

NHTSA Headquarters
1200 New Jersey Avenue, SE
West Building
Washington, DC 20590

INFORMATION Redacted PURSUANT TO THE FREEDOM OF
INFORMATION ACT (FOIA), 5 U.S.C. 552(B)(6)

RE: GM BULLETIN

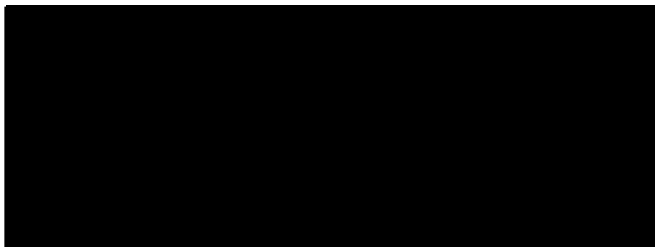
NOV 18 2015

Refer to the enclosed bulletin from GM. After 3 years of driving a 2013 Camaro SuperSport 2, I took the car to the dealer, Ourisman Chevrolet of Bowie, MD on Governor Bridge Road, to correct a clutch problem that had not existed the previous 3 years. The problem involved the clutch pedal not recovering during gear shifts. Instead, the pedal remained virtually stationary halfway through what should have been a total recovery. This prohibited me from shifting gears. The result: a potential accident or possibly stripping the gears in the car.

This defect has nothing to do with releasing the clutch slowly or rapidly, as the bulletin states. GM issued the bulletin simply to dodge the car's warrantee for what is clearly a defect with the car. To even suggest that the driver operate the clutch in a certain manner is ludicrous at its face. Either a clutch works or it doesn't. If the clutch sticks, it's defective.

Please investigate this GM bulletin to hold the company responsible for what is clearly a product defect with 2010 to 2013 model years of the Camaro.

SINCERELY,



Upper Marlboro, MD 

cc: Mary Barra, GM CEO w/encl

Encl: GM Document  business card

11/6/2015

ET
11/8/15
SMD

#PIP4800B: Intermittent Clutch Pedal Low Or Sticks To The Floor - Improper Use Of Launch Control Mode - (Sep 10, 2012)

Subject: Intermittent Clutch Pedal Low Or Sticks To The Floor - Improper Use Of Launch Control Mode

Models: 2010 - 2013 Chevrolet Camaro

2012 - 2013 Chevrolet Camaro ZL1 Equipped With V8 6.2L Engine and 6-Speed Manual Transmission



This PI was superseded to update keywords, model and model years. Please discard PIP4800A.

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

Condition/Concern:

Customers may comment that the clutch pedal intermittently sticks to the floor or the pedal stays low during hard acceleration from a stop or during a shift. This condition may be difficult to duplicate and may only be noticed when using launch control mode.

Recommendation/Instructions:

This may be the result of the clutch pedal being released too slowly during launch control mode allowing the clutch to slip. This condition can overheat the clutch and deform the pressure plate. Please notify the customer when using the launch control mode; the clutch pedal should be released quickly to avoid overheating the clutch.

Note: Be advised that occurrences of this nature are generally caused from improper use of the launch control mode by the customer. They are NOT defects in materials or workmanship for which General Motors would be responsible for and should not be covered under the terms of the new vehicle warranty. Vehicles with this complaint should be inspected by your service manager and Fixed Operations Manager (Warranty Manager in Canada).

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.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



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Uppr Marlboro, MD

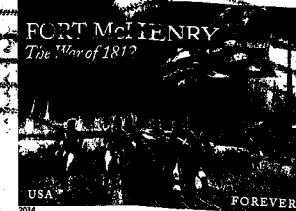
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