maintain stability, which is normal ABS operation, as your owner's manual explains in more detail.

However, if you are still braking while the vehicle leaves the slippery surface and both front wheels get back on a higher-traction surface, the ABS may perform as if the vehicle were still on the slippery surface and the vehicle may not stop as quickly. However, this will not happen every time these conditions are encountered. It depends on several additional factors, such as vehicle speed and the length of the slippery surface.

Your ABS system was designed with increased sensitivity to wheel slip in order to improve vehicle steerability while braking on very slippery surfaces. This improvement for steerability, however, made it possible for reduced front braking effectiveness to occur as described above. Therefore, GM has developed a software change that will make your vehicle less sensitive to wheel slip under the circumstances described above.

What Will Be Done: Upon your request, your Chevrolet/GMC dealer will make a change to your antilock braking system software to prevent this phenomenon from occurring. This software change will have only a slight effect on vehicle steerability during braking on very slippery surfaces and is designed to have no effect on normal ABS or other braking operations. This change should not affect how your brakes feel or create any perceptible difference in the steerability or stability of your vehicle while braking. This modification will be performed for you at no charge at any time until December 1, 2002.

How Long Will The Repair Take: Your Chevrolet/GMC dealer will modify your vehicle's ABS software. We estimate that it will take your dealer 45 minutes to perform this modification. Additional time may be required to schedule and process your vehicle. If your dealer has a large number of vehicles awaiting service, this additional time may be significant. Please ask your dealer if you wish to know how much additional time will be needed.

Contacting Your Dealer: Repairs and adjustments qualifying under this special coverage must be performed by a Chevrolet/GMC dealer. You may want to call the service department to arrange a convenient appointment. Should your dealer be unable to schedule a service date within a reasonable time, you should contact the appropriate Customer Assistance Center at the number listed below:

Division	Number	Deaf, Hearing Impaired or Speech Impaired *
Chevrolet	1-800-222-1020	1-800-833-2438
GMC	1-800-462-8782	1-800-462-8583

* Utilizes Telecommunication Devices for the Deaf/Text Telephones (TDD/TTY)

1-800-462-8782. The deaf, hearing impaired, or speech impaired should call 1-800-462-8583 (utilizes Telecommunication Devices for the Deaf/Text Telephones, TDD/TTY).

General Motors Corporation

81-105/841
0719800

2724

DATE

6/16/99

PAY TO THE
ORDER OF

Auto Trans

\$ 96.40

DOLLARS



Farmers Bank & Trust
BIYTHEVILLE, ARKANSAS 72315



MEMO

⑆084101051⑆ 0719800⑆ 2724

⑆0000009640⑆

81-105/841
0719800

2725

DATE

6/21/99

PAY TO THE
ORDER OF

S & K Motors

\$ 48.31

DOLLARS



Farmers Bank & Trust
BIYTHEVILLE, ARKANSAS 72315



MEMO

⑆084101051⑆ 0719800⑆ 2725

⑆0000004831⑆

Forty eight & 31/100

D-96 DAZER WIPERS MOTOR

Date: 2/25/00 02:15 PM
 Estimate ID: 2250
 Estimate Version: 0
 Preliminary
 Profile ID: Mitchell

CARLOCK COLLISION CENTER

2500 South Division P. O. Box 448 Blytheville, AR 72316
 (870) 782-6700
 Fax: (870) 782-1284
 Tax ID: 71-0499484

ISSUED BY: DINAH WELLS : DINAH WELLS

Condition Code: Good
 Deductible: UNKNOWN

Insured: [REDACTED]
 Address: 5077 E.C.R. 134 BLYTHEVILLE, AR 72315
 Telephone: Home Phone (870) 782-1834

Mitchell Service: 812483

Description: 1998 Chevrolet Blazer
 Body Style: 2D Ut 100" WB
 VIN: 1GNCS10W1K131251
 Color: BLACK

Drive Train: 4.3L Inj 6 Cyl 2WD
 License: 48100Y AR

Line Item	Entry Number	Labor Type	Operation	Line Item Description	Part Type/ Part Number	Dollar Amount	Labor Units
1	200288	REF	REFINISH	FRT AIR DEFLECTOR			C 0.9
2	AUTO	BDY	OVERHAUL	FRT COVER ASSY			1.8 #
3	200019	BDY	REMOVE/REPLACE	FRT BUMPER IMPACT BAR	12388308 GM PART	125.00	INC #
4	AUTO	REF	REFINISH	FRT FAGERBAR			C 0.9
5	200024	BDY	REMOVE/REPLACE	R FRT BUMPER EXTENSION	12383112 GM PART	41.44	INC
6	AUTO	REF	REFINISH	R FRT BUMPER EXTENSION			C 0.5
7	200028	BDY	REMOVE/REPLACE	R FRT BUMPER BRACE	16647800 GM PART	3.22	INC
8	200288	BDY	REMOVE/REPLACE	FRT BUMPER DEFLECTOR	ORDER FROM DEALER	37.75	INC #
9	200033	BDY	REMOVE/REPLACE	FRT BUMPER LICENSE BRACKET	16672291 GM PART	12.18	INC #
10	201082	BDY	REMOVE/REPLACE	GRILLE	ORDER FROM DEALER	173.00	INC
11	200085	BDY	REMOVE/REPLACE	R MARKER LAMP ASSY	9976408 GM PART	29.50	INC #
12	200129	REF	REFINISH	HOOD OUTSIDE			C 2.5
13	900500	BDY *	REMOVE/REPLACE	BUGS SHIELD	New	65.96 *	0.5 *
14	900500	FRM *	REPAIR	FRAME/RACK SET UP	Existing		1.0 *
15	900500	FRM *	REPAIR	PULL AND ALIGN FRT UNIBODY	Existing		8.0 *
16	900500	BDY *	REPAIR	FRT END ALIGNMENT	Sublet	38.96 *	0.0 *
17	200135	BDY	REPAIR	HOOD PANEL	Existing		4.0 *
18	200148	REF	REFINISH	AIR DEFLECTOR			C 0.9
19	200158	BDY	REMOVE/REPLACE	COOLING SUPPORT	18732160 GM PART	42.71	0.2
20	200188	BDY	REMOVE/REPLACE	COOLING AIR DEFLECTOR	16882838 GM PART	12.50	0.1
21	200237	REF	BLEND	R FENDER OUTSIDE			C 0.8
22	200238	REF	BLEND	L FENDER OUTSIDE			C 0.8
23	200312	FRM	REMOVE/REPLACE	R UPR FRAME BRACKET	12648281 GM PART	37.82	1.0 #
24	AUTO	REF	ADD'L OPR	CLEAR COAT			1.7
25	933003	REF	ADD'L OPR	TINT COLOR			
26	AUTO		ADD'L COST	PAINT/MATERIALS		144.00 *	
27	AUTO		ADD'L COST	HAZARDOUS WASTE DISPOSAL		3.00 *	

ESTIMATE RECALL NUMBER: 2/25/00 13:49:01 2250

Mitchell Data Version:

FEB_00_A

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