

IN THE UNITED STATES DISTRICT COURT
FOR THE EASTERN DISTRICT OF TEXAS
TEXARKANA DIVISION

JOHN J. HARRIS, ON BEHALF OF
HIMSELF AND ALL OTHERS SIMILARLY
SITUATED,

Plaintiff

v.

GENERAL MOTORS COMPANY

Defendants

Civil Action No. _____

CLASS ACTION COMPLAINT

COMES NOW, JOHN J. HARRIS, Plaintiff, on behalf of himself and all others similarly situated, and for his Class Action Complaint against GENERAL MOTORS COMPANY (hereinafter Defendant GM or GM) respectfully alleges the following:

PARTIES

1. Plaintiff is a citizen of Bowie County, Texas, and pursuant to FED. R. CIV. P. Rule 23(b)(2) and (b)(3), Plaintiff seeks certification of the following Classes:

The “Texas Class” for Counts One through Four (hereinafter “the Class Members” or “the Class” or the “Texas Class”):

All consumer residents in Texas who own, owned, lease, or leased a 2015-2016 Cadillac Escalade, 2014-2016 Chevrolet Silverado 1500, 2015-2016 Chevrolet Suburban, 2015-2106 Chevrolet Tahoe, 2014-2016 GMC Sierra 1500, or 2015-2016 Yukon

Excluded from the Class are the following individuals or entities:

- a. Individuals or entities, if any, who timely opt out of this proceeding using the correct protocol for opting out that will be formally established by the Court;
- b. Any and all federal, state, or local governments, including, but not limited to, their departments, agencies, divisions, bureaus, boards, sections, groups, counsels, and/or subdivisions;
- c. Any currently sitting federal judge or magistrate in the current style and/or any persons within the third degree of consanguinity to such judge or justice;
- d. Any person who has given notice to the Defendant by service of civil suit and alleged he or she has suffered personal injury; and
- e. Any person seeking punitive and/or exemplary damages.

The “Nationwide Class” for Count Five (hereinafter “the Class Members” or “the Class” or the “Nationwide Class”):

All consumer residents of the United States who own, owned, lease, or leased a 2015-2016 Cadillac Escalade, 2014-2016 Chevrolet Silverado 1500, 2015-2016 Chevrolet Suburban, 2015-2106 Chevrolet Tahoe, 2014-2016 GMC Sierra 1500, or 2015-2016 Yukon.

Excluded from the Class are the following individuals or entities:

- a. Individuals or entities, if any, who timely opt out of this proceeding using the correct protocol for opting out that will be formally established by the Court;
- b. Any and all federal, state, or local governments, including, but not limited to, their departments, agencies, divisions, bureaus, boards, sections, groups, counsels, and/or subdivisions;
- c. Any currently sitting federal judge or magistrate in the current style and/or any persons within the third degree of consanguinity to such judge or justice;
- d. Any person who has given notice to the Defendant by service of civil suit and alleged he or she has suffered personal injury; and
- e. Any person seeking punitive and/or exemplary damages.

2. Defendant GENERAL MOTORS COMPANY is a foreign corporation whose principal place of business is in Detroit, Michigan. Defendant GM may be served through its registered agent for service: CT Corporation, 350 N. St. Paul St., Ste. 2900, Dallas, Texas 75201-0000. Defendant GM manufactured, distributed, sold, serviced and/or warranted the vehicles made the subject of this litigation, hereinafter referred to as the “Class Vehicles” for both Classes, which include: 2015-2016 Cadillac Escalade; 2014-2016 Chevrolet Silverado 1500; 2015-2016 Chevrolet Suburban; 2015-2016 Chevrolet Tahoe; 2014-2016 GMC Sierra 1500; and 2015-2016 Yukon. GM distributed, sold, serviced and/or warranted, directly or indirectly, hundreds, if not thousands, of Class Vehicles to Plaintiff and the Class Members with the understanding and expectation that those vehicles would be sold in, operate in, and be fit for their intended purpose and as warranted in Texas.

JURISDICTION AND VENUE

3. Pursuant to 28 U.S.C. § 1332, this Court has original jurisdiction over the Plaintiff’s and the Class Members’ claims in that diversity of citizenship exists and Plaintiff seeks to represent a class of persons in a matter in controversy which exceeds the sum or value of \$5,000,000, exclusive of interest and costs.

4. This Court has general and specific jurisdiction over the Defendant, in that Defendant GM has sufficient minimum contacts with Texas and within the Eastern District of Texas to establish Defendant’s presence in Texas, and certain material acts upon which this suit is based occurred within the Eastern District of Texas, to include but not limited to: (1) the sale of the Defendant’s defective product to the Plaintiff, (2) one of the failed repairs, and (3) an occurrence of failure after the warranty failed its essential purpose.

5. Venue is proper in the Eastern District of Texas pursuant to 28 U.S.C. 1391(b)(1-3) and (c) in that: (1) Defendant GM resides in the Eastern District of Texas because it is subject to personal jurisdiction within the Eastern District of Texas; (2) a substantial part of the events or omissions giving rise to the claims asserted herein occurred in this judicial district; and (3) Defendant may be found in this district.

FACTUAL NATURE OF THE SUIT

A. Plaintiff Purchases A Class Vehicle.

6. On or about December 18, 2014, Plaintiff purchased a new 2015 Chevrolet Suburban which was delivered to Plaintiff in Bowie County, Texas. Plaintiff executed all sales documents in Bowie County, Texas.

7. In early January of 2017, Plaintiff and his wife noticed the brakes on the Suburban were not functioning properly. More specifically, the brakes would seemingly function without incident the first three to four times when they were applied or tapped, but thereafter the brakes would become hard and resist depression or require an increased effort to depress the brake pedal but with no stopping ability.

8. In January of 2017, Plaintiff contacted the dealership from which he purchased the Suburban and informed the dealership of the very serious braking failure issue.

B. Defendant GM Knowingly Sold Dangerously Defective Vehicles to Consumers.

9. The dealership was familiar with the problem because in February of 2015, Defendant GM had issued a service bulletin #PIT5361B which affected the Class Vehicles as of that date to include 2015 Cadillac Escalade; 2014 Chevrolet Silverado 1500; 2015 Chevrolet Suburban; 2015 Chevrolet Tahoe; 2014-2015 GMC Sierra 1500; and 2015 Yukon. *See* Exhibit A. GM expressly acknowledged that “a customer may comment on a hard brake pedal or that

increased effort is needed to depress the brake pedal.” As evidence of the defect, Defendant GM notified its dealers, “While performing normal diagnostics, fluid may be found in the brake booster and/or the booster vacuum line.”

10. Ultimately, Defendant GM would issue a series of service bulletins to its dealers regarding the brake defect, with the latest bulletin dated March 15, 2017, and it included the following Class Vehicles and year models: 2015-2016 Cadillac Escalade; 2014-2016 Chevrolet Silverado 1500; 2015-2016 Chevrolet Suburban; 2015-2016 Chevrolet Tahoe; 2014-2016 GMC Sierra 1500; and 2015-2016 Yukon. *See* Exhibit A. As part of GM’s overall strategy to engage in material omission and deception upon Plaintiff and the Class members, these bulletins contain false, misleading, or deceptive information about the potential for curing the defects because the purported repairs do not fix the defect and the statements are designed to mislead dealers and Class Vehicle owners.

11. Accordingly, Defendant GM was already aware of the defect prior to February of 2015, and yet it never informed Plaintiff or Class Members who had already purchased or leased a Class Vehicle. As of February 10, 2016, GM had verified some 19 affected vehicle models where the “CUSTOMER WILL NEED INCREASED EFFORT TO DEPRESS THE BRAKE PEDAL. TECHNICIAN MAY FIND FLUID IN THE BRAKE BOOSTER AND/OR THE BOOSTER LINE. TECHNICIAN WILL NEED TO REPLACE VACUUM PUMP, BRAKE BOOSTER, MASTER CYLINDER, VACUUM PUMP BELT AND VACUUM LINE BETWEEN THE BOOSTER AND THE PUMP.” *See* Exhibit B. The 19 affected vehicles are the Class Vehicles which GM continued to sell without disclosure to the Class Members even after this admission.

12. Disturbingly, the number of customer complaints echoed what GM already knew about its defective brake system: the need for increased effort to depress brake pedal, high occurrences in stop and go traffic, high occurrences of failure at lower speeds, brake booster issue, replacement of brake booster, replacement of master cylinder, safety issue, etc. *See* Exhibit C.

13. Further, Defendant GM knowingly sold thousands of Class Vehicles following February 2015 to unsuspecting Class Members to whom GM said nothing about the braking defect.

C. The Defendant's Braking Defect Cannot Be Remedied And Is Dangerous.

14. On or about January 31, 2017, the dealership picked up Plaintiff's vehicle in Texas and took it back to the dealership for repairs. The dealership informed Plaintiff that it had performed the repairs pursuant to Defendant GM's service bulletin. The Suburban was delivered back to Plaintiff in Bowie County, Texas on February 4, 2017.

15. On February 28, 2017, Plaintiff's wife, Samantha Harris, was driving the Suburban when the identical hard brake problem presented and the brake would not depress. A catastrophic failure of the brake occurred—after the purported fix—which caused the Plaintiff's Suburban driven by Mrs. Harris to crash with another vehicle.

16. On the same day, Plaintiff notified the dealership of the brake failure and the resulting accident. Plaintiff further informed the dealership of his apprehension of ever operating the vehicle again, and he made a demand that Defendant GM should be responsible for the vehicle. The dealership notified Defendant GM in writing of the brake failure, the accident, and Plaintiff's request that GM take responsibility for the vehicle. *See* Exhibit D. On or about March 8 and 9, 2017, Defendant GM notified the dealership that it should, "STOP ALL WORK ON THE VEHICLE!," take no further action, ask for the "product allegation department," that GM had

opened a case/claim file, and GM would assume the handling of Plaintiff's problem and concerns. *See* Exhibit D.

17. On or about March 13, 2017, Plaintiff's wife was contacted by a representative of Defendant GM who requested Defendant GM be allowed to inspect the vehicle and indicated to Plaintiff's wife that no work was to be performed on the vehicle. Defendant GM's inspection of the vehicle occurred on or about March 14, 2017, at an auto-repair facility in Texarkana, Texas, and lasted all day.

18. On or about March 22, 2017, Plaintiff's wife inquired of Defendant GM's representative, Pam Brown, about the status of the claim and about what Plaintiff and his wife were supposed to do with an inoperable car and the resulting lack of transportation with a substitute vehicle. Defendant GM's representative, Pam Brown, stated to Plaintiff's wife, "It is really not our problem."

19. On or about April 29, 2017, Plaintiff contacted the dealership and informed the dealership that Defendant GM was doing nothing to resolve the issue of Plaintiff's wrecked vehicle and resulting lack of transportation for his family due to brake failure. On or about May 1, 2017, multiple representatives from the dealership attempted to make contact with GM. *See* Exhibit D. They were unsuccessful. *Id.*

20. On May 2, 2017, Defendant GM contacted the dealership and instructed the dealership to obtain the vehicle and repair the brakes according to the Service Bulletin. *See* Exhibit D. The dealership personnel responded that they had previously performed the repairs according to the Service Bulletin in February 2017 and that they believed Defendant GM should send a field engineer to come and inspect the Suburban's brakes. *Id.* Defendant GM informed the dealership that *it had already sent a field engineer to inspect Plaintiff's brakes*, and that Defendant GM had

already determined the *brakes failed during the inspection*. *Id.* The dealership informed GM they would not perform any additional warranty repairs on Plaintiff's Suburban. *Id.*

21. On or about May 2, 2017, and without Plaintiff's knowledge, Plaintiff learned that Defendant GM had directed that Plaintiff's Suburban be sent to a second dealership in Bowie County, Texarkana, Texas, to perform the brake repairs. Those repairs were purportedly performed pursuant to the Service Bulletin. However, Plaintiff was very concerned about the safety of the brakes and the vehicle.

22. On May 4, 2017, the first dealership formally notified Defendant GM in writing through legal counsel that it would forbear from performing any further repairs to Plaintiff's vehicle. The dealership further demanded that Defendant GM expeditiously resolve Plaintiff's problems with the Suburban.

23. On June 15, 2017, GM completely denied Plaintiff's claims and attempts to engage in a dialogue with GM. However, in its denial of all responsibility, Defendant GM continued with its "not our problem" philosophy and actually issued a warning to Plaintiff stating, "Please note that you have an obligation and responsibility to ensure that the subject vehicle and its related components are maintained and preserved in *their immediate post-incident condition for as long as there is intent to pursue a claim and/or cause of action.*" GM sent this warning even though it had already inspected the Suburban and found the brake to be defective, and GM knew the vehicle had subsequently been repaired again by the second dealership. Yet, Defendant GM literally warned Plaintiff to do nothing with the Suburban.

24. On June 16, 2017, Plaintiff attempted to back the Suburban and a boat trailer on a boat ramp to launch his boat. In the process, the Suburban's brakes failed again, and Plaintiff repeatedly pumped on the brake in an effort to avoid having the vehicle go into the lake. Finally,

the vehicle stopped. This brake failure occurred even after Defendant GM had the vehicle repaired a second time pursuant to its Service Bulletin and warranty.

25. Currently, Plaintiff's unsafe Suburban sits at his home, and because Defendant GM cannot or will not repair it, it is wholly unusable and without value.

CLASS ALLEGATIONS

26. This action has been brought and may be properly maintained and certified as a Class Action because as to *each* of the proposed classes:

- (a) The questions and issues of law or fact are of a common or general interest, affecting Class of individuals and the public at large;
- (b) The Class consists of a sufficiently large group of individuals, believed to exceed 1,000 members, and is so large that it is impractical to join all members of the Class before the Court as individual plaintiffs. The identity of Class members is readily ascertainable from various sources including GM's ownership records, government ownership records, and/or via simple notice by publication;
- (c) The questions of law or fact common to the Class are substantially similar and predominate over those questions affecting only specific members of the Class;
- (d) The Class is united by a community of interest in obtaining appropriate equitable relief including injunctive relief, recall of Class Vehicles, restitution, damages, and other available relief designed to redress the wrongful conduct of Defendant GM;
- (e) Plaintiff is a member of the Class and his claims are typical of the Class;
- (f) Plaintiff will fairly and adequately represent the claims of the Class, and protect the interests of the Class without exercising personal interest or otherwise acting in a manner inconsistent with the best interests of the Class generally;
- (g) Plaintiff retained attorneys experienced in the litigation of class and representative claims and in the area of consumer protection litigation who have agreed to and will responsibly and vigorously advocate on behalf of the Class as a whole;
- (h) Without class certification, the prosecution of separate consumer actions by individual members of the Class would be impracticable and financially difficult, and create a risk of repetitive, inconsistent and varying adjudications. This would have the effect of establishing incompatible standards of conduct for GM,

discouraging the prosecution of meritorious but small claims, and/or result in adjudications which would be dispositive of the interests of other Class members not parties to the adjudication, or otherwise substantially impair the ability of Class members to protect their rights and interests;

(i) Defendant GM acted or refused to act on grounds generally applicable to the Class, thereby making the award of equitable relief and/or restitution appropriate to the Class as a whole;

(j) The class action procedure is superior to other methods of adjudication, and specifically designed to result in the fair, uniform and efficient adjudication of the claims presented by this complaint. This class action will facilitate judicial economy and preclude the undue financial, administrative and procedural burdens which would necessarily result from a multiplicity of individual actions.

27. Because the damages suffered by each Class member within the two classes are relatively small *compared to* the expense and burden of prosecuting this compelling case against a well-financed, multibillion dollar corporation, this class action is the only way each Class member can redress the harm that Defendant GM caused.

