



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: PE 05-020
Date Opened: 04/28/2005 Date Closed: 09/13/2005
Principal Investigator: Chris Lash
Subject: Unwanted Low-Speed ABS Activation

Manufacturer: General Motors Corp.
Products: 1999-02 General Motors C/K series trucks In Salt Belt States
Population: 873,000 (estimated)

Problem Description: stopping distances during low-speed (between 3.7 and 10 mph) brake applications may increase due to loss of ABS wheel speed sensor signal resulting from corrosion build-up on sensor mounting surfaces.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	364	558	922
Crashes/Fires:	19	225	244
Injury Incidents:	1	12	13
# Injuries:	4	12	16
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description of Other:

Action: this preliminary evaluation has been closed. Recall 05V-379.

Engineer: Christopher Lash *CL*
Div. Chief: Jeffrey L. Quandt
Office Dir.: Kathleen C. DeMeter

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Summary: In a letter dated August 29, 2005, GM notified ODI that it was recalling certain model year 1999 through 2002 C/K pickup trucks and sport utility vehicles to correct a problem with Anti-Lock Brake system (ABS) wheel speed sensor corrosion that may result in unwanted ABS activation and extended stopping distances during low-speed braking (Recall 05V-379). GM's recall covers approximately 804,000 vehicles currently registered in the following 14 "Salt-Belt" states: Connecticut, Illinois, Indiana, Massachusetts, Maine, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, and West Virginia. The recall procedure will involve removing the sensor, cleaning the mounting surface, applying a rust inhibitor (Zinc-X) to the surface, and reinstalling the sensor. If necessary, the sensor will be replaced.

The population and failure report data given in this resume are for the full region that has been considered by ODI as the "Salt-Belt." That includes Delaware, Iowa, Maryland, Minnesota, Missouri, Wisconsin and the District of Columbia in addition to the 14 States included in 05V-379. The states covered by GM's recall have the highest incident rates for the subject condition, accounting for 91% of the incidents, but only 24% of subject vehicle sales in the United States. ODI's analysis determined that 840 of the complaints, 244 of the crashes, and 16 of the injuries identified in this investigation occurred in those states. The resulting incident and crash rates are 96.2 and 28.0 per 100,000 vehicles respectively (note: rates are based on vehicle sales, not registered vehicles).

The corresponding numbers in the excluded portions of the "Salt-Belt" are 399,000 vehicles, 81 incidents (20.3 per 100,000 vehicles), 3 crashes, and no injuries. The statistics in the remaining 30 states are 2,406,000 vehicles, 168 incidents (7.0 per 100,000 vehicles), 31 crashes, and one injury. GM and ODI are continuing to monitor the problem experience in states that are not included in the recall. GM will provide ODI with updated complaint, field report, and warranty data in november 2005. ODI and GM will review that data and assess the appropriateness of the current scope of the recall at that time.