



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

DOT Auto Safety Hotline
Vehicle Owner's Questionnaire
To Report Vehicle Safety Defects
1-888-DASH-2-DOT
(1-888-327-4236)
INTERNET:www.nhtsa.dot.gov/hotline

FOR AGENCY USE ONLY 100148

Date Received

09-NOV-2009

Repository Reference No.
10291443

OWNER INFORMATION (Type or Print)

Name

Address

City

RALEIGH

State

NC

Zip Code

Daytime Telephone Number

E-mail Address

Evening Telephone Number

The information you provide will be used to identify potential safety-related defects. We may share your information with the applicable vehicle manufacturer during an investigation or recall in accordance with the routine uses described in the agency's Privacy Act notice. See 49 FR 53971 (Sep. 3, 2004).

VEHICLE INFORMATION

17 digit Vehicle Identification Number Located at bottom of windshield on driver's side

1GNDT13S622

Make

CHEVROLET

Model

TRAILBLAZER

Model Year

2002

Date Purchased

Dealer's Name and Telephone Number

Engine:

No: Cylinders

Fuel Type:

Original Owner

Dealer's City

State

Zip Code

Transmission Type

 Antilock Brakes

Powertrain

Multiple Failure:

Incident Date(s)

08-NOV-2009

 Cruise Control

FAILED COMPONENT(S)/PART(S) INFORMATION

Vehicle Component Code: 103000 POWER TRAIN: AUTOMATIC TRANSMISSION

Failure Mileage

75100

Failure Speed

0

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A TIRE FAILURE

Tire Make

Tire Model (Name or Number)

Tire Size (Example P215/65R15)

DOT No. (Example: DOTMAL9ABC036)

 Original Equipment

 Prior Repair

Failure Location:

Tire Component Code

Tire Failure Type:

ADDITIONAL ITEMS TO BE COMPLETED WHEN REPORTING A CHILD SEAT FAILURE

Make:

Date Manufactured:

Model No./Name:

Seat Type:

Installation System:

Child Seat Component Code:

Failed Part:

APPLICABLE INCIDENT INFORMATION

(Please describe in detail the incident(s), Failure(s), Crash(es), and injury(ies).)

Crash

 Yes No

Fire

 Yes No

Number of Persons Injured

Number of Deaths

Reported to Police

N

Narrative Description of Incident(S), Crash(es), and Injury(ies).

Please describe (1) events leading up to the failure, (2) failure and its consequences, and (3) what was done to correct the failure; i.e., parts repaired or replaced (and if old part is available).

TL* THE CONTACT OWNS A 2002 CHEVROLET TRAILBLAZER. WHILE SHIFTING THE VEHICLE INTO PARK, THE GEAR SELECTOR DISPLAYED DRIVE. WHILE TAKING HIS FOOT OFF OF THE BRAKE PEDAL, THE VEHICLE LURCHED FORWARD. HE SPECULATED THAT THE RETAINER CLIP, THAT HOLDS THE SHIFTER CABLE TO THE GEAR SELECTOR ARM ON THE TRANSMISSION, HAD FRACTURED. HE WAS IN THE PROCESS OF TAKING THE VEHICLE TO THE DEALER. THE FAILURE MILEAGE WAS 75,100.

Include, if available: Police/Fire Department Report, Photos, and Repair Invoice.

ATTACH ADDITIONAL SHEETS IF NECESSARY

The Privacy Act of 1974-Public Law 93-579 This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a Manufacturer should take appropriate action to correct a safety defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

NHTSA # : [10291443](#)
Chevrolet Ref # 71774510351

**Transmission Shift Linkage Failure
Resulting in Vehicle Movement After Shift to Park.**

2002 Chevrolet Trailblazer 4WD
VIN: 1GNDT13S622 [REDACTED]
Vehicle mileage: 75,100.

Complainant:

[REDACTED]
[REDACTED]
Raleigh, NC
[REDACTED]

Note: Employed by GM HydraMatic Transmission for over 10 yrs.