28. Should individual Class members be required to bring separate actions, Texas' courts or courts around the nation would face a multitude of lawsuits that would burden the court system and create a risk of inconsistent rulings and contradictory judgments. In contrast to proceeding on a case-by-case basis, in which inconsistent results will magnify the delay and expense to all parties and the court system, this class action presents far fewer management difficulties while providing unitary adjudication, economies of scale, and comprehensive supervision by a single court.

CAUSES OF ACTION

FIRST COUNT FOR RELIEF (Breach of Express Warranty)

29. Plaintiff, individually and for the Texas Class, hereby incorporates each and every allegation as though fully set forth herein.

30. For each Class Vehicle sold by Defendant GM, an express written warranty was issued that provided for the inclusion of operational “4-Wheel Antilock Disc Brakes” in the standard vehicle price. *See* Exhibit E.

31. GM has knowingly sold to Plaintiff and Texas Class Members the Class Vehicles with the defective braking system and of which GM was aware of the *irreparable* defect present in the Class Vehicles, creating a serious safety risk for the driver, the Class Vehicles’ occupants, other drivers, and pedestrians.

32. Defendant GM breached its express warranty by offering for sale and selling defective vehicles that were by design and construction defective and unsafe, thereby subjecting the occupants of the Class Vehicles purchased or leased to damages and risks of loss and injury.

33. Defendant GM’s breach of its express warranties proximately caused the Texas Class to suffer damages in excess of \$5,000,000.

34. Without limitation, GM’s intentional delay and concealment of information regarding the brake defect from its dealers, prospective Class Vehicle purchasers, Texas Class Members, and Plaintiff, and its inability to remedy the defect through the Service Bulletins, all have caused any exclusive or limited remedy in the warranty to fail its essential purpose.

35. Any purported limitations of express warranties or remedies would be unconscionable because of Defendant’s knowledge regarding the defects in Class Vehicles, Defendant’s omission to the Texas Class Members about the defects and/or Defendant’s intentional concealment of the defect, and the failure of GM to provide an adequate remedy.

36. Pursuant to Texas Civil Practice & Remedies Code §§ 38.001 and 38.002, Plaintiff is entitled to attorneys’ fees on behalf of himself and for the Texas Class in that this matter involves an oral or written contract, Plaintiff and the Texas Class are represented by Counsel or

Counsel is being sought to represent the Texas Class, a claim was presented to GM, and GM has failed to pay the just amount owed within thirty (30) days after the claim was presented.

37. Plaintiff and the Texas Class seek full compensatory damages allowable by law, attorney's fees, costs, punitive damages, and appropriate equitable relief including injunctive relief, a declaratory judgment, a court order enjoining Defendant GM's wrongful acts and practices, restitution, the repair of all Class Vehicles, replacement of all Class Vehicles, the refund of money paid to own or lease all Class Vehicles, and any other relief to which Plaintiffs and the Texas Class may be entitled.

**SECOND COUNT FOR RELIEF
(Breach of Implied Warranty)**

38. Plaintiff, individually and for the Texas Class, hereby incorporates each and every allegation as though fully set forth herein.

39. Defendant GM impliedly warranted that the Class Vehicles, which it designed, manufactured, sold, or leased to Plaintiff and members of the Texas Class, were merchantable, fit and safe for their ordinary use, not otherwise injurious to consumers, and would come with adequate safety warnings.

40. Because the Class Vehicles are equipped with the defective braking system, the vehicle purchased or leased and used by Plaintiff and the Texas Class members is unsafe, unfit for use when sold, threatens injury to its occupants or others, and is not merchantable. Defendant GM breached the implied warranty of merchantability in the sale or lease of the Class Vehicles to Plaintiff and members of the Texas Class in that the vehicles were not fit for their ordinary purpose and not merchantable.

41. As a direct and proximate result of Defendant GM's breach of the implied warranty of merchantability and fitness for a particular purpose, Plaintiffs and members of the Texas Class suffered damages in excess of \$5,000,000.

42. GM has knowingly sold to Plaintiff and Texas Class Members the Class Vehicles of which it was aware of an irreparable defect present in the Class Vehicles, creating a serious safety risk for the driver, the Class Vehicles' occupants, other drivers, and pedestrians.

43. Without limitation, GM's intentional delay and concealment of information regarding the brake defect from its dealers, prospective Class Vehicle purchasers, Texas Class Members, and Plaintiff, and its inability to remedy the defect through the Service Bulletins, all have caused any exclusive or limited remedy in the warranty to fail its essential purpose.

44. Any purported limitations of warranties or remedies would be unconscionable because of Defendant's knowledge regarding the defects in Class Vehicles, Defendant's omission to the Texas Class Members about the defects and/or Defendant's intentional concealment of the defect, and the failure of GM to provide an adequate remedy.

45. Plaintiff and the Texas Class seek full compensatory damages allowable by law, attorney's fees, costs, punitive damages, and appropriate equitable relief including injunctive relief, a declaratory judgment, a court order enjoining Defendant GM's wrongful acts and practices, restitution, the repair of all Class Vehicles, replacement of all Class Vehicles, the refund of money paid to own or lease all Class Vehicles, and any other relief to which Plaintiffs and the Texas Class may be entitled.

THIRD COUNT FOR RELIEF
(Violations of the Texas Deceptive Trade Practices Act Toward The Class)

46. Plaintiff, individually and for the Texas Class, hereby incorporates each and every allegation as though fully set forth herein.

47. Defendant GM sold and continues to sell, and leased and continues to lease Class Vehicles notwithstanding its awareness of the defective braking system and of the danger posed by the defect. In doing so, Defendant GM makes false claims about its vehicles being defect free or omits material information about the known defect in the Class Vehicles. Defendant GM has furthered its scheme of unconscionable and deceptive acts of material omission by making false, deceptive, and misleading statements in its service bulletins about possible cures for the known defect. Defendant GM's acts constitute an unconscionable act or course of action; and a false, misleading, or deceptive act or practice in violation of Texas Business & Commerce Code § 17.46(a) & (b)(2), (5), (7), (9), (13) & (24).

48. Pursuant to Texas Business & Commerce Code § 17.50(b)(1), Plaintiff and the Texas Class are entitled to relief in the form of an award of economic damages found by the trier of fact, and which should be trebled based upon the Defendant's actions which were committed knowingly.

49. Pursuant to Texas Business & Commerce Code § 17.50(b)(2) and due to GM's continued sale of these vehicles and failure to make truthful disclosures, Plaintiff and the Texas Class are entitled to relief in the form of an order enjoining Defendant's deceptive acts.

50. Pursuant to Texas Business & Commerce Code § 17.50(b)(1), Plaintiff and the Texas Class are entitled to relief in the form of an order restoring the Plaintiff and the Texas Class members to their money which was acquired in violation of § 17.46(a) & (b)(2), (5), (7), (9), (13) & (24).

51. Pursuant to Texas Business & Commerce Code § 17.50(d), Plaintiff and the Texas Class are entitled to and award of court cost and reasonable attorneys' fees.

**FOURTH COUNT FOR RELIEF
(Money Had And Received)**

52. Plaintiff, individually and for the Texas Class, hereby incorporates each and every allegation as though fully set forth herein.

53. Plaintiff and the Texas Class paid monies for Class Vehicles which were not valued as charged because of the defect which Defendant GM intentionally concealed. By selling a defective vehicle or by failing to disclose the defect and selling Class Vehicles with knowledge of the defect, Defendant GM received and possessed money which rightfully belonged to Plaintiff and the Texas Class Members.

54. As a result of overcharging for defective vehicles, Defendant GM possessed(es) money which in equity and good conscience belongs to Plaintiff and Texas Class Members—thereby causing Plaintiff and the Texas Class damages.

**FIFTH CLAIM FOR RELIEF
(Violation of the Magnuson-Moss Warranty Act, 15 U.S.C. §§ 2301, et seq.)**

55. Plaintiffs, individually and for the National Class, hereby incorporate each and every allegation as though fully set forth herein.

56. For each Class Vehicle, Defendant GM issued an express written warranty that covered the vehicle, including but not limited to the braking system, and which warranted the vehicle to be free of defects in materials and workmanship at the time of delivery.

57. Defendant GM breached its express warranties by offering for sale and selling defective vehicles that were by design and construction defective and unsafe, thereby subjecting the occupants of the Class Vehicles purchased or leased to damages and risks of loss and injury.

58. Plaintiffs and members of the National Class are “consumers” within the meaning of the Magnuson-Moss Act, 15 U.S.C. § 2301(3).

59. Defendant GM is a “supplier” and “warrantor” within the meaning of the Magnuson-Moss Act, 15 U.S.C. § 2301(4) and (5).

60. The Class Vehicles at issue are “consumer products” within the meaning of the Magnuson-Moss Act, 15 U.S.C. § 2301(6).

61. Defendant GM’s written and implied warranties relate to the future performance of its vehicles because it promised that the brakes of the Class Vehicles would perform adequately for a specified period of time or mileage, whichever came first.

62. Defendant GM has breached and continues to breach its written and implied warranties of future performance, thereby damaging Plaintiff and similarly situated National Class Members, when their Class Vehicles fail to perform as represented due to an undisclosed brake defect. Defendant GM fails to fully cover or pay for necessary inspections, repairs and/or vehicle replacements for Plaintiffs and the Class.

63. Without limitation, GM’s intentional delay and concealment of information regarding the brake defect from its dealers, prospective Class Vehicle purchasers, National Class Members, and Plaintiff, and its inability to remedy the defect through the Service Bulletins, all have caused any exclusive or limited remedy in the warranty to fail its essential purpose.

64. Any purported limitations of warranties or remedies would be unconscionable because of Defendant’s knowledge regarding the defects in Class Vehicles, Defendant’s omission to the National Class Members about the defects and/or Defendant’s intentional concealment of the defect, and the failure of GM to provide an adequate remedy.

65. Plaintiffs, members of the National Class, and the public will suffer irreparable harm if Defendant GM is not ordered to properly repair all of the Class Vehicle immediately, offer rescission to the National Class by repurchasing their Class Vehicles for their full cost, reimburse

the lessees of the Class Vehicles the monies they have paid toward their leases, recall all defective vehicles that are equipped with the defective brakes, and cease and desist from marketing, advertising, selling, and leasing the Class Vehicles.

66. Defendant GM is under a continuing duty to inform its customers of the nature and existence of potential defects in the vehicles sold.

67. Such irreparable harm includes but is not limited to likely injuries as a result of the defects to the Class Vehicles.

68. Plaintiff and the National Class seek full compensatory damages allowable by law, attorney's fees, costs, punitive damages, and appropriate equitable relief including injunctive relief, a declaratory judgment, a court order enjoining Defendant GM's wrongful acts and practices, restitution, the repair of all Class Vehicles, replacement of all Class Vehicles, the refund of money paid to own or lease all Class Vehicles, and any other relief to which Plaintiff and the National Class may be entitled

JURY DEMAND

69. Plaintiff demands a jury trial on all issues so properly triable.

PRAYER

70. WHEREFORE, PREMISES CONSIDERED, Plaintiff and Class Members within their respective Classes respectfully pray that the Court:

(a) For each of the proposed Classes, certify this action as a class action as permitted by FED. R. CIV. P. Rule 23(b)(2) and (b)(3), appoint Plaintiff as class representative, and appoint Plaintiff's counsel as class counsel;

(c) Direct that notice be issued to the Class Members;

(b) Conduct a trial on the merits and, thereafter, enter judgment against GM in favor of Plaintiff and Class Members consistent with the damages amounts, restitution and/or other relief requested herein or for which Plaintiff and the Class may prove themselves entitled.

Respectfully submitted,

By: /s/ James C. Wyly

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SB-10057667-3895



Service Bulletin

File in Section: -

Bulletin No.: PIT5361

Date: February, 2015

PRELIMINARY INFORMATION

Subject: Diagnostic Tip - Additional Brake Pedal Effort

Models: 2015 Cadillac Escalade Models
 2014 Chevrolet Silverado 1500
 2015 Chevrolet Silverado 1500, Suburban, Tahoe
 2014 GMC Sierra 1500
 2015 GMC Sierra 1500, Yukon Models

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern

In some rare situations, a customer may comment on a hard brake pedal or that increased effort is needed to depress the brake pedal. While performing normal diagnostics, fluid may be found in the brake booster and/or the booster vacuum line.

In some rare situations, a customer may comment on a hard brake pedal or that increased effort is needed to depress the brake pedal. While performing normal diagnostics, fluid may be found in the brake booster and/or the booster vacuum line.

Recommendation/Instructions

If engine oil is found, it is important the following parts are replaced. If not, the condition will return.

1. Vacuum Pump
2. Vacuum Line between the booster and the pump
3. Brake Booster
4. Master Cylinder

Parts Information

Part Number	Description	Qty
12662552	PUMP ASM-VAC	1
23144638 (VYU) or 23135228 (w/ o VYU)	PIPE ASM-P/B BOOS VAC	1
23135220	BOOSTER ASM-P/B	1
20925765	CYLINDER-BRK MAS	1

excel sheet

Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
2480118 *	Replace vacuum pump, vacuum pump to booster hose, vacuum brake booster, and brake master cylinder	2.8 hr
* This is a unique labor operation for bulletin use only. This will not be published in the Labor Time Guide.		

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.



Service Bulletin

PRELIMINARY INFORMATION

Subject: Diagnostic Tip - Additional Brake Pedal Effort

Models: 2015-2016 Cadillac Escalade Models
 2014 Chevrolet Silverado 1500
 2015-2016 Chevrolet Silverado 1500, Suburban, Tahoe
 2014 GMC Sierra 1500
 2015-2016 GMC Sierra 1500, Yukon Models

This PI was superseded to update the condition and parts list. Please discard PIT5361A.

The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI.

Condition/Concern

In some rare situations, a customer may comment on a hard brake pedal or that increased effort is needed to depress the brake pedal. Also, in some cases a tick or ticking noise may be heard, which may sound like an exhaust manifold leak. While performing normal diagnostics, fluid may be found in the brake booster and/or the booster vacuum line.

Important: Pay close attention to the fluid and if it is determined to be engine oil, it could be coming from the vacuum pump. The vacuum pump is belt-driven and mounted to the side of the engine block. It is lubricated by pressurized engine oil.

Recommendation/Instructions

If engine oil is found, it is important the following parts are replaced. If not, the condition will return.

1. Vacuum Pump
2. Vacuum Line between the booster and the pump
3. Brake Booster
4. Master Cylinder
5. Vacuum Pump Belt

Parts Information

Part Number	Description	Qty
12669488	PUMP ASM-VAC	1
23144638 (VYU) or 23135228 (w/o VYU)	PIPE ASM-P/B BOOS VAC	1
23135220	BOOSTER ASM-P/B	1
20925765	CYLINDER-BRK MAS	1

12658179	BELT - VAC PUMP	1
12658178	BELT - A/C COMPRESSOR	1

Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
2480118 *	Replace vacuum pump, belts, vacuum pump to booster hose, vacuum brake booster, and brake master cylinder	2.8 hr
* This is a unique labor operation for bulletin use only.		

