



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

ODI RESUME

Investigation: PE08-056
Date Opened: 09/17/2008
Principal Investigator: Stephen McHenry
Subject: Electronic Stability Control Malfunction

Manufacturer: General Motors Corp.
Products: 2005 – 2006 Chevrolet Corvette
Population: 65,420

Problem Description: Inappropriate brake application of one or more wheels may occur suddenly and unexpectedly due to an electronic stability control system malfunction.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	8	0	0
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	0	0

*Description of Other:

Action: A Preliminary Evaluation has been opened.

Engineer: Stephen McHenry SMH
Div. Chief: Jeffrey L. Quandt
Office Dir.: Kathleen C. DeMeter

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Summary: ODI has received eight consumer complaints alleging incidents of inappropriate activation of the electronic stability control (ESC) system in Model Year (MY) 2005 and 2006 Chevrolet Corvette vehicles. Five of these complaints allege that the ESC system unexpectedly and inappropriately commanded vehicle braking during a normal non-critical driving condition, causing the vehicle to veer left or right. ODI also identified field reports related to the alleged defect in Early Warning information submitted by GM.

ODI notes that GM issued a Technical Service Bulletin in January 2006 and later revised in October 2007 (bulletin no. 06-02-35-002B), concerning Stability Control System problems in MY 2005-06 Chevrolet Corvette; MY 2004-08 Cadillac XLR; MY 2006-08 Cadillac DTS and MY 2008 Buick Lucerne vehicles equipped with telescoping/tilt steering wheels. The bulletin provides repair instructions for customer complaints of "a stabilitrak or active handling system light, being illuminated" with a "service stabilitrak or service active handling message on the DIC." According to the bulletin, should diagnosis with a scan tool reveal a DTC C0710 fault code, the most likely cause on a vehicle equipped with a telescoping/tilt steering wheel is high resistance in steering wheel position sensor (SWPS) connector C202. The high resistance is attributed to fretting corrosion of the

SWPS connector terminal due to the telescoping motion of the steering column. The bulletin repair procedure involves installing a clip onto the connector to "act as a terminal positive assurance (TPA) and prevent any movement of the terminals." At least one of the ODI complaints indicates that the bulletin repair was performed to correct the condition. ODI has not received any complaints or other field data concerning the alleged defect in the other models identified in the bulletin.

A Preliminary Evaluation has been opened to determine the scope, frequency, and safety-related consequences of the alleged defect.

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