



U.S. Department of Transportation

National Highway Traffic Safety Administration

# ODI RESUME

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IDENTIFICATION: PE02-021

DATE OPENED: 11-Feb-02

SUBJECT: Throttle Sticking

PROMPTED BY: IE01-067

PRINCIPLE ENGINEER: Chris Lash

MANUFACTURER: General Motors

MODEL: Chevrolet Silverado, GMC Sierra, Yukon, Tahoe, Escalade  
equipped with / 4.8L, 5.3L, 6.0L engines

MODEL YEAR: 1999 thru 2001

VEHICLE POPULATION: 1 million, estimated

PROBLEM DESCRIPTION: The blade in the throttle body allegedly can stick in the closed position or less frequently in a partially open position.

### FAILURE REPORT SUMMARY

	ODI	MFR	TOTAL
COMPLAINTS:	82	0	82
CRASHES:	3	0	3
INJ CRASHES:	2	0	2
#INJURIES:	4	0	4
OTHER:	0	0	0

ACTION: A Preliminary Evaluation (PE) has been opened

Engineer: *[Signature]*  
Date: 2/11/02

Division Chief: *[Signature]*  
Date: 2/11/02

Office Director: *[Signature]*  
Date: 2-11-02

SUMMARY: In February 2000, General Motors issued Technical Service Bulletin (TSB) #00-06-04-007 concerning higher than expected accelerator pedal effort from the idle position, caused by a tight fitting throttle body blade sticking in the throttle body bore. The scope of the TSB covers 1999-2000 Chevrolet and GMC C/K pickup models (Silverado and Sierra) with 4.8 L, 5.3 L, or 6.0 L V8 engines.

ODI has received 57 complaints within the scope of the TSB relating to 1999-2000 model year Silverado and Sierra trucks. A total of 25 complaints have been received that allege throttle sticking characteristics similar to the Silverado/Sierra problem but are outside the scope of the TSB. The vehicles affected, but outside the scope of the TSB are Tahoe, Escalade and Yukon sport utility vehicles equipped with either 5.3L or 6.0L V-8 engines.

These complaints allege unusually high accelerator pedal effort from the idle position, or throttle sticking open and failing to return to the idle position.

This investigation is opened to ascertain whether the remedy described in the TSB is correcting the alleged defect, whether the population of vehicles covered in the TSB should be changed, and whether the alleged defect is safety related and should be addressed as a safety recall.

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VPCJ  
2-13-02