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

Additional SI Keywords

C0299

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2015 Chevrolet Suburban - 2WD [1GNSCKKC8FR500471] |

Escalade, Escalade ESV, Suburban, Tahoe, Yukon, Yukon XL Service Manual 7527571 | [View All Bulletins](#) |

Document ID: 4748532

#PIT5361C: Diagnostic Tip - Additional Brake Pedal Effort - (Mar 15, 2017)

Subject: Diagnostic Tip - Additional Brake Pedal Effort



Brand:	Model:	Model Year:		VIN:		Engine:	Transmission:
		from	to	from	to		
Cadillac	Escalade	2015-2016		All	All	All	All
Chevrolet	Silverado 1500	2014-2016		All	All	All	All
Chevrolet	Suburban	2015-2016		All	All	All	All
Chevrolet	Tahoe	2015-2016		All	All	All	All
GMC	Sierra 1500	2014-2016		All	All	All	All
GMC	Yukon	2015-2016		All	All	All	All

Supersession Statement

This PI was superseded to update the parts list. Please discard PIT5361B. You are about to leave the website of General Motors and view the content of an external website. That website is not owned or controlled by, or affiliated with General Motors or its subsidiaries, and it is subject to its separate terms and conditions and other agreements, as well as its privacy policies. The following diagnosis might be helpful if the vehicle exhibits the symptom(s) described in this PI. General Motors cannot be held responsible for the content of external websites.

Condition/Concern

Warning: In some rare situations, a customer may comment on a hard brake pedal or that increased effort is needed to depress the brake pedal. Also, in some cases a tick or ticking noise may be heard, which may sound like an exhaust manifold leak. While performing normal diagnostics, fluid may be found in the brake booster and/or the booster vacuum line.

Important: Pay close attention to the fluid and if it is determined to be engine oil, it could be coming from the vacuum pump. The vacuum pump is belt-driven and mounted to the side of the engine block. It is lubricated by pressurized engine oil.

Recommendation/Instructions

If engine oil is found, it is important the following parts are replaced. If not, the condition will return.

1. Vacuum Pump
2. Vacuum Line between the booster and the pump
3. Brake Booster
4. Master Cylinder

Parts Information

Part Number	Description	Qty
12669488	PUMP ASM-VAC	1
23144638 (VYU) or 23135228 (w/o VYU)	PIPE ASM-P/B BOOS VAC	1
23135220	BOOSTER ASM-P/B	1
20925765	CYLINDER-BRK MAS	1

Warranty Information

For vehicles repaired under warranty use:

Labor Operation	Description	Labor Time
2480118 *	Replace vacuum pump, vacuum pump to booster hose, vacuum brake booster, and brake master cylinder	2.8 hr
* This is a unique labor operation for bulletin use only.		

Please follow this diagnostic or repair process thoroughly and complete each step. If the condition exhibited is resolved without completing every step, the remaining steps do not need to be performed.

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2015 CHEVROLET SUBURBAN 1500 SUV RWD



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7
RECALLS

INVESTIGATIONS 0

COMPLAINTS 96



OVERALL SAFETY RATING

Safety Ratings.

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COMPLAINTS

RECALLS

INVESTIGATIONS

MANUFACTURER COMMUNICATIONS

914 Manufacturer Communications

for 2015 CHEVROLET SUBURBAN 1500

FILTER MANUFACTURER COMMUNICATIONS BY AFFECTED COMPONENTS

- [All \(914\)](#)
[AIR BAGS \(2\)](#)
[BACK OVER PREVENTION \(4\)](#)
[ELECTRICAL SYSTEM \(271\)](#)
[ELECTRONIC STABILITY CONTROL \(2\)](#)
[ENGINE \(96\)](#)
- [ENGINE AND ENGINE COOLING \(48\)](#)
[EQUIPMENT \(346\)](#)
[EQUIPMENT ADAPTIVE \(64\)](#)
[EXTERIOR LIGHTING \(4\)](#)
- [FORWARD COLLISION AVOIDANCE \(1\)](#)
[FUEL SYSTEM, DIESEL \(1\)](#)
[FUEL SYSTEM, GASOLINE \(26\)](#)
[FUEL SYSTEM, OTHER \(16\)](#)
- [FUEL/PROPULSION SYSTEM \(1\)](#)
[INTERIOR LIGHTING \(1\)](#)
[LANE DEPARTURE \(3\)](#)
[LATCHES/LOCKS/LINKAGES \(5\)](#)
[PARKING BRAKE \(4\)](#)
- [POWER TRAIN \(56\)](#)
[SEAT BELTS \(3\)](#)
[SEATS \(23\)](#)
[SERVICE BRAKES \(10\)](#)
[SERVICE BRAKES, AIR \(4\)](#)
[SERVICE BRAKES, ELECTRIC \(2\)](#)
- [SERVICE BRAKES, HYDRAULIC \(10\)](#)
[STEERING \(24\)](#)
[STRUCTURE \(44\)](#)
[SUSPENSION \(31\)](#)
[TIRES \(15\)](#)
[TRACTION CONTROL SYSTEM \(1\)](#)
- [TRAILER HITCHES \(2\)](#)
[VEHICLE SPEED CONTROL \(3\)](#)
[VISIBILITY \(26\)](#)
[WHEELS \(14\)](#)

March 14, 2017 MANUFACTURER COMMUNICATION NUMBER: PIT5509B



Components: ELECTRICAL SYSTEM, SERVICE BRAKES

June 27, 2016 MANUFACTURER COMMUNICATION NUMBER: PIT5361B



Components: SERVICE BRAKES

NHTSA ID Number: 10081053

Manufacturer Communication Number: PIT5361B

Summary

THIS PRELIMINARY INFORMATION COMMUNICATION PROVIDES INFORMATION TO THE TECHNICIAN ON THE STEPS TO DIAGNOSE AND REPAIR VEHICLES THAT MAY HAVE ISSUES WERE THE CUSTOMER WILL NEED INCREASED EFFORT TO DEPRESS THE BRAKE PEDAL. TECHNICIAN MAY FIND FLUID IN THE BRAKE BOOSTER AND/OR THE BOOSTER VACUUM LINE. TECHNICIAN WILL NEED TO REPLACE VACUUM PUMP, BRAKE BOOSTER, MASTER CYLINDER, VACUUM PUMP BELT AND THE VACUUM LINE BETWEEN THE BOOSTER AND THE PUMP.

14 Affected Products ▾

Vehicles

MAKE	MODEL	YEAR
CADILLAC	ESCALADE	2015-2016

MAKE	MODEL	YEAR
CHEVROLET	SILVERADO 1500	2014-2016
CHEVROLET	SUBURBAN	2015-2016
CHEVROLET	TAHOE	2015-2016
GMC	SIERRA 1500	2014-2016
GMC	YUKON	2015-2016

1 Associated Document ▾

Service Bulletin Document

↓ [SB-10081053-2280.pdf](#) 95.829KB

Request Research (Services fees apply)

February 15, 2016 MANUFACTURER COMMUNICATION NUMBER: PIT5377D

Components: SERVICE BRAKES



February 10, 2016 MANUFACTURER COMMUNICATION NUMBER: PIT5361A

Components: SERVICE BRAKES



NHTSA ID Number: 10096208

Manufacturer Communication Number: PIT5361A

Summary

THIS PRELIMINARY INFORMATION COMMUNICATION PROVIDES INFORMATION TO THE TECHNICIAN ON THE STEPS TO DIAGNOSE AND REPAIR VEHICLES THAT MAY HAVE ISSUES WERE THE CUSTOMER WILL NEED INCREASED EFFORT TO DEPRESS THE BRAKE PEDAL. TECHNICIAN MAY FIND FLUID IN THE BRAKE BOOSTER AND/OR THE BOOSTER VACUUM LINE. TECHNICIAN WILL NEED TO REPLACE VACUUM PUMP, BRAKE BOOSTER, MASTER CYLINDER, VACUUM PUMP BELT AND THE VACUUM LINE BETWEEN THE BOOSTER AND THE PUMP.

19 Affected Products ▾

Vehicles

MAKE	MODEL	YEAR
------	-------	------

MAKE	MODEL	YEAR
CADILLAC	ESCALADE	2015-2016
CADILLAC	ESCALADE ESV	2015-2016
CHEVROLET	SILVERADO 1500	2014-2016
CHEVROLET	SUBURBAN	2014-2016
CHEVROLET	TAHOE	2015-2016
GMC	SIERRA 1500	2014-2016
GMC	YUKON	2015-2016
GMC	YUKON XL	2015-2016

Request Research (Services fees apply)

November 10, 2015 MANUFACTURER COMMUNICATION NUMBER: PIT5241C

Components: SERVICE BRAKES, ELECTRICAL SYSTEM



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SUV RWD**



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2015 CADILLAC ESCALADE ESV SUV AWD



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5
RECALLS

INVESTIGATIONS **0**
COMPLAINTS **16**

Not been rated

OVERALL SAFETY RATING

Safety Ratings.

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COMPLAINTS

RECALLS

INVESTIGATIONS

MANUFACTURER COMMUNICATIONS

16 Complaints

for 2015 CADILLAC ESCALADE ESV

FILTER COMPLAINTS BY AFFECTED COMPONENTS

All (16) ELECTRICAL SYSTEM (1) ENGINE (1) ENGINE AND ENGINE COOLING (1) EXTERIOR LIGHTING (1) FUEL/PROPULSION SYSTEM (1)
 POWER TRAIN (2) **SERVICE BRAKES (4)** STRUCTURE (1) SUSPENSION (1) UNKNOWN OR OTHER (6) VEHICLE SPEED CONTROL (2)
 VISIBILITY/WIPER (1)

August 18, 2016 NHTSA ID NUMBER: 10896962



Components: SERVICE BRAKES

NHTSA ID Number: 10896962**Incident Date** August 2, 2016**Consumer Location** HARRIMAN, NY**Vehicle Identification Number** 1GYS4SKJ4FR****

Summary of Complaint

CRASH No

FIRE No

INJURIES 0

DEATHS 0

BRAKES COMPLETELY FAILED. I PULLED INTO TRAIN PARKING SPOT AND THE CARS WOULD NOT STOP. I HAD TO KEEP PUMPING THE BRAKES AND EVENTUALLY IT JUST STOPPED. I TRIED IT GAIN AND THE BRAKES WERE HARD AND COULDN'T PUSH THEM DOWN. I AM SO LUCKY THAT I WAS NOT ON A HIGHWAY GOING FAST WITH MY KIDS IN THE CAR.

ADILLAC SAID I NEEDED THE HYDRO BOOST REPLACED.

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CADILLAC	ESCALADE	2015

 Request Research (Services fees apply)

July 29, 2016 NHTSA ID NUMBER: 10891627



Components: SERVICE BRAKES**NHTSA ID Number:** 10891627**Incident Date** June 18, 2016**Consumer Location** PHOENIX, AZ**Vehicle Identification Number** 1GYS4PKJ8FR******Summary of Complaint****CRASH** No**FIRE** No**INJURIES** 0**DEATHS** 0

AT 15000 MILES AND ORIGINAL OWNER WHILE TOWING OUR BRAKES COMPLETELY GAVE OUT. NO WARNING SIGN, NO LEAKAGE, ONLY 1 SYMPTOM A FEW MONTHS PRIOR WHERE THE BRAKE PEDDLE WAS MUSHY. DEALERSHIP SAID IT WAS FINE. EVERYTHING WORKED FINE DRIVING IT THROUGHOUT DAY. STOPPED FOR DINNER JUST BEFORE WE ENTERED MOUNTAIN PASS. GOT IN SUV TO LEAVE FOR HOME AND HAD NO BRAKES AT ALL. EMERGENCY BRAKE WON'T EVEN KICK IN TO BE USED FOR EMERGENCIES. THE VEHICLE GAVE NO WARNING SIGNS, ENGINE OR BRAKE LIGHT WARNINGS. NO CHANGES IN BRAKE PRESSURE, NO LEAKS UNDER VEHICLE OR ON ENGINE. IT WAS AN INSTANT GIVE OUT OF BRAKES AND COULD HAVE HAPPENED WHILE DRIVING. FORTUNATELY THEY DID NOT GIVE OUT WHILE MOVING MORE THAN 3 MPH SO WE ARE STILL ALIVE. DEALERSHIP AND GM BOTH SAID IT WAS NORMAL FOR BRAKES TO GIVE OUT AND NOT HAVE ANY BRAKES WHEN THE BRAKE MASTER CYLINDER GIVES OUT. THIS IS NOT NORMAL! THEY REPLACED THE MASTER CYLINDER AND ALL WORKS FINE NOW. HOWEVER I FEEL THIS IS A MAJOR VEHICLE SAFETY ISSUE IN THAT FOR A VEHICLE TO COMPLETELY LOSE ALL OF IT'S BRAKING ABILITY BUT NOT BE PREWARNED THAT THERE IS A PROBLEM IS EXTREMELY DANGEROUS. IF WE DIDN'T STOP FOR DINNER THE BRAKES WOULD HAVE GIVEN OUT IN THE MOUNTAIN PASS AND ME AND MY FAMILY WOULD MORE THAN LIKELY BE DEAD AT THE BOTTOM OF A MOUNTAIN CLIFF! WE ARE EXTREMELY AFRAID TO DRIVE THIS VEHICLE NOW AND GM HAS NO INTEREST IN BUYING IT BACK OR HELPING US GET OUT OF IT. THEY JUST SAID "JUST WAIT TO SEE IF IT HAPPENS AGAIN" WHICH TO ME, MEANS, WAIT UNTIL YOU CAUSE A FATALITY. THEY ALSO SAID THIS ISN'T HAPPENING TO OTHER GM VEHICLES.

1 Affected Product ▾**Vehicle**

MAKE	MODEL	YEAR
CADILLAC	ESCALADE	2015

 Request Research (Services fees apply)March 31, 2016 **NHTSA ID NUMBER:** 10852756**Components: SERVICE BRAKES****NHTSA ID Number:** 10852756**Incident Date** November 13, 2015

Consumer Location ANAHEIM, CA

Vehicle Identification Number 1GYS4NKJ7FR****

Summary of Complaint

CRASH No
FIRE No
INJURIES 0
DEATHS 0

THE VEHICLE HAD VIRTUALLY NO BRAKES TO STOP IT AND 11,215 MILES. GENERAL MOTORS ALREADY HAD SERVICE WARNINGS OUT TO DEALERS DATED 7/17/2015, GM DOCUMENT ID #4242788. THEY SAY THEY REPLACED PADS AND ROTORS. AT 23,589 MILES THE VEHICLE NEEDED BRAKES AGAIN. SERVICE MANAGER TELLS US THAT THIS IS A KNOWN PROBLEM AT GENERAL MOTORS. THEY HAVE EVEN ISSUED A NEW WARNING FOR 2016 MODELS. I CONSIDER THE VEHICLE TO BE UNSAFE TO DRIVE IN THAT THE BRAKES CAN GO OUT WITHOUT ANY WARNING.

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CADILLAC	ESCALADE	2015

Request Research (Services fees apply)

November 23, 2015 NHTSA ID NUMBER: 10795343

Components: SERVICE BRAKES, SUSPENSION, POWER TRAIN



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**2015
 CADILLAC ESCALADE ESV
 SUV AWD**

**Not been rated
 OVERALL SAFETY RATING**



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2015 CHEVROLET SUBURBAN 1500 SUV RWD



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7
RECALLS

INVESTIGATIONS **0**

COMPLAINTS **96**



OVERALL SAFETY RATING

Safety Ratings.