Description of problem:

On Sunday, Nov. 8, 2009, the transmission cable linkage on my 2002 Chevy Trailblazer 4WD failed. I pulled to a stop, applied the brake and moved the shifter to park. When I removed my foot from the brake, the car lurched forward. I immediately applied the brake again, turned off the motor and set the parking brake. I verified that the shifter was in the Park position. I also observed that the Transmission Indicator on the instrument panel indicated that the vehicle was still in drive. I attempted to move the shifter from the park position, but the safety interlocks would not allow the shifter to be moved, even after depressing the brake pedal. (See Related Recall)

When I looked under the car and checked the linkage, I saw that the shifter cable, part # 15785087 was no longer attached to the Transmission Range Selector Lever, part # 15082892. There is a white nylon bushing in the end of the shifter cable that holds the cable end on the selector lever. One side of the bushing had broken off. Photos are attached below that show the problem parts.

I was able to affect temporary repairs by manually moving the Transmission Range Selector Lever to the Park position and placing the linkage cable end back onto the end of the selector level. The stiffness of the cable held it in place long enough to move the vehicle. This also allowed the shifter to operate normally again.

On Monday, November 09, 2009, I called Hendrick Chevrolet of Cary, NC. They helped me identify the parts and costs for repairs.

Part #15785087 Cable:	\$81.59
Charge to open repair order and diagnose:	\$55 to \$110
Total cost to replace cable, parts and labor:	\$320.42

Opinion:

This part may be common on many models of GM vehicles. If this is not an isolated incident, this bushing is likely to commonly fail on higher mileage vehicles. This is a part that should never fail in the life of a vehicle.

This failure will occur in one of two circumstances. One is relatively harmless, the other is potentially disastrous.

1. Shift from park to forward or reverse.
The vehicle will not move because the transmission will remain in park, commonly with no harmful results.
2. Shift from forward or reverse to Park.
In this scenario, the car is expected to remain stationary, but will lurch forward or backwards upon release of the brake. This is likely to happen in a garage or a parking lot where the car is likely to crash into a structure or into another car parked in front of the driver on the street or in a parking lot. The potential result is expensive damage or injury to pedestrians.

Further, this is a very inexpensive part, probably much less than \$2 at retail. However, it is incorporated into the linkage cable assembly, a high dollar part. This bushing should be available as a separate item, or a replacement substitute part should be available to replace the bushing, and possibly the range selector arm, in order to affect this repair.

Related Recall: NHTSA CAMPAIGN ID Number: 03V075000

Summary: CERTAIN SPORT UTILITY VEHICLES FAIL TO COMPLY WITH THE REQUIREMENTS OF FEDERAL MOTOR VEHICLE SAFETY STANDARD NO. 114, § THEFT PROTECTION. § THESE VEHICLES ARE EQUIPPED WITH A MECHANICAL OVERRIDE THAT COULD ALLOW THE IGNITION KEY TO BE REMOVED WITH THE SHIFT LEVER IN A POSITION OTHER THAN PARK. IN ADDITION, THESE VEHICLES HAVE AN OVERRIDE THAT CAN ALLOW THE TRANSMISSION TO BE SHIFTED OUT OF PARK WITH THE IGNITION IN THE OFF POSITION.

Consequence: THESE OVERRIDES ARE NOT PERMITTED UNLESS THE VEHICLE HAS A LOCKING STEERING COLUMN.

Remedy: DEALERS WILL ELIMINATE THESE CONDITIONS BY DISABLING THE OVERRIDES.

This recall required the shifter interlock override to be removed from the vehicle. If I had not had this done, I would have been able to move the shifter out of park and more easily make temporary repairs to get the vehicle to a location where it could be repaired.

Photos:

Photo 1 below shows the shifter cable (15785087, with "DURA" molded into cable end) and the Transmission Range Selector Lever (15082892) in the positions that they were in when the car lurched forward. Note the separation between the linkage cable end and the selector level. The cable is in the Park position while the Range Selector Lever is in the Drive position.

Photo 1



Photos 2 and 3 show the nylon bushing still attached to the Range Selector Lever. Observe the jagged edge where the bushing failed. The other half of the bushing actually holds the shifter cable on this arm. (The nylon bushing is NOT part of the Range Selector Lever, it is part of the shifter cable.) That part of the bushing was lost somewhere.

Photo 2



Photo 3



Photo 4 is a reference photo of the back of the range selector arm.

Photo 4



Current Condition and availability of parts.

As of today, November 24, 2009, only temporary repairs have been made. The cable is secured in place with a wire wrap, pending further action.

I intend to repair this by obtaining a replacement selector arm, removing the post and replacing it with a shoulder bolt that will secure the cable in place.

The failed part will be available as shown in Photo 2, after I replace the selector arm.

Please reply with questions or request for failed part.

