



GENERAL MOTORS NORTH AMERICA
Safety Center

RECEIVED
99 JUL 19 PM 3:48
OFFICE
DEFECTS INVESTIGATION

July 1, 1999

Mr. K. N. Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

99V-193 (U)

Dear Mr. Weinstein:

The following information is submitted pursuant to the requirements of 49 CFR 573.5 as it applies to a determination by General Motors of a defect which relates to motor vehicle safety involving certain 1991-96 T model trucks.

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

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

573.5(c)(6): General Motors has decided that a defect which relates to motor vehicle safety exists in certain 1991-96 Chevrolet and GMC T model trucks equipped with a EBC4 ABS (Antilock Brake System). Under certain driving conditions, these vehicles may experience increased stopping distances during ABS stops while in the two wheel drive mode. If this occurred at a time when minimum stopping distance was required, a vehicle crash could occur without prior warning.

573.5(c)(6): In January of 1999 during an EBC4 winter testing of a condition discovered by NHTSA in its ABS investigation (EA 94-038), General Motors observed an ABS rear-brake-line pressure anomaly on several 4wd trucks while testing in 2wd. GM continued to investigate this condition and determined the rear pressure anomaly was related to the ABS unit receiving a 12 volt signal instead of a 0 volt signal while the truck was in 2wd. GM has conducted additional vehicle testing to evaluate how the subject condition affects stopping distances.

573.5(c)(8): This information will be set forth in the dealer bulletin.

573.5(c)(9): A draft copy of the owner notification and dealer bulletin will be forwarded to NHTSA when available.

Sincerely,

Frank C. Sonye, Jr.
Director
Product Investigations

1881 / 89041
attachments

Product Investigations
Mail Code: 480-108-304 • 30500 Mound Road • Warren, MI 48090-9085
Phone: (810) 888-6029 • Fax: (810) 947-2318
1881.DOC



573.5(c)(2),(3),(4)

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

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES		DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.	EST. NO. W/CONDITION
				(FROM)	(TO)		
Chevrolet	T Truck	1991	75,288	9/89	7/91	w / EBC4 ABS	* Unknown
Chevrolet	T Truck	1992	88,873	3/91	8/92	"	"
Chevrolet	T Truck	1993	100,461	3/92	7/93	"	"
Chevrolet	T Truck	1994	158,419	3/93	12/94	"	"
Chevrolet	T Truck	1995	208,883	1/94	8/95	"	"
Chevrolet	T Truck	1996	224,314	3/95	8/96	"	"
GMC	T Truck	1991	22,173	9/89	7/91	"	"
GMC	T Truck	1992	28,534	3/91	8/92	"	"
GMC	T Truck	1993	33,752	3/92	7/93	"	"
GMC	T Truck	1994	58,406	3/93	12/94	"	"
GMC	T Truck	1995	63,232	1/94	8/95	"	"
GMC	T Truck	1996	<u>68,814</u>	3/95	8/96	"	"
Total Involved			1,125,749				

* All affected vehicles will be corrected.

1881 98D41

99V-193 (02)



GENERAL MOTORS NORTH AMERICA
Safety Center

99V-193

February 7, 2000

Ms. Kathleen C. DeMeter, Director
Office of Defects Investigation
NHTSA Safety Assurance
400 Seventh Street, S.W.
Washington, D.C. 20590

Dear Ms. DeMeter:

This letter is in response to your recent verbal request for dates by which owner notification letters will be mailed for two pending field actions. The two field actions were the:

- QA 5 006
- Special Policy (GM 99048) involving certain 1993-1995 trucks and vans, and
 - Safety Recall (GM 99041 and NHTSA 99V193) involving 1991-95 Chevrolet and GMC T model trucks equipped with a EBC4 ABS (Anti-lock Brake System).

Special Policy

As you may know, Special Policy notification letters have already been mailed to those owners whose vehicles could be reprogrammed and did not require additional hardware. Mailing of owner notification letters for the portion of the vehicle population that require a new computer module are scheduled to begin during the last week of May, 2000. A phased notification of approximately 4 mailings will be required, with the last mailing scheduled to be completed by December, 2000.

The owner notification schedule is based on production schedules of required parts. GM will continue to monitor this schedule closely with its suppliers and notify NHTSA if any significant change should occur.

Safety Recall

Mailing of owner notification letters for this recall is anticipated to begin in May, 2000. Again, based on production schedules of the required parts, a phased notification will be required. The last mailing should be completed by October, 2000.

The owner notification schedule is based on production schedules of required parts. GM will continue to monitor this schedule closely with its suppliers and notify NHTSA if any significant change should occur.

If you have any questions or require further information, please don't hesitate to contact me.

Sincerely,


Frank S. Stays, Jr.
Director
Product Investigations