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COMPLAINTS RECALLS INVESTIGATIONS MANUFACTURER COMMUNICATIONS

96 Complaints

for 2015 CHEVROLET SUBURBAN 1500

FILTER COMPLAINTS BY AFFECTED COMPONENTS

- All (96)
- AIR BAGS (5)
- ELECTRICAL SYSTEM (12)
- ELECTRONIC STABILITY CONTROL (3)
- ENGINE (10)
- EQUIPMENT (1)
- EQUIPMENT ADAPTIVE (2)
- EXTERIOR LIGHTING (4)
- FUEL/PROPULSION SYSTEM (6)
- POWER TRAIN (11)
- SEAT BELTS (1)
- SEATS (4)
- SERVICE BRAKES (18)
- STEERING (12)
- STRUCTURE (13)
- SUSPENSION (6)
- TIRES (1)
- UNKNOWN OR OTHER (20)
- VEHICLE SPEED CONTROL (1)
- VISIBILITY (2)
- VISIBILITY/WIPER (2)
- WHEELS (3)

October 1, 2017 NHTSA ID NUMBER: 11030722



Components: SERVICE BRAKES

NHTSA ID Number: 11030722

Incident Date June 29, 2017

Consumer Location LAC DU FLAMBEAU, WI

Vehicle Identification Number 1GNSK KKC7FR****

Summary of Complaint

CRASH **Yes**

FIRE **No**

INJURIES **3**

DEATHS **0**

WHILE DRIVING ON I90 IN STOP AND GO TRAFFIC, THE CAR IN FRONT OF ME STOPPED. I APPLIED MY BRAKES AND THE PEDAL WAS HARD AND WOULD NOT DEPRESS. AS A RESULT MY CAR WOULD NOT STOP AND I HIT THE CAR IN FRONT OF ME IN THE REAR END. MY AIR BAGS WENT OFF. I RECEIVED AN AIR BAG BURN. THE CAR IN FRONT OF ME STRUCK THE CAR IN FRONT OF HIM. BOTH OTHER DRIVERS CLAIM THEY WERE INJURED. MY CAR COST \$15,300 TO REPAIR. CHEVROLET IS AWARE OF THIS PROBLEM, ISSUING PRELIMINARY SERVICE BULLETIN PIT5361 IN 2015, ADDENDUM B IN 2016 AND ADDENDUM B IN 2017. THE PROBLEM IS A FAULTY VACUUM PUMP, MASTER CYLINDER, BRAKE BOOSTER, VACUUM LINE, AND VACUUM PUMP BELT. I WAS NEVER INFORMED OF THIS PROBLEM. I HAVE BEEN DRIVING 50 YEARS AND THIS IS MY FIRST CHARGEABLE ACCIDENT.

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SUBURBAN	2015

Request Research (Services fees apply)

September 26, 2017 NHTSA ID NUMBER: 11030016

**Components: SERVICE BRAKES****NHTSA ID Number:** 11030016**Incident Date** September 26, 2017**Consumer Location** LLANO, TX**Vehicle Identification Number** 1GNSCKKC7FR******Summary of Complaint****CRASH** No**FIRE** No**INJURIES** 0**DEATHS** 0

TL* THE CONTACT OWNS A 2015 CHEVROLET SUBURBAN. WHILE EXITING THE PARKING LOT AT 5 MPH, THE BRAKES FAILED TO WORK WITHOUT WARNING. THE CONTACT HAD TO CHANGE THE GEAR TO PARK IN ORDER TO STOP THE VEHICLE. THE VEHICLE WAS TOWED TO THE DEALER (BOB PRICE CHEVROLET BUICK GMC, 1225 S STATE HWY 16, FREDERICKSBURG, TX 78624) WHERE IT WAS DIAGNOSED THAT THE BRAKE BOOSTER AND THE BRAKE PUMP NEEDED TO BE REPLACED. THE VEHICLE WAS NOT REPAIRED. THE MANUFACTURER WAS NOT CONTACTED. THE APPROXIMATE FAILURE MILEAGE WAS 51,800.

1 Affected Product ^**Vehicle**

MAKE	MODEL	YEAR
CHEVROLET	SUBURBAN	2015

 Request Research (Services fees apply)

August 28, 2017 NHTSA ID NUMBER: 11020065

**Components: SERVICE BRAKES****NHTSA ID Number:** 11020065**Incident Date** August 18, 2017**Consumer Location** CENTERVILLE, MA**Vehicle Identification Number** 1GNSKKKC0FR******Summary of Complaint****CRASH** No**FIRE** No**INJURIES** 0

THE BRAKES ON MY 2015 CHEVY SUBURBAN ARE LOCKING WHEN DRIVING A LOW SPEED. THE PROBLEM STARTED ALL OF THE SUDDEN WHILE DRIVING UNDER DRY ROAD CONDITIONS ON A CITY STREET. IF YOU PRESS ON THE BRAKE PEDAL , IT DOES NOT MOVE AND THE CAR DOES NOT STOPPED. I ALMOST HIT A FAMILY OF 4 THAT WAS

DEATHS 0

CROSSING IN FRONT OF ME. THE CAR HAS BEEN AT DICK BEARD CHEVROLET IN HYANNIS, MA AND THEY ARE SAYING THAT THERE IS NO ISSUE WITH THE BRAKES AND AVOIDING SOLVING THE PROBLEM. I'VE CALLED CHEVROLET 4 TIMES AND THEY ARE NOT CALLING ME BACK. THE CAR IS NOT SAFE TO DRIVE AT ALL.

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SUBURBAN	2015

 Request Research (Services fees apply)

June 17, 2017 NHTSA ID NUMBER: 10995718

Components: SERVICE BRAKES

NHTSA ID Number: 10995718

Incident Date June 17, 2017

Consumer Location MCQUEENEY, TX

Vehicle Identification Number 1GNSCJJC3FR****

Summary of Complaint

CRASH	No	BRAKE BOOSTER WENT OUT WHILE DRIVING WITH MY CHILDREN IN THE CAR!
FIRE	No	
INJURIES	0	
DEATHS	0	

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SUBURBAN	2015

 Request Research (Services fees apply)

June 14, 2017 NHTSA ID NUMBER: 10995134

Components: SERVICE BRAKES

NHTSA ID Number: 10995134**Incident Date** October 14, 2016**Consumer Location** GAINESVILLE, FL**Vehicle Identification Number** 1GN5CJJC4FR******Summary of Complaint****CRASH** No**FIRE** No**INJURIES** 0**DEATHS** 0

BRAKES STOPPED WORKING . FIRST TIME IT HAPPENED I THOUGHT IT WAS MY IMAGINATION AS I WAS IN A PARKING LOT GOING EXTREMELY SLOW. NEXT DAY IT HAPPENED WHEN BACKING OUT OF MY DRIVEWAY. HAD TO PRESS BRAKES EXTREMELY HARD AND IT ROLLED TO A STOP AS IT HIT CURB ON OTHER SIDE OF ROAD. TOOK IT TO DEALER AND THEY REPLACE THE VACUUM BOOSTER WHICH HAD FAILED AT APROX. 50,000 MILES. NOT COVERED UNDER WARRANTY. EVERY OTHER PART OF BRAKES BESIDES NORMAL WEAR AND TEAR IS COVERED. I WAS LUCKY IT HAPPENED IN MY DRIVEWAY AND NOT WHILE DRIVING AT HIGHER SPEEDS IN TRAFFIC.

I HAVE ADDITIONAL COMPLAINTS ABOUT THIS VEHICLHLE. THE CLIPS HOLDING DRIVERS SEAT HAD TO BE REPLACED AT 40,000 MILES BECAUSE SEAT WAS SLIDING FROM SIDE TO SIDE. THEY ARE ALL READY LOOSE AGAIN AT 60,000 MILES ALTHOUGH NOT AS BAD AS FIRST TIME. MY AC CONDENSER WENT OUT AT 62,000 MILES. IT HAS BEEN ON NATIONAL BACKORDER FOR 7 WEEKS AND I AM STILL WAITING. THE CAR SHAKES ON THE INTERSTATE AT APROX 70 -75 MILES PER HOUR. THE DEALERSHIP HAS BALANCED THE TIRES AND THIS HAS NOT FIXED PROBLEM. AFTER DRIVING ON INTERSTATE AT HIGH SPEEDS FOR EXTENDED PERIOD OF TIME, WHEN STOPPING THE CAR IDLES VERY ROUGH AND HAS EVEN CUT OFF. THE DEALERSHIP RAN A FUEL INDUCTION SERVICE. WILL SEE IF IT WORKS WHEN I GET IT BACK AFTER THEY REPLACE AC CONDENSER. THE CAR SHIFTS HORRIBLY, ESPECIALLY WHEN GOING SLOW. WAS TOLD THAT IS A PROBLEM WITH THE FUEL EFFICIENT SHIFTING AND THERE IS NO REPAIR...JUST TO MANUALLY SHIFT. ALSO, THE HOOD OF THE CAR HAS TINY RUST SPOTS COMING THROUGH THE PAINT ALL OVER IT.

1 Affected Product ▾**Vehicle**

MAKE	MODEL	YEAR
CHEVROLET	SUBURBAN	2015

 Request Research (Services fees apply)
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COMPLAINTS

RECALLS

INVESTIGATIONS

MANUFACTURER COMMUNICATIONS

96 Complaints

for 2015 CHEVROLET SUBURBAN 1500

FILTER COMPLAINTS BY AFFECTED COMPONENTS

- [All \(96\)](#)
[AIR BAGS \(5\)](#)
[ELECTRICAL SYSTEM \(12\)](#)
[ELECTRONIC STABILITY CONTROL \(3\)](#)
[ENGINE \(10\)](#)
[EQUIPMENT \(1\)](#)
[EQUIPMENT ADAPTIVE \(2\)](#)
[EXTERIOR LIGHTING \(4\)](#)
[FUEL/PROPULSION SYSTEM \(6\)](#)
[POWER TRAIN \(11\)](#)
[SEAT BELTS \(1\)](#)
[SEATS \(4\)](#)
[SERVICE BRAKES \(18\)](#)
[STEERING \(12\)](#)
[STRUCTURE \(13\)](#)
[SUSPENSION \(6\)](#)
[TIRES \(1\)](#)
[UNKNOWN OR OTHER \(20\)](#)
[VEHICLE SPEED CONTROL \(1\)](#)
[VISIBILITY \(2\)](#)
[VISIBILITY/WIPER \(2\)](#)
[WHEELS \(3\)](#)

April 10, 2017 NHTSA ID NUMBER: 10971549

**Components: SERVICE BRAKES, ENGINE, VEHICLE SPEED CONTROL**

NHTSA ID Number: 10971549

Incident Date April 8, 2017

Consumer Location LORTON, VA

Vehicle Identification Number 1GNSKJKCXHR****

Summary of Complaint

CRASH No
FIRE No
INJURIES 0
DEATHS 0

I WAS ON SLOPE HILL. MY BRAKES ARE NOT RESPONDING. I PUT IN NEW BRAKES 2 MONTHS AGO AND BRAKES NOT RESPONDING? MY CAR ALMOST WENT DOWN THE HILL. I CALLED ROADSIDE ASSISTANCE AND HAD THEM TOWED MY CAR TO DEALERSHIP. THEY FOUND THE ISSUE VACUUM PUMP BROKE. ALSO MY TRANSMISSION HAVING ISSUE SINCE 2 MONTHS. THEY STILL HAVEN'T FOUND ISSUES. I CAN'T CONTROL MY SPEED AND ENGINE GIVES A KICK WHEN ENTERING HIGHWAY. THEY WON'T REPAIR THIS ISSUE BECAUSE THEIR "MECHANICS" CANNOT FIND THE ISSUE. THIS IS THIS WORST VEHICLE TO DRIVE AND UNSAFE FOR DRIVERS AND PASSENGERS.

1 Affected Product ▾

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SUBURBAN	2015

 Request Research (Services fees apply)

February 28, 2017 NHTSA ID NUMBER: 10957711

**Components: SERVICE BRAKES**

NHTSA ID Number: 10957711

Incident Date February 28, 2017

Consumer Location TEXARKANA, TX

Vehicle Identification Number 1GNSCKKC8FR****

Summary of Complaint

CRASH Yes
 FIRE No
 INJURIES 2
 DEATHS 0

WHILE DRIVING HER VEHICLE TODAY MY WIFE DEPRESSED HER BRAKE TO STOP AND SHE SAID THE BRAKE FELT LIKE PUSHING ON A RUBBER TIRE. THE CAR WOULD NOT STOP CAUSING HER TO RUN A STOP SIGN AND HIT ANOTHER VEHICLE. WE HAD THE SAME PROBLEM LAST MONTH AND THE VEHICLE WAS TAKEN TO THE CHEVROLET DEALERSHIP AND "REPAIRED" ACCORDING TO THE CURRENT SAFETY BULLETIN ISSUED BY CHEVROLET. THIS COLLISION CAUSED THE OTHER PERSON TO GO TO THE HOSPITAL VIA EMS AND MY WIFE WAS TAKEN BY POV TO ER FOR EVALUATION. OBVIOUSLY WHATEVER "FIX" WAS DONE BY THE DEALERSHIP WAS NOT THE CAUSE OF THE PROBLEM. I WAS TOLD THE VACUUM ASSIST PUMP AND HOSES WERE REPLACED, BUT THE VEHICLE STILL HAD THE SAME ISSUE.

1 Affected Product ^**Vehicle**

MAKE	MODEL	YEAR
CHEVROLET	SUBURBAN	2015

 Request Research (Services fees apply)

February 23, 2017 NHTSA ID NUMBER: 10956664

**Components: SERVICE BRAKES, ELECTRONIC STABILITY CONTROL, SUSPENSION**

NHTSA ID Number: 10956664

Incident Date January 15, 2016

Consumer Location COVINA, CA

Vehicle Identification Number 1GNSCKKC4FR****

Summary of Complaint

CRASH No
 FIRE No
 INJURIES 0
 DEATHS 0

CAR ONLY HAS 60,000 MILES BRAKE BOOSTER IS GOING OUT AND CHEVY KNOWS THERE IS A PROBLEM BUT HAVE NOT RECALLED. ALSO FRONT SHOCKS ARE GOING OUT DUE TO MAGNETIC RIDE SYSTEM LOTS OF PEOPLE HAVE THE SAME PROBLEM CHEVY ONCE AGAIN HAS NOT RECALLED!

1 Affected Product ^**Vehicle**

MAKE	MODEL	YEAR
CHEVROLET	SUBURBAN	2015

Request Research (Services fees apply)

November 28, 2016 NHTSA ID NUMBER: 10928435

Components: SERVICE BRAKES

NHTSA ID Number: 10928435

Incident Date November 28, 2016

Consumer Location HARVEY, LA

Vehicle Identification Number IGNSCIKC6FR****

Summary of Complaint

CRASH No

FIRE No

INJURIES 0

DEATHS 0

I HAVE A 2015 CHEVY. SUBURBAN LT THE BRAKE PEDAL IS HARD TO PRESS AND THE CAR CONTINUE TO ROLL EVEN AFTER I APPLY THE BRAKE DESPITE THE ROTOR AND ALL THE PADS HAVE BEEN REPLACED.....THIS IS VERY DANGEROUS.

1 Affected Product ^**Vehicle**

MAKE	MODEL	YEAR
CHEVROLET	SUBURBAN	2015

Request Research (Services fees apply)

October 3, 2016 NHTSA ID NUMBER: 10911185

Components: SERVICE BRAKES

NHTSA ID Number: 10911185

Incident Date October 1, 2016

Consumer Location BOCA RATON, FL

Vehicle Identification Number 1GN5CJJC8FR****

Summary of Complaint

CRASH No
FIRE No
INJURIES 0
DEATHS 0

TL* THE CONTACT OWNS A 2015 CHEVROLET SUBURBAN. THE CONTACT STATED THAT WHILE DRIVING AT 60 MPH, THE BRAKE PEDAL WAS DEPRESSED AND THE VEHICLE HESITATED TO REDUCE IN SPEED. THE VEHICLE WAS TOWED TO THE DEALER WHERE IT WAS DIAGNOSED THAT THE BRAKE BOOSTER FAILED. THE VEHICLE WAS NOT REPAIRED. THE FAILURE MILEAGE WAS 67,000.

