



April 20, 2005

Mr. Ronald Medford
Senior Associate Administrator, Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5321
Washington, D.C. 20590

Dear Mr. Medford:

The following information is submitted pursuant to the requirements of 49 CFR 573.6 as it applies to a determination by General Motors of a safety defect involving certain 1999-2002 C/K 1500 Series (PBR parking brake system) and 2001-2005 C/K 2500 and 3500 Series (TRW parking brake system) pickups with manual transmissions.

573.6(c)(1): Chevrolet and GMC Divisions of General Motors Corporation.

573.6(c)(2)(3)(4): This information is shown on the attached sheet.

573.6(c)(5): General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 1999-2002 C/K 1500 Series (PBR parking brake system) and 2001-2005 C/K 2500 and 3500 Series (TRW parking brake system) pickups with manual transmissions. Some of these vehicles have a condition in which the parking brake friction linings may wear to an extent where the parking brake can become ineffective in immobilizing a parked vehicle.

573.6(c)(6): In October 2001, the condition specific to the PBR single-shoe configuration was first recorded in the Product Resolution and Tracking System (PRTS) after the condition was found on a pre-production 2002 model year durability vehicle. It was determined that the brake shoe spring clip retainer exerted more retaining force than intended. An Engineering Work Order (EWO) was initiated in October of 2001 to release a spring clip retainer with lower retaining force. Implementation was effective with 2003 model year start of production. For the 2005 model year, the shoe was redesigned to accommodate two low-force spring clip retainers, which further improved concentricity of the brake lining.

In August 2003, the condition specific to the TRW two-shoe conduit reaction configuration was discovered. An inoperative parking brake on a 9,900 lb. gross vehicle weight-rated (GVWR) pre-production 3500 Series durability test vehicle was recorded in PRTS. The cause was found to be parking brake shoes needing adjustment due to lining wear. More wear was measured on the right side shoe due to higher static pre-loading on the right-hand cable caused by reaction force from the left side cable conduit. It was determined that a higher-rate right side cable return spring was required to "balance" the two sides. An EWO was issued in November of 2003 to implement such a spring for early 2005 production and also for service.

In December 2003, NHTSA issued Preliminary Evaluation Information Request (IR) PE03-057 regarding allegations of parking brake ineffectiveness on model year 1999-2003 full-size pickup trucks built on the GMT800 platform and equipped with manual transmissions and drum-in-hat parking brakes (both single-shoe and two-shoe design).

In mid-February 2004, GM provided a response to this IR indicating 75 U.S. field reports for the specified models and years included in this recall.

In November 2004, NHTSA issued Engineering Analysis IR EA04-011, which expanded the scope of the initial IR to include model year 1998-2004 full-size pickup trucks and utilities built on either the GMT400 or GMT800 platform.

Product Investigations

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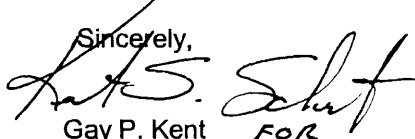
Investigations continued through the remainder of the year. In January 2005, GM provided a response to the IR and dialogue with NHTSA continued.

The issue was presented to the Senior Management Committee (SMC) and on April 18, 2005, the Field Action Decision Committee decided to conduct a safety recall.

573.6(c)(8): Dealers are to install a low-force spring clip retainer for vehicles equipped with a PBR parking brake system and install a redesigned parking brake cable assembly on vehicles equipped with a TRW parking brake system.

Pursuant to 577.11(e), GM will provide reimbursement to owners for repairs completed on or before ten days after the owner mailing is completed, according to the plan submitted on January 14, 2005.

573.6(c)(9): GM will provide draft copies of the bulletin and owner letter when available along with mail dates.

Sincerely,

Gay P. Kent
Director
FOR
Product Investigations

05042
Attachments

573.6(c)(2),(3),(4)

VEHICLES POTENTIALLY AFFECTED BY MAKE, MODEL, AND MODEL YEAR
PLUS INCLUSIVE DATES OF MANUFACTURE

<u>MAKE</u>	<u>MODEL SERIES</u>	<u>MODEL YEAR</u>	<u>NUMBER INVOLVED</u>	<u>INCLUSIVE MANUFACTURING DATES (FROM) (TO)</u>	<u>DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.</u>	<u>EST. NO. W/CONDITION</u>
Chevrolet						
GMC						

Estimated GM Total:142,585

GM will provide the breakdown of vehicle information as soon as available.

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