

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

231

Date Received

08-MAY-2000

 Od_or _____
 rt_dt _____
 od_rt _____
 up_ltr _____

Reference No.

861544

 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 vehicle or driver's side)	Vehicle Make CHEVROLET TRU	Vehicle Model BLAZER	Vehicle Year 1994	Current Odometer Reading
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Purchase Date	Dealer's Name _____	Engine Size _____ (CID/CCL)	☐ 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 ☐ Driverside Airbag ☐ Passengerside Airbag ☐ Motorbelt ☐ 2-Point Belt	Cruise Control ☐ Yes ☒ No	Drive Train ☐ Front ☐ Rear ☐ 4-Wheel	Vehicle Type ☐ Car ☐ Van ☐ Minivan ☐ Other	Sport Vlt Truck Motorcycle ☐ Other	Body Style ☐ 2-Door ☐ 4-Door ☐ Station wagon ☐ Pick Up Truck ☒ Other
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FAILED COMPONENT(S)/PART(S) INFORMATION

Component 03250000	Part Name(s) BRAKES:HYDRAULIC/ANTI-LOCK SYSTEM	Location ☐ Left ☐ Front ☐ Right ☐ Rear	Failed Part(s) ☐ Original ☐ Replacement
No. of Failures	Dates of Failure(s) _____ Mileage at Failure(s) _____ 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)

WHILE DEPRESSING BRAKES VEHICLE WOULD CONTINUE TO TRAVEL ALSO PULSATES. PLEASE PROVIDE FURTHER INFORMATION. *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.



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00 JUN -9 AM 9
08 MAY-2000
OFFICE
DEFECTS INVESTIGATION

Od. or

od_rt

up, tr

Reference No.

861544

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 a

and address to the vehicle manufacturer.

Signature of Owner

Date 6/1/00

VEHICLE INFORMATION

Vehicle Ident. No. (VIN) (Located at bottom of windshield on driver's side)	Vehicle Make	Vehicle Model	Vehicle Year	Current Odometer Reading
1GNDT13W4R015374	CHEVROLET TRU	BLAZER	1994	
Purchase Date 8/26/94	Dealer's Name GLENN BUEGE CHEV.		Engine Size (CID/CC/L) 4.3L	☐ Turbo ☐ Diesel ☐ Gas ☒ Fuel Injection
☒ New ☒ Used	City EATON RAPIDS	State MI	No Cylinders V-6	
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 ☐ Van ☐ Minivan ☐ Other		Body Style ☐ 2-Door ☒ 4-Door ☐ Stationwagon ☐ Pick Up Truck ☒ Other		

FAILED COMPONENT(S)/PART(S) INFORMATION

Component 43250000	Part Name(s) BRAKES:HYDRAULIC ANTI-SKID SYSTEM	Location ☐ Left ☐ Right ☐ Front ☐ Rear	Failed Part(s) ☒ Original ☐ Replacement
No of Failures 8	Date(s) of Failure(s) 5/2, 5/4, 5/6 OF 2000 Mileage at Failure(s) 70,475 - ON Vehicle Speed at Failure(s) VARIED 30-50 MPH	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 0	Number of Fatalities 0	Estimated Property Damage 0	Reported to Police ☐ Yes ☒ No
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NARRATIVE DESCRIPTION OF FAILURE(S), INCIDENT(S), INJURY(IES)

WHILE DEPRESSING BRAKES VEHICLE WOULD CONTINUE TO TRAVEL ALSO PULSATES. PLEASE PROVIDE FURTHER INFORMATION. *AK

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6/1/00

U.S. Department of Transportation
National Highway safety Administration

Hello:

On Tuesday May 2nd, my wife was driving our 1994 4WD S-10 Blazer on a busy street and the brakes stopped functioning as she approached a traffic signal. Luckily, she had enough room to slow the vehicle by downshifting and after repeatedly trying to apply the brakes they began to function again. Following this, I met her and drove the vehicle directly to Midas because the brakes appeared to function normally at that time. Midas concluded that we needed all new brakes but could not explain with any certainty, why the brakes had completely failed, so we paid \$406.04 for a Brake Job.

The following day, my wife noticed that the anti-lock brake light kept going on and off intermittently and staying on for long periods of time, so I called Midas and they told me to bring it into the shop Thursday morning. Thursday morning Midas looked at the car, but could not determine why the anti-lock brake light was coming on and they assured me at least twice that the anti-lock braking system will never cause me to lose normal braking ability. On Friday, the brakes failed again while my wife was driving and after repeatedly trying them they began to function again, so I exchanged cars with her and, after the car exceeded around 50-55 m.p.h., the anti-lock brake light would come on and stay on until the car was turned off.

On Saturday May 6th, I drove the car to work, and over a 20 mile route the brakes failed 6 times, and every time they failed the anti-lock brakes started pulsating, the brake pedal pushed my foot back, and the car did not seem to slow down any faster than it would in a coast. Each time, after stomping on the brakes with both feet a couple of times, something reset and normal braking was restored. One time, it seemed as if one or both of the brakes on the left side of the worked, while the ones on the right side did not, because as I was stomping on the brakes to restore them the car pulled very hard to the left. Another time, it seemed as if the anti-lock brakes took over when I hadn't even applied pressure to the brake pedal. Every time the anti-lock brakes took over, we were on dry pavement and had not driven anywhere that would indicate otherwise to the braking system. When I arrived at work, I lifted the hood, removed the two electrical plugs, that had red and black leads, going to the anti-lock brake system and haven't had any problems since.

When I got home that night, I began to search the internet for information on this problem, and I found out about a couple of brake recalls by G.M. brought about by NHTSA campaign numbers 991006000 and 99V193000. Both of these involved similar circumstances to mine, but they varied because in every case, our brakes failed without a slippery surface being present, and the extended stopping distance, in our car, was equivalent to about that of a coast. To check into this further, on Monday May 8th I called a local dealership, Annie Rae Chevrolet, and asked what they could do. The person I talked

to had not heard of the problem I described and said they could only modify the computer software for a different problem. Following that, I called Chevrolet at 1-800-426-8782, gave them my VIN and asked if my car was involved in any brake recalls, and they said that it was not.

The one thing that seemed to be consistant with these recalls was that they involved the Kelsey-Hayes "EBC4" three sensor anti-lock brakes put on S-10 Blazers from 1991 to 1996. My system has Kelsey-Hayes stamped on it, the serviceman at Midas told me it is a three sensor system, It is on a 1994 S-10 Blazer, but I do not know if it is an "EBC4", so I took my car to the dealership I bought it new from, Glenn Buege Chevrolet, to see if they could identify it. During two trips to Glenn Buege, they said that they were unaware of any recalls involving the anti-lock braking of vehicles even similiar to mine, would not tell me if my system was an "EBC4", assured me that the anti-lock braking system could not cause the brake failure I described, and said they would be happy to look at it, but not until after they suggested that I reconnect the power to the system and wait until I lost brakes, and then drive it into them when the brakes failed to stop me again.

At this point, With the power to the anti-lock brakes disconnected, I am comfortable driving this vehicle for the short term. I am skeptical about taking it to a service center that claims that it is impossible for it to be doing what my wife and I have both experienced in it. I am also skeptical about taking it to a dealership that even suggests that I should drive a vehicle until the brakes fail on it again, because that is one of the scariest and most dangerous situations that I have ever experienced. I would like to resolve this problem before too long, because I do not currently have anti-lock brakes if I need them, and my brake problem indicator light is always lit. But, if it means reconnecting the anti-lock brakes without any assurance that this cannot happen again I will never have it fixed.

Since