1 Affected Product ^

Vehicle

Table with 3 columns: MAKE, MODEL, YEAR. Row 1: CHEVROLET, SUBURBAN, 2015

Request Research (Services fees apply)

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2015 CHEVROLET SUBURBAN 1500 SUV RWD



OVERALL SAFETY RATING



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96 Complaints

for 2015 CHEVROLET SUBURBAN 1500

FILTER COMPLAINTS BY AFFECTED COMPONENTS

- [All \(96\)](#)
[AIR BAGS \(5\)](#)
[ELECTRICAL SYSTEM \(12\)](#)
[ELECTRONIC STABILITY CONTROL \(3\)](#)
[ENGINE \(10\)](#)
[EQUIPMENT \(1\)](#)
[EQUIPMENT ADAPTIVE \(2\)](#)
[EXTERIOR LIGHTING \(4\)](#)
[FUEL/PROPULSION SYSTEM \(6\)](#)
[POWER TRAIN \(11\)](#)
[SEAT BELTS \(1\)](#)
[SEATS \(4\)](#)
[SERVICE BRAKES \(18\)](#)
[STEERING \(12\)](#)
[STRUCTURE \(13\)](#)
[SUSPENSION \(6\)](#)
[TIRES \(1\)](#)
[UNKNOWN OR OTHER \(20\)](#)
[VEHICLE SPEED CONTROL \(1\)](#)
[VISIBILITY \(2\)](#)
[VISIBILITY/WIPER \(2\)](#)
[WHEELS \(3\)](#)

September 8, 2016 NHTSA ID NUMBER: 10904757



Components: SERVICE BRAKES

NHTSA ID Number: 10904757

Incident Date September 7, 2016

Consumer Location BROCKTON, MA

Vehicle Identification Number 1GNSKHKC7FR****

Summary of Complaint

CRASH No
FIRE No
INJURIES 0
DEATHS 0

I AM WRITING ABOUT MY 2015 CHEVY SUBURBAN. I OWN A LIMOUSINE SERVICE AND USE THE SUBURBAN IN MY FLEET. YESTERDAY A DRIVER, WITH PASSENGERS, HAD A TOTAL FAILURE OF THE POWER BRAKING SYSTEM. IT IS AT A LOCAL REPAIR SHOP NOW, AND I AM BEING TOLD THE AIR PUMP HAD BROKEN APART, INSIDE, SNAPPED THE FAN BELT RESULTING IN NO VACUUM GETTING TO THE POWER BRAKE SYSTEM. MY DRIVER WAS BARELY ABLE TO STOP THE VEHICLE BEFORE REAR ENDING ANOTHER CAR ON THE HIGHWAY. THE VEHICLE HAS 54,000 MILES AND I AM BEING TOLD IS OUT OF THE BUMPER TO BUMPER WARRANTY. THERE ARE ALSO NO OPEN RECALLS. I AM REPORTING THIS ISSUE TO THE NHTSA AND THE MASSACHUSETTS ATTORNEY GENERAL'S OFFICE, AS I BELIEVE THIS IS AN IMMEDIATE DANGER TO THE GENERAL MOTORING PUBLIC. I JUST CONTACTED CHEVROLET BY PHONE AND EMAIL. THE REPRESENTATIVE ON THE PHONE SAID ALL SHE COULD TELL ME IS THAT IT'S OUT OF WARRANTY, THERE WERE NO RECALLS, AND I AM BASICALLY ON MY OWN TO REPAIR. I HOPE YOU ARE ABLE TO INVESTIGATE THIS SITUATION, IDENTIFY THE CAUSE OF THIS FAILURE, AND COME UP WITH A REMEDY FOR THE SAFETY OF EVERYONE.

1 Affected Product ▾

 Request Research (Services fees apply)

September 8, 2016 NHTSA ID NUMBER: 10904602



Components: EXTERIOR LIGHTING, AIR BAGS, SERVICE BRAKES

July 24, 2016 NHTSA ID NUMBER: 10888039

Components: ELECTRICAL SYSTEM, ENGINE, SERVICE BRAKES

March 15, 2016 NHTSA ID NUMBER: 10849844

Components: POWER TRAIN, SERVICE BRAKES, ELECTRICAL SYSTEM, STRUCTURE

NHTSA ID Number: 10849844

Incident Date July 18, 2015

Consumer Location Unknown

Vehicle Identification Number 1GNSCJKC9FR****

Summary of Complaint

CRASH No

FIRE No

INJURIES 0

DEATHS 0

TL* THE CONTACT OWNS A 2015 CHEVROLET SUBURBAN. WHILE ATTEMPTING TO BRAKE THE VEHICLE, THE BRAKES MADE AN ABNORMAL LOUD NOISE. THE VEHICLE WAS TAKEN TO THE DEALER WHERE IT WAS DIAGNOSED THAT THE BRAKES AND ROTORS NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED; HOWEVER, THE FAILURE RECURRED. THE CONTACT STATED THAT THE BRAKES AND ROTORS HAD BEEN REPLACED A TOTAL OF THREE TIMES SINCE THE PURCHASE OF THE VEHICLE. ALSO, WHILE ATTEMPTING TO ACCELERATE, THE VEHICLE HESITATED AND SLOWED DOWN. THE VEHICLE WAS TAKEN TO THE DEALER. THE CONTACT WAS INFORMED THAT THE VEHICLE HAD NOT FAILED AND THAT WAS HOW IT WAS CALIBRATED. THE CONTACT ALSO STATED THAT THE LIFTGATE FAILED TO OPEN AUTOMATICALLY AND HAD TO BE MANUALLY OPERATED. THE VEHICLE WAS TAKEN TO THE DEALER, BUT THE FAILURE COULD NOT BE DUPLICATED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURES. THE FAILURE MILEAGE WAS 43,000.

1 Affected Product Request Research (Services fees apply)

January 4, 2016 NHTSA ID NUMBER: 10817620

Components: STEERING, SERVICE BRAKES

NHTSA ID Number: 10817620

Incident Date December 12, 2015

Consumer Location SEAFORD, NY

Vehicle Identification Number 1GNSCJKC9FR****

Summary of Complaint

CRASH Yes

FIRE No

TL* THE CONTACT OWNS A 2015 CHEVROLET SUBURBAN. THE CONTACT STATED THAT WHILE MAKING A LEFT TURN AT 20 MPH, THE BRAKE PEDAL WAS DEPRESSED AND

INJURIES 1
DEATHS 0

FAILED TO RESPOND AS THE VEHICLE ACCELERATED WITHOUT WARNING. IN ADDITION, THE CONTACT STATED THAT THE POWER STEERING FAILED. AS A RESULT, THE CONTACT CRASHED INTO ANOTHER VEHICLE. A POLICE REPORT WAS FILED. THE CONTACT SUSTAINED HEAD, NECK, BACK AND WRIST INJURIES THAT REQUIRED MEDICAL ATTENTION. THE VEHICLE WAS TOWED BUT WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 46,000.

1 Affected Product ▾

Request Research (Services fees apply)

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**2015
GMC YUKON DENALI XL 1500**
SUV 4WD



OVERALL SAFETY RATING



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**2015
CHEVROLET SUBURBAN 1500**
SUV RWD



OVERALL SAFETY RATING



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2015 CHEVROLET TAHOE SUV 4WD



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10
RECALLS

INVESTIGATIONS **0**

COMPLAINTS **133**



OVERALL SAFETY RATING

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COMPLAINTS

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MANUFACTURER COMMUNICATIONS

133 Complaints

for 2015 CHEVROLET TAHOE

FILTER COMPLAINTS BY AFFECTED COMPONENTS

- [All \(133\)](#)
[AIR BAGS \(5\)](#)
[ELECTRICAL SYSTEM \(29\)](#)
[ELECTRONIC STABILITY CONTROL \(4\)](#)
[ENGINE \(10\)](#)
[ENGINE AND ENGINE COOLING \(1\)](#)
[EQUIPMENT \(2\)](#)
[EQUIPMENT ADAPTIVE \(2\)](#)
[EXTERIOR LIGHTING \(11\)](#)
[FUEL/PROPULSION SYSTEM \(3\)](#)
[INTERIOR LIGHTING \(2\)](#)
[POWER TRAIN \(11\)](#)
[SEAT BELTS \(7\)](#)
[SEATS \(5\)](#)
[SERVICE BRAKES \(11\)](#)
[STEERING \(14\)](#)
[STRUCTURE \(11\)](#)
[SUSPENSION \(6\)](#)
[TIRES \(1\)](#)
[UNKNOWN OR OTHER \(28\)](#)
[VEHICLE SPEED CONTROL \(3\)](#)
[VISIBILITY \(2\)](#)
[VISIBILITY/WIPER \(3\)](#)
[WHEELS \(2\)](#)

October 5, 2017 NHTSA ID NUMBER: 11031984



Components: SERVICE BRAKES

NHTSA ID Number: 11031984

Incident Date October 4, 2017

Consumer Location MACOMB, MI

Vehicle Identification Number 1GNSKBKC3FR****

Summary of Complaint

CRASH Yes
FIRE No
INJURIES 0
DEATHS 0

HARD BRAKE PEDAL, INCREASED EFFORT IS NEEDED TO DEPRESS BRAKE PEDAL. MOST COMMONLY AT SPEEDS <35 MPH. OFTEN VEHICLE DOES NOT WANT TO STOP. VEHICLE WAS IN MODERATE MORNING RUSH HOUR TRAFFIC. VEHICLE IN FRONT STOPPED QUICKLY FROM 40 MPH. TRIED PRESSING BRAKE PEDAL ON 2015 TAHOE TO STOP, PEDAL WAS EXTREMELY HARD AND VEHICLE WOULD NOT STOP.

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	TAHOE	2015

Request Research (Services fees apply)

September 25, 2017 NHTSA ID NUMBER: 11025403



Components: SERVICE BRAKES

NHTSA ID Number: 11025403**Incident Date** September 22, 2017**Consumer Location** TIFTON, GA**Vehicle Identification Number** 1GN5CBKC4FR******Summary of Complaint****CRASH** No**FIRE** No**INJURIES** 0**DEATHS** 0

AS I WAS SITTING IN THE VEHICLE IN PARK, I PLACED MY FOOT ON THE BRAKE AND NOTICED THAT THE BRAKE ASSIST HAD ACTIVATED WHILE IN PARK. I WAS UNABLE TO PUSH THE PETAL DOWN. I WAS ABLE TO MOVE THE SHIFTER INTO DRIVE WITH MY FOOT ON THE BRAKE, BUT THE VEHICLE IMMEDIATELY PLUNGED FORWARD. AS I CONTINUED TO TRY AND DEPRESS THE BRAKE PETAL, THE VEHICLE FINALLY SLOWED TO A STOP. BEFORE I COULD GET OFF THE ROAD AND OUT OF TRAFFIC, THE BRAKE ASSIST CONTINUED TO BE LOCKED UP AND THERE WAS NO BRAKES IF I SHIFTED INTO REVERSE. I WAS EXTREMELY CONCERNED FOR MINE AND MY CHILDREN'S SAFETY AS THIS COULD HAVE CAUSED A VERY SERIOUS ACCIDENT. THE BRAKES DID NOT STOP THE VEHICLE AND WERE DEFECTIVE DUE TO THE VACUUM PUMP "GOING OUT". THE VEHICLE IS ONLY 2 YEARS OLD AND HAS 49K MILES.

1 Affected Product ▾**Vehicle**

MAKE	MODEL	YEAR
CHEVROLET	TAHOE	2015

 Request Research (Services fees apply)September 11, 2017 **NHTSA ID NUMBER:** 11022709**Components: SERVICE BRAKES****NHTSA ID Number:** 11022709**Incident Date** September 10, 2017**Consumer Location** MONSEY, NY**Vehicle Identification Number** 1GNSK2EC4FR******Summary of Complaint****CRASH** Yes**FIRE** No**INJURIES** 0**DEATHS** 0

WHEN APPLYING THE BRAKES MY CAR DOESN'T STOP 100% OF THE TIME. 1 TIME DURING HIGHWAY SLOW MOVING TRAFFIC, 3 TIMES BACKING OUT OF MY DRIVEWAY (FLAT SURFACE), 4 TIMES WHEN ON INCLINE/DECLINE OF ROAD. WHEN APPLYING BRAKES, HORRIBLE CHATTERING VIBRATION COMES FROM LEFT FRONT TIRE AREA, CHATTER VIBRATION IS FELT IN BRAKE PEDAL. NO MATTER HOW HARD I APPLY THE BRAKE THE CAR KEEPS GOING - IT WILL FINALLY STOP, BUT I ALMOST HIT THE CAR IN FRONT OF ME AT THE ONE HIGHWAY OCCURRENCE, 2 TIMES CAR FINALLY STOPPED

JUST BEFORE GOING OVER EDGE OF PROPERTY WHEN PULLING FORWARD & BACKWARD TO TURN AROUND IN TIGHT AREA. IN EACH INSTANCE I AM MOVING AT A VERY SLOW SPEED. I CONTACTED DEALERSHIP, THEY TOLD ME I WASN'T THE ONLY ONE CALLING ABOUT THIS HAPPENING BUT SINCE I'M OVER 36,000 WARRANTY THEY WILL CHARGE ME TO CK IT OUT,

1 Affected Product ▾

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	TAHOE POLICE PURSUIT	2015

Request Research (Services fees apply)

September 5, 2017 NHTSA ID NUMBER: 11021419



Components: **SERVICE BRAKES**

NHTSA ID Number: 11021419

Incident Date September 4, 2017

Consumer Location WILLIAMSPORT, PA

Vehicle Identification Number 1GNSKBKC0FR****

Summary of Complaint

CRASH No

FIRE No

INJURIES 0

DEATHS 0

WHILE DRIVING ON THE ROAD IN TRAFFIC I WENT TO PRESS ON THE BRAKES AND NOTICED THEY HAD BECOME STIFF AND HAD TO PRESS THEM AS HARD AS POSSIBLE TO SLOWLY STOP WHILE TRYING TO AVOID HITTING ANOTHER VEHICLE IN TRAFFIC. NO WARNING LIGHTS WERE ON IN THE DASH UNTIL I PULLED OVER AND RESTARTED VEHICLE A COUPLE OF TIMES. THEN I GOT THE ACTIVE BRAKE ASSIST SERVICE LIGHT ON. I HAD THE VEHICLE TOWED TO THE NEAREST CHEVROLET SERVICE CENTER DUE TO THE VEHICLE NOT SAFE TO DRIVE.

1 Affected Product ▾

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	TAHOE	2015

Request Research (Services fees apply)

August 29, 2017 NHTSA ID NUMBER: 11020372



Components: SERVICE BRAKES**NHTSA ID Number:** 11020372**Incident Date** August 13, 2017**Consumer Location** CARMEL, IN**Vehicle Identification Number** 1GNSKCKC1FR******Summary of Complaint****CRASH** No**FIRE** No**INJURIES** 0**DEATHS** 0

TL* THE CONTACT OWNS A 2015 CHEVROLET TAHOE. THE CONTACT STATED THAT WHILE DRIVING AT 5 MPH, THE BRAKE PEDAL WAS APPLIED BUT FAILED TO RESPOND WITHOUT WARNING. THE VEHICLE WAS TOWED TO A LOCAL DEALER: COUGHLIN FORD OF CIRCLEVILLE LOCATED AT 24001 US HIGHWAY 23 S CIRCLEVILLE OH 49113 WHERE IT WAS DIAGNOSED THAT THE BRAKE SENSOR NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED BUT THE FAILURE RECURRED. THE VEHICLE WAS THEN TOWED TO HARE CHEVROLET LOCATED AT 2001 STONY CREED RD NOBLESVILLE IN 46060 WHERE IT WAS DIAGNOSED THAT THE VACUUM PUMP NEEDED TO BE REPLACED. THE VEHICLE WAS REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE AND OPENED CASE # 8-31775454 BUT DID NOT OFFER ANY FURTHER ASSISTANCE. THE FAILURE MILEAGE WAS 31,000.

