



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

ODI RESUME

Investigation: PE07-051
Date Opened: 10/19/2007
Principal Investigator: Kyle Bowker
Subject: Stuck Throttle Valve

Manufacturer: General Motors Corp.
Products: 2004-2005 Chevrolet Aveo
Population: 119,681 (Estimated)

Problem Description: Alleged stuck throttle valve due to throttle body icing during extremely cold ambient temperatures.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	0		
Crashes/Fires:	0		
Injury Incidents:	0		
# Injuries:	0		
Fatality Incidents:	0		
# Fatalities:	0		
Other*:	0		

*Description Of Other:

Action: A Preliminary Evaluation has been opened.

Engineer: Kyle M. Bowker KMB
Div. Chief: Jeffrey L. Quandt
Office Dir.: Kathleen C. DeMeter

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Summary: By letter dated August 11, 2005, the Office Of Defects Investigation (ODI) received notification from General Motors Corp. (GM) of a foreign recall campaign involving certain model year (MY) 2004-2005 Chevrolet Aveo vehicles manufactured for sale or lease in Canada. According to the letter, General Motors of Canada, Ltd. (GM Canada) received reports that certain Chevrolet Aveo vehicles had experienced throttle body icing when operated in extremely cold ambient temperatures near or below -20°C (-4°F). This condition may result in a stuck open throttle valve position and subsequent loss of vehicle control. The manufacturer's prescribed recall remedy includes revised positive crankcase ventilation (PCV) system components and hose routings that are integrated with the engine cooling system to reduce the likelihood of throttle body icing. By letters dated October 2, 2006 and August 27, 2007, the manufacturer notified ODI of updated recall service procedures to include re-routing of PCV hoses and replacement of the throttle body.

The Chevrolet Aveo vehicles recalled in Canada are considered substantially similar to the subject Chevrolet Aveo vehicles sold or offered for sale in the United States, pursuant to 49 CFR 579.11. According to GM, this foreign recall campaign did not extend to U.S. subject vehicles because the extreme cold and high humidity conditions necessary for throttle icing to occur are rare, as reflected in the field experience. However, information provided by GM indicates that the number of alleged incidents involving U.S. subject vehicles continues to increase. Accordingly, a Preliminary Evaluation has been opened to assess the frequency and scope of the alleged defect.