



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

ODI RESUME

Investigation: EA 02-031
Prompted By: PE02-054 (Cheryl Tuosto)
Date Opened: 11/15/2002 Date Closed: 03/11/2004
Principal Investigator: Cheryl Tuosto
Subject: Steering Column Lockup

Manufacturer: General Motors Corp.
Products: 1997-2004 manual and 1997-2000 automatic Chevrolet Corvettes
Population: 152,842

Problem Description: The steering column allegedly locks up while the vehicle is in motion at speeds between 5 and 65 mph, causing the driver to lose steering control.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	351	2,498	2,761
Crashes/Fires:	11	41	45
Injury Incidents:	5	15	16
# Injuries:	8	17	20
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	29,727	0

*Description of Other: 1997-2003 MY warranty claims serviced outside Customer Service Campaigns 1044/1044A (Per GM 10/3/03)

Action: This Engineering Analysis has been closed. Recall 04V-060.

Engineer: Cheryl Tuosto CAT
Div. Chief: Jeffrey L. Quandt
Office Dir.: Kathleen C. DeMeter

Date: 03/11/2004
Date: 03/11/2004
Date: 03/11/2004

Summary: In 2001, General Motors (GM) issued Customer Service Campaigns 1044 and 1044A to address a condition where the steering column would fail to unlock during the initial key-in and start-up in certain MY 1998-2000 Corvette vehicles. However, ODI continued to receive complaints concerning steering column lockup on Corvette vehicles. As a result, PE02-054 was opened and later upgraded to EA02-031 for MY 1997-2001 subject vehicles. ODI's analysis identified concerns with post-repair failures in vehicles serviced through the campaigns, as well as, failures in MY 1997-2003 subject vehicles not included in the campaigns. (Note: The manufacturer failure data above is limited to MY 1997-2003 vehicles through 10/17/2003.)

On February 6, 2004, GM notified NHTSA of a safety defect in MY 1997-2004 Corvette vehicles equipped with manual transmissions and MY 1997-2000 Corvette vehicles with automatic transmissions. The notification stated that if the voltage at the Powertrain Control Module (PCM), which was designed to shut down the fuel supply when the steering column failed to unlock and the customer tried to drive the vehicle, is low or interrupted, the fuel shut off may not occur. As a result, the customer could drive the vehicle while the steering column was locked causing the driver to lose steering control and possibly crash without warning. GM will instruct owners to bring their vehicles to a dealer to have the PCM reprogrammed for manual transmission vehicles and the electric column lock disabled for automatic transmission vehicles. ODI will monitor the effectiveness of the remedy in the manual transmission vehicles and take further action if warranted.

V105
3-15-04