1 Affected Product ^**Vehicle**

MAKE	MODEL	YEAR
CHEVROLET	TAHOE	2015

 Request Research (Services fees apply)
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**2015
CHEVROLET TAHOE**
SUV 4WD

COMPLAINTS

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MANUFACTURER COMMUNICATIONS

133 Complaints

for 2015 CHEVROLET TAHOE

FILTER COMPLAINTS BY AFFECTED COMPONENTS

- [All \(133\)](#)
[AIR BAGS \(5\)](#)
[ELECTRICAL SYSTEM \(29\)](#)
[ELECTRONIC STABILITY CONTROL \(4\)](#)
[ENGINE \(10\)](#)
[ENGINE AND ENGINE COOLING \(1\)](#)
[EQUIPMENT \(2\)](#)
[EQUIPMENT ADAPTIVE \(2\)](#)
[EXTERIOR LIGHTING \(11\)](#)
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[POWER TRAIN \(11\)](#)
[SEAT BELTS \(7\)](#)
[SEATS \(5\)](#)
[SERVICE BRAKES \(11\)](#)
[STEERING \(14\)](#)
[STRUCTURE \(11\)](#)
[SUSPENSION \(6\)](#)
[TIRES \(1\)](#)
[UNKNOWN OR OTHER \(28\)](#)
[VEHICLE SPEED CONTROL \(3\)](#)
[VISIBILITY \(2\)](#)
[VISIBILITY/WIPER \(3\)](#)
[WHEELS \(2\)](#)

May 4, 2015 NHTSA ID NUMBER: 10714400



Components: SERVICE BRAKES

NHTSA ID Number: 10714400

Incident Date January 15, 2015

Consumer Location HOLLY SPRINGS, NC

Vehicle Identification Number 1GN5CBKC0FR****

Summary of Complaint

CRASH No
FIRE No
INJURIES 0
DEATHS 0

TL* THE CONTACT OWNS A 2015 CHEVROLET TAHOE. WHILE DRIVING AT 45 MPH, THE SERVICE BRAKE ASSIST WAS DISPLAYED ACROSS THE MESSAGE BOARD. IN ADDITION, THE CONTACT STATED THAT THE BRAKE PEDAL WAS DEPRESSED AND IT TOOK A GREATER AMOUNT OF TIME FOR THE VEHICLE TO COME TO A COMPLETE STOP. THE FAILURE RECURRED ON NUMEROUS OCCASIONS. THE VEHICLE WAS TAKEN TO A DEALER BUT WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS NOTIFIED OF THE FAILURE. THE FAILURE MILEAGE WAS 16,562. UPDATED 6/18/15*CN UPDATED 10/12/2017*CN

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	TAHOE	2015

1 Associated Document ^

EVOQ Document



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Year Make Model or VIN

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VEHICLE COMPARISON TOOL

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2016 CHEVROLET SUBURBAN 1500 SUV 4WD



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4
RECALLS

INVESTIGATIONS 0

COMPLAINTS 23



OVERALL SAFETY RATING

Safety Ratings.

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COMPLAINTS

RECALLS

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MANUFACTURER COMMUNICATIONS

23 Complaints

for 2016 CHEVROLET SUBURBAN 1500

FILTER COMPLAINTS BY AFFECTED COMPONENTS

All (23)

ELECTRICAL SYSTEM (2)

ENGINE (3)

FUEL/PROPULSION SYSTEM (1)

POWER TRAIN (2)

SEAT BELTS (1)

SEATS (1)

SERVICE BRAKES (2)

STEERING (1)

STRUCTURE (4)

SUSPENSION (3)

TIRES (1)

UNKNOWN OR OTHER (8)

VEHICLE SPEED CONTROL (4)

VISIBILITY (1)

VISIBILITY/WIPER (1)

WHEELS (3)

April 4, 2017 NHTSA ID NUMBER: 10970605

Components: SERVICE BRAKES, ELECTRICAL SYSTEM, VEHICLE SPEED CONTROL

March 13, 2017 NHTSA ID NUMBER: 10965728

Components: SERVICE BRAKES, ENGINE, VEHICLE SPEED CONTROL**NHTSA ID Number:** 10965728**Incident Date** March 13, 2017**Consumer Location** LAND O' LAKES, FL**Vehicle Identification Number** 1GNSCJKC3GR****

Summary of Complaint

CRASH No**FIRE** No**INJURIES** 0**DEATHS** 0

TL* THE CONTACT OWNS A 2016 CHEVROLET SUBURBAN. WHILE DRIVING 30 MPH, THE VEHICLE FAILED TO ACCELERATE. ALSO, THE BRAKES FAILED TO RESPOND WHEN THE BRAKE PEDAL WAS DEPRESSED AND THE VEHICLE STALLED. THE FAILURE RECURRED TWO MORE TIMES. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURES. THE APPROXIMATE FAILURE MILEAGE WAS 14,000.

1 Affected Product ▾

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SUBURBAN	2016

 Request Research (Services fees apply)



Look up another vehicle

Year Make Model or VIN

go

VEHICLE COMPARISON TOOL

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2014 CHEVROLET SILVERADO 1500 PU/RC RWD



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17
RECALLS

INVESTIGATIONS **0**

COMPLAINTS **452**



OVERALL SAFETY RATING

Safety Ratings.

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COMPLAINTS

RECALLS

INVESTIGATIONS

MANUFACTURER COMMUNICATIONS

452 Complaints

for 2014 CHEVROLET SILVERADO 1500

FILTER COMPLAINTS BY AFFECTED COMPONENTS

All (452) AIR BAGS (27) ELECTRICAL SYSTEM (86) ELECTRONIC STABILITY CONTROL (49) ENGINE (58) ENGINE AND ENGINE COOLING (6)
 EQUIPMENT (5) EXTERIOR LIGHTING (16) FUEL SYSTEM, GASOLINE (2) FUEL/PROPULSION SYSTEM (9) LATCHES/LOCKS/LINKAGES (1)
 POWER TRAIN (79) SEAT BELTS (20) SEATS (24) **SERVICE BRAKES (27)** SERVICE BRAKES, HYDRAULIC (1) STEERING (109)
 STRUCTURE (40) SUSPENSION (33) TIRES (7) UNKNOWN OR OTHER (54) VEHICLE SPEED CONTROL (15) VISIBILITY (7)
 VISIBILITY/WIPER (8) WHEELS (20)

October 16, 2017 NHTSA ID NUMBER: 11033883



Components: SERVICE BRAKES

NHTSA ID Number: 11033883

Incident Date October 2, 2017

Consumer Location LA VERNIA, TX

Vehicle Identification Number 3GCPCTEC9EG****

Summary of Complaint

CRASH No
FIRE No
INJURIES 0
DEATHS 0

PER ATTACHED WORK ORDERS, MY BRAKES WERE GOING TO THE FLOOR IN REVERSE ONLY. THEY REPLACED MASTER CYLINDER AND SAID ALL FIXED. SEVERAL WEEKS LATER HAPPENED AGAIN SO NOW REPLACED VACUUM & BOOSTER PUMP. THAT WAS 2 WEEKS AGO. STILL WORKING AND FILED COMPLAINT WITH GM BUT THEY SAID NOTHING THEY COULD DO. THESE HAVE NO MOVING OR MECHANICAL PARTS AND SHOULD PROBABLY NEVER WEAR OUT. PRIOR TO ALL THIS I WAS GETTING A REPORT TO SERVICE ELECTRONIC TRAILER BRAKES BUT HAD NOT HOOKED UP A TRAILER? WHEN FIRST POINTED THIS OUT THEY SAID COULD NOT FIND ANYTHING. SECOND TIME THEY REPLACED ELECTRONIC SWITCH AS "BAD". PERSONALLY I FEEL IT HAD NOTHING TO DO WITH ALL THE PARTS REPLACED AND FEEL STRONGLY THAT THIS IS ELECTRONIC AND RELATED TO THE ABS BRAKING SYSTEM ELECTRONICS OR MOTHER BOARD. VEHICLE WAS IN REVERSE MOVING SLOWLY. DAMAGED REAR BUMPER LAST FAIL DUE TO UNABLE TO STOP VEHICLE. IF SOMEONE WAS BEHIND ME DIRECTING ME THERE IS A GOOD CHANCE THEY COULD HAVE BEEN CRUSHED OR INJURED SERIOUSLY. I FEEL THIS IS A RECALL WAITING TO HAPPEN.

1 Affected Product ▾

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SILVERADO 1500	2014

Request Research (Services fees apply)

September 11, 2017 NHTSA ID NUMBER: 11022580

Components: ELECTRICAL SYSTEM, SERVICE BRAKES, ELECTRONIC STABILITY CONTROL



August 12, 2017 NHTSA ID NUMBER: 11014788

Components: SERVICE BRAKES, UNKNOWN OR OTHER



July 18, 2017 NHTSA ID NUMBER: 11006271

Components: SERVICE BRAKES



NHTSA ID Number: 11006271

Incident Date July 18, 2017

Consumer Location KYLE, TX

Vehicle Identification Number N/A

Summary of Complaint

CRASH No

FIRE No

INJURIES 0

DEATHS 0

WHILE DRIVING MY 2014 SILVERADO MY BRAKES BECAME HARD TO USE. I HAD TO PUSH HARD WITH BOTH GET TO GET THEM TO WORK. THEN I DROVE THE REST OF THE WAY AND THEY WERE FINE UNTIL I TRIED TO PARK AND IT HAPPENED AGAIN. I FOUND ON A FORUM THAT THIS IS A VACCUME PUMP ISSUE THAT IS COMMON IN THIS YEAR.

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SILVERADO 1500	2014

Request Research (Services fees apply)

June 26, 2017 NHTSA ID NUMBER: 11001423

**Components: SERVICE BRAKES**

NHTSA ID Number: 11001423

Incident Date March 4, 2017

Consumer Location COLUMBUS GROVE, OH

Vehicle Identification Number 3GCUKREC4EG****

Summary of Complaint

CRASH No

FIRE No

INJURIES 0

DEATHS 0

VERY VERY HARD BRAKE PEDDLE AT LOW SPEEDS. I HAVE BEEN TOLD THE VACUUM PUMP NEEDS REPLACED. THE VEHICLE HAD LESS THAN 50,000 MILES.

1 Affected Product ^**Vehicle**

MAKE	MODEL	YEAR
CHEVROLET	SILVERADO 1500	2014

 Request Research (Services fees apply)[← prev](#)

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2014
CHEVROLET SILVERADO 1500
 PU/RC RWD



OVERALL SAFETY RATING



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COMPLAINTS

RECALLS

INVESTIGATIONS

MANUFACTURER COMMUNICATIONS

452 Complaints

for 2014 CHEVROLET SILVERADO 1500

FILTER COMPLAINTS BY AFFECTED COMPONENTS

- All (452) AIR BAGS (27) ELECTRICAL SYSTEM (86) ELECTRONIC STABILITY CONTROL (49) ENGINE (58) ENGINE AND ENGINE COOLING (6)
 EQUIPMENT (5) EXTERIOR LIGHTING (16) FUEL SYSTEM, GASOLINE (2) FUEL/PROPULSION SYSTEM (9) LATCHES/LOCKS/LINKAGES (1)
 POWER TRAIN (79) SEAT BELTS (20) SEATS (24) **SERVICE BRAKES (27)** SERVICE BRAKES, HYDRAULIC (1) STEERING (109)
 STRUCTURE (40) SUSPENSION (33) TIRES (7) UNKNOWN OR OTHER (54) VEHICLE SPEED CONTROL (15) VISIBILITY (7)
 VISIBILITY/WIPER (8) WHEELS (20)

June 21, 2017 NHTSA ID NUMBER: 11000538



Components: SERVICE BRAKES

NHTSA ID Number: 11000538

Incident Date May 2, 2017

Consumer Location ROSHARON, TX

Vehicle Identification Number N/A

Summary of Complaint

CRASH	No	BRAKE PEDAL IS HARD TO PRESS IN MAKING VEHICLE HARD TO STOP
FIRE	No	
INJURIES	0	
DEATHS	0	

1 Affected Product ▾

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SILVERADO 1500	2014

 Request Research (Services fees apply)

June 4, 2017 NHTSA ID NUMBER: 10993037



Components: SERVICE BRAKES, UNKNOWN OR OTHER

May 25, 2017 NHTSA ID NUMBER: 10991595

Components: SERVICE BRAKES

NHTSA ID Number: 10991595

Incident Date May 21, 2017

Consumer Location ALEXANDRIA, VA

Vehicle Identification Number 3GCUKREC7EG****

Summary of Complaint

CRASH No

FIRE No

INJURIES 0

DEATHS 0

NO POWER BRAKES. AT LOW SPEEDS VACUUM PUMP DOES NOT PROVIDE ENOUGH VACUUM FOR BRAKES TO WORK. VERY HARD BRAKE PEDAL FEELS LIKE YOU HAVE NO BRAKES. THERE IS A SERVICE BULLETIN PIT5361B WHEN I SPOKE TO CHEVROLET CUSTOMER SERVICE THEY TOLD ME MY TRUCK WASN'T COVERED UNDER THIS BUT IT CLEARLY IS. THIS IS VERY UNSAFE AND MIGHT CAUSE MANY ACCIDENTS OR DEATHS

1 Affected Product**Vehicle**

MAKE	MODEL	YEAR
CHEVROLET	SILVERADO 1500	2014

 Request Research (Services fees apply)

May 10, 2017 NHTSA ID NUMBER: 10984684

Components: SERVICE BRAKES

NHTSA ID Number: 10984684

Incident Date May 8, 2017

Consumer Location RICHARDSON, TX

Vehicle Identification Number 1GCRCREH3EZ****

Summary of Complaint

CRASH No

FIRE No

INJURIES 0

DEATHS 0

MY TRUCK HAS 43K MILES ON IT. DRIVING IT THE OTHER DAY ON A CITY STREET, I HEARD A SQUEALING SOUND, AND THEN THE BRAKES FAILED. I HAD TO PUSH DOWN REALLY HARD TO AVOID REAR ENDING A CAR IN FRONT OF ME ON MY WAY HOME. WHEN I GOT HOME I COULD SEE THAT THE BELT POWERING THE VACUUM ASSIST PUMP FOR THE BRAKES HAD SNAPPED. SO I WENT TO AUTOZONE AND PURCHASED ANOTHER ONE. PUT IT ONE AND STARTED THE TRUCK. THE SQUEALING WAS QUITE

LOUD BECAUSE THE BELT WAS TURNING, BUT NOT THE VACUUM PUMP. SO I REMOVED THE PUMP AND DISCOVERED LARGE AMOUNTS OF METAL SHARDS IN THE OIL, WHICH NOW MEANS I CAN'T DRIVE THE TRUCK WITHOUT RISKING TAKING OUT MY ENGINE. THIS SHOULD NOT BE HAPPENING ON A 3 YEAR OLD VEHICLE.

