



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

ODI RESUME

Investigation: PE08-054
Date Opened: 09/15/2008 Date Closed: 01/30/2009
Principal Investigator: Ali Motamedamin
Subject: Stop Lamp Malfunction

Manufacturer: General Motors Corp.
Products: 2005-2007 Pontiac G6
Population: 397,182

Problem Description: Reports allege that the stop lamps may turn on without depressing the brake pedal and also may turn off when the brake pedal is depressed.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	18	398	416
Crashes/Fires:	0	0	0
Injury Incidents:	0	0	0
# Injuries:	0	0	0
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other:	0	1289	1289

Description of Other: Warranty claims related to alleged defect.

Action: This Preliminary Evaluation (PE) is closed. GM will conduct Safety Recall (NHTSA 09V-036)

Engineer: Ali Motamedamin Am.
Div. Chief: Thomas Z. Cooper
Office Dir.: Kathleen C. DeMeter

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Summary:

GM notified the agency by letter dated January 28, 2009, that it will conduct a safety recall of Pontiac G6 vehicles built from January 3 through January 31, 2005. Vehicles produced during this time period have shown a highly elevated incident rate of improper operation of the brake lamps.

ODI opened this investigation after receiving reports that consumers would use their brakes and discover that the brake lamps would not illuminate. Also, consumers report that the brake lamps would illuminate when the brake pedal was not applied. ODI's review of the complaint data finds that the complaint rate for the January 2005 production is 20 times greater than for the remainder of the subject vehicle population. Likewise, the warranty rate for the January 2005 production is 11 times greater than for the remainder of the subject vehicle population.

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In its letter to the NHTSA, General Motors (GM) explained that the primary cause of this brake condition was fretting corrosion (oxidation) of the connector pins on the Body Control Module (BCM) that connect to the Brake Pedal Position Sensor (BPPS). The corrosion prevents the BCM from receiving the correct signal voltage from the BPPS.

In December 2008, GM released Technical Service Bulletin (TSB) #08-05-22-009 to provide technicians the correct repair procedures for subject vehicles that experience improper illumination of the brake lamps.

This action taken by GM is sufficient to resolve the issues raised by this investigation.