1 Affected Product ▾

Request Research (Services fees apply)

April 27, 2017 NHTSA ID NUMBER: 10981050

Components: SERVICE BRAKES



[← prev](#)

Page 2 of 6

[next →](#)

Recently Searched

**2014
CHEVROLET SILVERADO 1500**
PU/RC RWD



OVERALL SAFETY RATING



©EVX IMAGES

**2016
CADILLAC ESCALADE**
SUV RWD

Not been rated

OVERALL SAFETY RATING



©EVX IMAGES

COMPLAINTS

RECALLS

INVESTIGATIONS

MANUFACTURER COMMUNICATIONS

452 Complaints

for 2014 CHEVROLET SILVERADO 1500

FILTER COMPLAINTS BY AFFECTED COMPONENTS

- [All \(452\)](#)
[AIR BAGS \(27\)](#)
[ELECTRICAL SYSTEM \(86\)](#)
[ELECTRONIC STABILITY CONTROL \(49\)](#)
[ENGINE \(58\)](#)
[ENGINE AND ENGINE COOLING \(6\)](#)
[EQUIPMENT \(5\)](#)
[EXTERIOR LIGHTING \(16\)](#)
[FUEL SYSTEM, GASOLINE \(2\)](#)
[FUEL/PROPULSION SYSTEM \(9\)](#)
[LATCHES/LOCKS/LINKAGES \(1\)](#)
[POWER TRAIN \(79\)](#)
[SEAT BELTS \(20\)](#)
[SEATS \(24\)](#)
[SERVICE BRAKES \(27\)](#)
[SERVICE BRAKES, HYDRAULIC \(1\)](#)
[STEERING \(109\)](#)
[STRUCTURE \(40\)](#)
[SUSPENSION \(33\)](#)
[TIRES \(7\)](#)
[UNKNOWN OR OTHER \(54\)](#)
[VEHICLE SPEED CONTROL \(15\)](#)
[VISIBILITY \(7\)](#)
[VISIBILITY/WIPER \(8\)](#)
[WHEELS \(20\)](#)

January 17, 2017 NHTSA ID NUMBER: 10945715

Components: SERVICE BRAKES, STEERING

NHTSA ID Number: 10945715

Incident Date January 16, 2017

Consumer Location MURFREESBORO, TN

Vehicle Identification Number 3GCUKREH6EG****

Summary of Complaint

CRASH No
FIRE No
INJURIES 0
DEATHS 0

TL* THE CONTACT OWNS A 2014 CHEVROLET SILVERADO 1500. WHILE DRIVING 20 MPH, THE POWER STEERING SEIZED WITHOUT WARNING. IN ADDITION, THE BRAKES LOCKED UP WITHOUT WARNING. THE VEHICLE WAS NOT DIAGNOSED OR REPAIRED. THE MANUFACTURER WAS MADE AWARE OF THE FAILURE. THE FAILURE MILEAGE WAS 90,000.

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SILVERADO 1500	2014

 Request Research (Services fees apply)

January 11, 2017 NHTSA ID NUMBER: 10944290

Components: SERVICE BRAKES

NHTSA ID Number: 10944290

Incident Date December 28, 2016

Consumer Location SPARTA, NJ

Vehicle Identification Number 3GCUKREC9EG****

Summary of Complaint

CRASH No

FIRE No

INJURIES 0

DEATHS 0

I WAS TRAVELING ON A HIGHWAY DOING 55 MPH. I SAW THE LIGHT TURN RED AND APPLIED MY BRAKES. THERE WERE NO BRAKES AS THE PEDAL WENT TO THE FLOOR. FORTUNATELY WE WERE ABLE TO ROLL TO A STOP WITHOUT CRASHING INTO THE CAR IN FRONT. I WAS TOWED TO MY DEALER WHERE THEY DIAGNOSED IT AS A BRAKE BOOSTER FAILURE. THIS IS JUST NOT RIGHT AND SEEMS TOO DANGEROUS FOR SUCH A NEW VEHICLE.

1 Affected Product**Vehicle**

MAKE	MODEL	YEAR
CHEVROLET	SILVERADO 1500	2014

 Request Research (Services fees apply)

August 11, 2016 NHTSA ID NUMBER: 10895114

Components: SERVICE BRAKES

April 18, 2016 NHTSA ID NUMBER: 10860090

Components: SEAT BELTS, SERVICE BRAKES, SUSPENSION

January 20, 2016 NHTSA ID NUMBER: 10821233

Components: SERVICE BRAKES[← prev](#)

Page 3 of 6

[next →](#)**Recently Searched****2014**

COMPLAINTS

RECALLS

INVESTIGATIONS

MANUFACTURER COMMUNICATIONS

452 Complaints

for 2014 CHEVROLET SILVERADO 1500

FILTER COMPLAINTS BY AFFECTED COMPONENTS

[All \(452\)](#)
[AIR BAGS \(27\)](#)
[ELECTRICAL SYSTEM \(86\)](#)
[ELECTRONIC STABILITY CONTROL \(49\)](#)
[ENGINE \(58\)](#)
[ENGINE AND ENGINE COOLING \(6\)](#)
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[TIRES \(7\)](#)
[UNKNOWN OR OTHER \(54\)](#)
[VEHICLE SPEED CONTROL \(15\)](#)
[VISIBILITY \(7\)](#)
[VISIBILITY/WIPER \(8\)](#)
[WHEELS \(20\)](#)

March 10, 2015 NHTSA ID NUMBER: 10693235

**Components: STRUCTURE, SERVICE BRAKES**

January 16, 2015 NHTSA ID NUMBER: 10673007

**Components: SERVICE BRAKES, VEHICLE SPEED CONTROL, AIR BAGS****NHTSA ID Number:** 10673007**Incident Date** January 14, 2015**Consumer Location** FORT SMITH, AR**Vehicle Identification Number** 1GCRREC8EZ****

Summary of Complaint

CRASH	Yes
FIRE	No
INJURIES	1
DEATHS	0

I WAS GOING NORTH WHEN A VEHICLE SUDDENLY STOPPED IN FRONT OF ME. I BRAKED AS QUICKLY AS POSSIBLE, THE 2014 CHEVY SILVERADO THAT I WAS DRIVING ONLY SLOWLY CAME TO A STOP. UNFORTUNATELY, I REARENDED ANOTHER VEHICLE. THANKFULLY I HAD NOT GOTTEN UP TO THE SPEED LIMIT (30MPH) AND WAS ONLY GOING 20MPH. MY TRUCK WOULD NOT BRAKE QUICKLY. NO SCREECHING TIRES, NO BLACK MARKS ON THE ROAD. THE STOP WAS SO SLOW THAT I HAD TIME TO TURN THE STEERING WHEEL AND ONLY DAMAGE PART OF MY FRONT END. THE GRILL, BUMPER, AND HOOD WERE SMASHED IN. NO AIRBAGS CAME OUT OF THE TRUCK, AND MY ONSTAR SERVICE SENSOR DID NOT GO OFF. AFTER COLLIDING WITH THE VEHICLE MY 2014 CHEVY SHUT OFF BY ITSELF. I HAD THE BRAKE STILL DEPRESSED & PUT THE TRUCK INTO PARK. *TR

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SILVERADO	2014

Request Research (Services fees apply)

January 16, 2015 NHTSA ID NUMBER: 10672998

Components: AIR BAGS, VEHICLE SPEED CONTROL, SERVICE BRAKES

NHTSA ID Number: 10672998

Incident Date January 14, 2015

Consumer Location FORT SMITH, AR

Vehicle Identification Number 1GCRCREC8EZ****

Summary of Complaint

CRASH Yes

FIRE No

INJURIES 1

DEATHS 0

I WAS GOING NORTH WHEN A VEHICLE SUDDENLY STOPPED IN FRONT OF ME. I BRAKED AS QUICKLY AS POSSIBLE, THE 2014 CHEVY SILVERADO THAT I WAS DRIVING ONLY SLOWLY CAME TO A STOP. UNFORTUNATELY, I REARENDED ANOTHER VEHICLE. THANKFULLY I HAD NOT GOTTEN UP TO THE SPEED LIMIT (30MPH) AND WAS ONLY GOING 20MPH. MY TRUCK WOULD NOT BRAKE QUICKLY. NO SCREECHING TIRES, NO BLACK MARKS ON THE ROAD. THE STOP WAS SO SLOW THAT I HAD TIME TO TURN THE STEERING WHEEL AND ONLY DAMAGE PART OF MY FRONT END. THE GRILL, BUMPER, AND HOOD WERE SMASHED IN. NO AIRBAGS CAME OUT OF THE TRUCK, AND MY ONSTAR SERVICE SENSOR DID NOT GO OFF. *TR

1 Affected Product ^

Vehicle

MAKE	MODEL	YEAR
CHEVROLET	SILVERADO	2014

Request Research (Services fees apply)

November 20, 2014 NHTSA ID NUMBER: 10659651

Components: ELECTRICAL SYSTEM, SERVICE BRAKES

August 13, 2014 NHTSA ID NUMBER: 10622123

Components: POWER TRAIN, STEERING, SERVICE BRAKES

STONE & SAWYER, PLLC

ATTORNEYS AT LAW
315 EAST MAIN
EL DORADO, AR 71730
(870) 862-5565 Phone
(870) 863-5889 Fax

Phillip A. Stone
R. Jeffrey Sawyer

writer's direct e-mail
jsawyer@southarklaw.com

May 4, 2017

SENT VIA ELECTRONIC MAIL ONLY

General Motors
Customer Assistance Center
Attention: Ms. Pam Brown
gmcacupdate@gm.com

RE: Teague Auto Group, Inc.
Case Numbers: 856255; 8-2803408674

Dear Ms. Brown,

Please be advised that this firm represents Teague Auto Group, Inc. (hereafter, "Teague"). The above case numbers involve a 2015 Chevrolet Suburban (hereafter, the "Vehicle") purchased by Dr. John J. Harris from Teague.

On February 1, 2017, the wife of Dr. Harris brought the Vehicle to Teague with complaints of the brake pedal becoming hard after being used multiple times. The issue presented by Mrs. Harris was consistent with GM Bulletin # PIT5361B (hereafter, the "Bulletin"). Teague repaired the Vehicle in accordance with the Bulletin on February 3, 2017. On February 4, 2017, Teague caused the Vehicle to be personally delivered to Mrs. Harris in Texarkana, Texas, which is approximately ninety (90) miles from Teague's location in El Dorado, Arkansas.

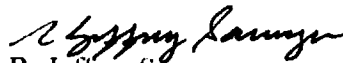
On March 3, 2017, a representative of Teague, Mark Trosclair, was contacted by Dr. Harris to advise that Mrs. Harris was involved in a car accident. Dr. Harris indicated that the accident was caused by the Vehicle failing to brake. On March 8, 2017, Mark Trosclair contacted Tremell Walker, Teague's GM Representative, via email and advised GM of the accident. That same day, Mr. Tremell directed Teague, via email, to "STOP ALL WORK ON THE VEHICLE!" Mr. Walker went on to say in his email that Teague "can't do anything else with that vehicle". Teague was advised to contact the GM Customer Assistance Center and that the situation would be handled from there. A copy of said email is attached hereto as Exhibit A. Teague contacted the GM Customer Assistance Center the same day and opened a case.

On March 9, 2017, Mr. Trosclair contacted Dr. Harris to advise that a case was opened with GM, and that he should contact the GM Customer Assistance Center for further direction.

Believing that GM would make good on the case that was opened, Teague took no further action regarding this matter until Mrs. Harris contacted a representative of Teague, Garrott Smith, on April 29, 2017. Mrs. Harris advised Mr. Smith that she had not been able to speak with anyone at the GM Customer Assistance Center and desired for Teague to repair the Vehicle. On May 1, 2017, three (3) different representatives from Teague, Mark Trosclair, Billy Deaton, and John Lemke, all attempted to contact you at the GM Customer Assistance Center regarding this issue. On May 2, 2017, you returned the telephone calls, and spoke with John Lemke, General Manager of Teague. In that telephone conversation, you instructed Mr. Lemke to obtain the Vehicle and make repairs pursuant to the Bulletin. Mr. Lemke told you that repairs had previously been made by Teague pursuant to the Bulletin on February 3, 2017, and suggested a field engineer from GM inspect the Vehicle. You advised that a GM field engineer had inspected the Vehicle in Texarkana and that the Vehicle's brakes failed during the inspection. Mr. Lemke then advised you that Teague would not make any further repairs to the Vehicle.

Please accept this correspondence as notice that Teague will not perform further work on the Vehicle pursuant to GM's email correspondence of March 8, 2017. Teague complied with GM's request of March 8, 2017, to forbear from any further repairs to the Vehicle and relied upon GM's assurances that the Customer Assistance Center would handle the issue moving forward. Much to Teague's surprise, almost eight weeks after Teague advised GM's Customer Assistance Center of this problem, GM had not contacted Dr. and Mrs. Harris, failed to return the customers' calls, and had done nothing to repair the Vehicle or resolve this issue. Teague is disappointed with the customer service Dr. and Mrs. Harris have received from GM. GM should make it a top priority to promptly rectify this problem as Teague was led to believe you would do. Kindly confirm receipt of this correspondence, and advise as to the steps GM is taking to expeditiously resolve this situation in a manner that Dr. and Mrs. Harris, along with all our customers, expect and deserve.

Sincerely,


R. Jeffrey Sawyer

RJS/ac

cc: Teague Auto Group, Inc.

Dr. and Mrs. John J. Harris
7411 Palisades Drive
Texarkana, TX 75503

From: Tremell Walker
Sent: Wednesday, March 08, 2017 4:09 PM
To: Mark Trosclair
Subject: RE: [EXTERNAL] VEHICLE DAMAGE

STOP ALL WORK ON THE VEHICLE!

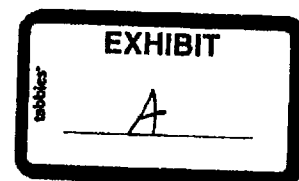
You can't do anything else with that vehicle and must call CAC. Ask for the product allegation department and they should handle it from there once you explain to them the issue.

From: Mark Trosclair [<mailto:marktrosclair@teagueautogroup.com>]
Sent: Wednesday, March 8, 2017 2:30 PM
To: Tremell Walker <tremell.walker@gm.com>
Subject: [EXTERNAL] VEHICLE DAMAGE
Importance: High

Tremell, We have a customer with a 2015 Suburban, he has had several issues. The last concern was brakes not stopping the vehicle. We found oil in the booster and replaced the booster, vac. pump and hose per the service bulletin and verified the repair. Now his wife has crashed into another vehicle and stated the braking system was the cause. His insurance has been contacted. At this point I would open a consumer affairs case were it a Ford vehicle. Does GM have such a program? Does this vehicle qualify for trade assistance? vin # 1GN5CKKC8FR500471, mileage 42521. Mr. Harris's insurance is covering the repairs, but he is very apprehensive about operating the vehicle again and thinks GM should be responsible for the vehicle and its issues. Mark

Nothing in this message is intended to constitute an electronic signature unless a specific statement to the contrary is included in this message.

Confidentiality Note: This message is intended only for the person or entity to which it is addressed. It may contain confidential and/or privileged material. Any review, transmission, dissemination or other use, or taking of any action in reliance upon this message by persons or entities other than the intended recipient is prohibited and may be unlawful. If you received this message in error, please contact the sender and delete it from your computer.





CHEVROLET

2015 SUBURBAN 2WD 1/2 TON LTZ

STANDARD EQUIPMENT

ITEMS FEATURED BELOW ARE INCLUDED AT NO EXTRA CHARGE IN THE STANDARD VEHICLE PRICE SHOWN

- 5 YEAR / 100,000 MILE POWERTRAIN LIMITED WARRANTY
- SCHEDULED MAINTENANCE 2YR/24,000 MILES OIL & FILTER
- 4 WHEEL TIRE ROTATION SEE WWW.CHEVY.COM OR DEALER FOR DETAILS

MECHANICAL

- 5.3L V8 ECOTEC3 ENGINE
- 6 SPD AUTOMATIC TRANSMISSION
- FULLY AUTOMATIC LOCKING REAR DIFFERENTIAL
- REAR AXLE 3.08 RATIO
- FRONT AND REAR PARK ASSIST
- ENGINE OIL COOLING SYSTEM
- TRAILERING EQUIPMENT
- 4-WHEEL ANTILOCK DISC BRAKES

SAFETY & SECURITY

- FORWARD COLLISION ALERT
- SIDE BLIND ZONE ALERT WITH LANE DEPARTURE ALERT
- REAR CROSS TRAFFIC ALERT
- LANE DEPARTURE WARNING & SAFETY ALERT SEAT
- REAR VISION CAMERA
- TIRE PRESSURE MONITOR SYSTEM (EXCL SPARE TIRE)
- AIR BAGS, FRONTAL AND SIDE-IMPACT, FOR DRIVER AND FRONT PASSENGER, DRIVER INBOARD SEAT MOUNTED, SIDE-IMPACT AND & HEAD CURTAIN SIDE-IMPACT FOR ALL ROWS IN OUTBOARD SEAT POSITIONS

EXTERIOR

- HIGH INTENSITY DISCHARGE HEADLAMPS W/ LAMP CONTROL
- FRONT FOG LAMPS
- RAIN SENSING

WINDSHIELD WIPERS

- POWER HEATED OUTSIDE MIRROR, W/ TURN SIGNAL
- BODYSIDE MOLDINGS, BODY COLOR
- LUGGAGE RACK SIDE RAILS
- ASSIST STEPS
- PASSIVE ENTRY SYSTEM, INCL. REMOTE KEYLESS ENTRY
- 20" POLISHED ALUMINUM WHEELS
- 17" STEEL SPARE WHEEL
- POWER HANDSFREE LIFTGATE W/ PROGRAMMABLE HEIGHT

INTERIOR

- LEATHER APPOINTED FRONT BUCKET SEATS
- MEMORY SETTINGS, DRIVER SEAT, PEDALS, COLUMN, AND MIRRORS
- HEATED & COOLED SEATS
- DRIVER & FRONT PASSENGER DRIVER AND FRONT PASSENGER PWR SEAT ADJUSTER
- 2ND ROW BUCKET SEATS, POWER

EPA Fuel Economy and Environment DOT

Fuel Economy

18 MPG
combined city/hwy city highway

5.6 gallons per 100 miles

Standard SUVs range from 13 to 26 MPG. The best vehicle rates 119 MPGe.

Gasoline Vehicle

You spend \$3,500
more in fuel costs over 5 years compared to the average new vehicle.

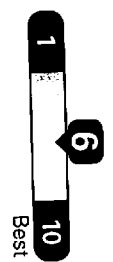
Best compared to the average new vehicle.

Fuel Economy & Greenhouse Gas Rating (tailpipe only)



This vehicle emits 481 grams CO₂ per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel also create emissions; learn more at fueleconomy.gov.

Smog Rating (tailpipe only)



Best

Annual fuel cost \$2,900

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 24 MPG and costs \$11,000 to fuel over 5 years. Cost estimates based on 15,000 miles per year at \$3.50 per gallon. MPGe is miles per gasoline gallon equivalent. Emissions are a significant cause of climate change and smog.

Overall V
Based on the Should ONLY

Frontal Crash
Based on the Should ONLY

Side Crash
Based on the

Rollover
Based on the

omy.gov

Smartphone Code





EXTERIOR: WHITE DIAMOND TRICOAT
INTERIOR: COCOA/DUNE

ENGINE, 5.3L V8 ECOTEC3
TRANSMISSION, 6 SPD AUTOMATIC

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- REMOTE VEHICLE START
- POWER ADJUSTABLE PEDALS
- AUTO DIMMING INSIDE REARVIEW MIRROR
- POWER TILT & TELESCOPING STEERING COLUMN
- LEATHER WRAP STEERING WHEEL
- HEATED STEERING WHEEL
- STEERING WHEEL CONTROLS
- SRI-ZONE AUTOMATIC HVAC
- 9 SPEAKER BOSE CENTERPOINT SURROUND SOUND AUDIO SYSTEM
- 110-VOLT AC POWER OUTLET
- WIRELESS CHARGING
- UNIVERSAL HOME REMOTE

CONNECTIVITY FEATURES

- ONSTAR(R) 4G LTE W/FL(R)
- HOT SPOT W/ 3GB/3MO DATA TRIAL

- 6 MTH ONSTAR(R) DIRECTIONS & CONNECTIONS W/ AUTOMATIC CRASH RESPONSE & TURN-BY-TURN NAV PLUS 5-YEAR ONSTAR BASIC PLAN (OMITS SAFETY, SECURITY & NAV) (SEE ONSTAR.COM)
- CHEVROLET MYLINK WITH 8" DIAGONAL TOUCH SCREEN AND NAVIGATION

OPTIONS & PRICING

MANUFACTURER'S SUGGESTED RETAIL PRICE

STANDARD VEHICLE PRICE \$63,035.00

OPTIONS INSTALLED BY THE MANUFACTURER (MAY REPLACE STANDARD EQUIPMENT SHOWN)

- 22" WHEEL, SILVER W/BLACK INSERTS (DEALER INSTALLED/ REPLACES FACTORY OR OPTIONAL WHEELS) \$2,995.00
- SUN, ENTERTAINMENT, DESTINATION PACKAGE: 2,810.00

- POWER SUNROOF
- REAR SEAT ENTERTAINMENT
- ADD'L 9 MONTHS XM RADIO RUNNING BOARDS, POWER RETRACTABLE 1,745.00
- WHITE DIAMOND TRICOAT MAX TRAILERING PACKAGE: 995.00
- REAR AXLE, 3.42 RATIO 300.00
- TRAILER BRAKE CONTROLLER

TOTAL OPTIONS \$8,845.00
 TOTAL VEHICLE & OPTIONS \$71,880.00
 DESTINATION CHARGE 1,195.00
 TOTAL BEFORE SAVINGS \$73,075.00
 SUN, ENTERTAINMENT AND DESTINATIONS PACKAGE DISCOUNT -500.00

TOTAL VEHICLE PRICE* \$72,575.00

IMPORTANT 5-STAR SAFETY RATINGS

Score ★ ★ ★ ★

• Ratings of frontal, side and rollover. Based to other vehicles of similar size and weight.

Driver ★ ★ ★ ★ ★
 Passenger ★ ★ ★ ★ ★

• Injury in a frontal impact. Rated to other vehicles of similar size and weight.

Front seat ★ ★ ★ ★ ★
 Rear seat ★ ★ ★ ★ ★

• Injury in a side impact.

★ ★ ★ ★

• Rollover in a single-vehicle crash.

from 1 to 5 stars (★ ★ ★ ★ ★) with 5 being the highest.

National Highway Traffic Safety Administration (NHTSA)

www.safercar.gov or 1-888-327-4236

PARTS CONTENT INFORMATION

**FOR VEHICLES IN THIS CARLINE:
 U.S./CANADIAN PARTS CONTENT: 60%
 MAJOR SOURCES OF FOREIGN PARTS
 CONTENT: MEXICO 28%**

NOTE: PARTS CONTENT DOES NOT INCLUDE FINAL ASSEMBLY, DISTRIBUTION, OR OTHER NON-PARTS COSTS.

**FOR THIS VEHICLE:
 FINAL ASSEMBLY POINT:
 ARLINGTON, TX U.S.A.
 COUNTRY OF ORIGIN:
 ENGINE: UNITED STATES
 TRANSMISSION: UNITED STATES**

This label has been applied pursuant to Federal law. Do not remove prior to delivery to the ultimate purchaser. Includes Manufacturer's Recommended Pre-Delivery Service. Does not include dealer-installed accessories and accessories not listed above. Local taxes or license fees.

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ORDER NO RZMW0C SALES CODE E
 SALES MODEL CODE CC15906
 DEALER NO 24888
 FINAL ASSEMBLY:
 ARLINGTON, TX U.S.A.

VIN 1GNSCKKC8FR500471

DEALER TO WHOM DELIVERED
 JULIAN FOY MOTORS, INC.
 PO BOX 69
 MANY, LA 71449-0069

5LZE

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JS 44 (Rev. 12/12)

CIVIL COVER SHEET

The JS 44 civil cover sheet and the information contained herein neither replace nor supplement the filing and service of pleadings or other papers as required by law, except as provided by local rules of court. This form, approved by the Judicial Conference of the United States in September 1974, is required for the use of the Clerk of Court for the purpose of initiating the civil docket sheet. *(SEE INSTRUCTIONS ON NEXT PAGE OF THIS FORM.)*

<p>I. (a) PLAINTIFFS JOHN J. HARRIS, ON BEHALF OF HIMSELF AND ALL OTHERS SIMILARLY SITUATED</p> <p>(b) County of Residence of First Listed Plaintiff <u>Bowie</u> <i>(EXCEPT IN U.S. PLAINTIFF CASES)</i></p> <p>(c) Attorneys <i>(Firm Name, Address, and Telephone Number)</i> Sean F. Rommel, Wyly-Rommel, PLLC 4004 Texas Boulevard, Texarkana, TX 75503 (903) 334-8646</p>	<p>DEFENDANTS GENERAL MOTORS CORPORATION</p> <p>County of Residence of First Listed Defendant _____ <i>(IN U.S. PLAINTIFF CASES ONLY)</i></p> <p>NOTE: IN LAND CONDEMNATION CASES, USE THE LOCATION OF THE TRACT OF LAND INVOLVED.</p> <p>Attorneys <i>(If Known)</i></p>
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<p>II. BASIS OF JURISDICTION <i>(Place an "X" in One Box Only)</i></p> <p><input type="checkbox"/> 1 U.S. Government Plaintiff</p> <p><input type="checkbox"/> 2 U.S. Government Defendant</p> <p><input type="checkbox"/> 3 Federal Question <i>(U.S. Government Not a Party)</i></p> <p><input checked="" type="checkbox"/> 4 Diversity <i>(Indicate Citizenship of Parties in Item III)</i></p>	<p>III. CITIZENSHIP OF PRINCIPAL PARTIES <i>(Place an "X" in One Box for Plaintiff and One Box for Defendant)</i></p> <table style="width: 100%;"> <tr> <td style="width: 33%;">Citizen of This State</td> <td style="width: 10%;">PTF <input checked="" type="checkbox"/> 1</td> <td style="width: 10%;">DEF <input type="checkbox"/> 1</td> <td style="width: 33%;">Incorporated or Principal Place of Business In This State</td> <td style="width: 10%;">PTF <input type="checkbox"/> 4</td> <td style="width: 10%;">DEF <input type="checkbox"/> 4</td> </tr> <tr> <td>Citizen of Another State</td> <td><input type="checkbox"/> 2</td> <td><input type="checkbox"/> 2</td> <td>Incorporated and Principal Place of Business In Another State</td> <td><input type="checkbox"/> 5</td> <td><input checked="" type="checkbox"/> 5</td> </tr> <tr> <td>Citizen or Subject of a Foreign Country</td> <td><input type="checkbox"/> 3</td> <td><input type="checkbox"/> 3</td> <td>Foreign Nation</td> <td><input type="checkbox"/> 6</td> <td><input type="checkbox"/> 6</td> </tr> </table>	Citizen of This State	PTF <input checked="" type="checkbox"/> 1	DEF <input type="checkbox"/> 1	Incorporated or Principal Place of Business In This State	PTF <input type="checkbox"/> 4	DEF <input type="checkbox"/> 4	Citizen of Another State	<input type="checkbox"/> 2	<input type="checkbox"/> 2	Incorporated and Principal Place of Business In Another State	<input type="checkbox"/> 5	<input checked="" type="checkbox"/> 5	Citizen or Subject of a Foreign Country	<input type="checkbox"/> 3	<input type="checkbox"/> 3	Foreign Nation	<input type="checkbox"/> 6	<input type="checkbox"/> 6
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IV. NATURE OF SUIT <i>(Place an "X" in One Box Only)</i>																	
<p>CONTRACT</p> <p><input type="checkbox"/> 110 Insurance</p> <p><input type="checkbox"/> 120 Marine</p> <p><input type="checkbox"/> 130 Miller Act</p> <p><input type="checkbox"/> 140 Negotiable Instrument</p> <p><input type="checkbox"/> 150 Recovery of Overpayment & Enforcement of Judgment</p> <p><input type="checkbox"/> 151 Medicare Act</p> <p><input type="checkbox"/> 152 Recovery of Defaulted Student Loans <i>(Excludes Veterans)</i></p> <p><input type="checkbox"/> 153 Recovery of Overpayment of Veteran's Benefits</p> <p><input type="checkbox"/> 160 Stockholders' Suits</p> <p><input checked="" type="checkbox"/> 190 Other Contract</p> <p><input type="checkbox"/> 195 Contract Product Liability</p> <p><input type="checkbox"/> 196 Franchise</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">TORTS</th> <th style="text-align: left;">FORFEITURE/PENALTY</th> <th style="text-align: left;">BANKRUPTCY</th> <th style="text-align: left;">OTHER STATUTES</th> </tr> <tr> <td style="vertical-align: top;"> <p>PERSONAL INJURY</p> <p><input type="checkbox"/> 310 Airplane</p> <p><input type="checkbox"/> 315 Airplane Product Liability</p> <p><input type="checkbox"/> 320 Assault, Libel & Slander</p> <p><input type="checkbox"/> 330 Federal Employers' Liability</p> <p><input type="checkbox"/> 340 Marine</p> <p><input type="checkbox"/> 345 Marine Product Liability</p> <p><input type="checkbox"/> 350 Motor Vehicle</p> <p><input type="checkbox"/> 355 Motor Vehicle Product Liability</p> <p><input type="checkbox"/> 360 Other Personal Injury</p> <p><input type="checkbox"/> 362 Personal Injury - 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V. ORIGIN *(Place an "X" in One Box Only)*

1 Original Proceeding 2 Removed from State Court 3 Remanded from Appellate Court 4 Reinstated or Reopened 5 Transferred from Another District *(specify)* 6 Multidistrict Litigation

VI. CAUSE OF ACTION

Cite the U.S. Civil Statute under which you are filing *(Do not cite jurisdictional statutes unless diversity):*
28 USC Section 1332

Brief description of cause:
Breach of warranty; deceptive trade

VII. REQUESTED IN COMPLAINT: CHECK IF THIS IS A CLASS ACTION UNDER RULE 23, F.R.Cv.P. DEMAND in excess of \$5,000,000 CHECK YES only if demanded in complaint: JURY DEMAND: Yes No

VIII. RELATED CASE(S) IF ANY *(See instructions):* JUDGE _____ DOCKET NUMBER _____

DATE: 10/23/2017 SIGNATURE OF ATTORNEY OF RECORD:

FOR OFFICE USE ONLY

RECEIPT # _____ AMOUNT _____ APPLYING IFP _____ JUDGE _____ MAG. JUDGE _____

ClassAction.org

This complaint is part of ClassAction.org's searchable class action lawsuit database and can be found in this post: [Class Action Against GM Cites Six Vehicle Models with Possible Brake Defect](#)
