

EA11-015

GM

5-14-2013

Q9

Q18, 21, 24, & 27 PG 29

Q15 PG 32

Q19 PG 62

Q22 PG 118

Q25 PG 133

Q28 PG 156

EA11-015

GM

5-14-2013

Q 09

GMX 381 ME5-MN7 - GM

3660 Form - 25910201-2 -

Approved

GENERAL MOTORS COMMODITY VALIDATION SIGN-OFF **

Pg. 1 of 2

Buyer's concurrence on the Seller's completion of validation shall not limit, impair, or otherwise modify Buyer's right to assert any legal or equitable remedy, or relieve Seller of its responsibility to provide conforming goods.

Part Name* CBL ASM A/TRNS RANGE SEL LVR		Part Number* 25910201	
Shown on Drawing No.* 25910201		Eng'g Design Record 003 Change Level* 003	Dated* 160C07
Procuring Division* GM	Application Program* GMX 381 MNS/ME7 4 Speed	Purchase Order No.* LWX000811	
GM Lead Engineer* James Yee		GM Validation Engineer* Joye Mosley	
Supplier Resident Engineer Sandy Black / Randy Boike			

SUPPLIER MANUFACTURING INFORMATION

Supplier Name* Teleflex Automotive Group DUNS Number* 812266740
 Street Address* Ave. Transformacion 512 Nuevo Laredo Tamaulipas

REASON FOR SUBMISSION*

Initial Submission Re-submission due to Engineering Changes Re-submission to correct problems in initial submission
 EWO #(s) DFCPR - 871566

COMMODITY VALIDATION SIGN-OFF REQUIREMENTS

Specified by Procuring Division in Appendix G2 (or G) and GMN3600 or in separate written request. Page 2 lists more information about the required documentation.	YES	NO	Not Req'd by SOR
1. Supplier has submitted the required 'Proof of Validation Letter' as specified in GMN3600 Section 5.1 and any required regulatory compliance documentation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. The Supplier has completed execution of their ADV Plan(s) including activities to resolve issues identified during development and validation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. All ADV issues that are the responsibility of the Supplier have been addressed and classified as 'closed'. This includes those Supplier commodity issues identified during development, design validation, or product validation, validation assurance testing and post-validation audits whether or not those issues are tracked by GM or by the Supplier.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. The information in the Supplier's issue tracking system has been updated and is consistent with the final resolution of all ADV issues.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. The Supplier has completed its final ADV P&R (GM1829) which indicates completion of validation to the technical requirements as specified in the Final Technical Specification, approved Engineering Work Order or in writing by GM.	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
6. All other ADV tasks/deliverables specified in the SOR are complete.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. If applicable, all regulatory compliance evaluation reports and documentation have been completed and documents requested by GM have been submitted to the Validation Engineer.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. If applicable, the Supplier shall have obtained approval of the detailed validation results for those product technical requirements for which GM approval was specified in the 'Other Validation Requirements' column of the Final VCRI, in SOR Appendix G2 (or G) or an approved Engineering Work Order.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. The Supplier has submitted to the GM CAE Engineer for the commodity the models required for the Virtual Archive Vehicle as specified in the SOR.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation of 'NO' answers or comments here: _____

Supplier Name (please print)* Sandy Black / Randy Boike Title* Prod Eng / Eng Mgr Phone No* 248-616-3993 / 3104
 Supplier Authorized Signature* [Signature] Dated* 10/25/07

GM DECISION:

Rejected (see comments): Re-submit (see comments) Only Reqm'ts 1 & 5 met (see comments) Sign-Off Complete

GM Validation Engineer Name*(please print) Joye Mosley Phone* 586-907-1216
 GM Validation Engineer Signature* [Signature] Date* 10/26/07
 GM Lead Engineer Name* (please print) James Yee Phone* 586-492-1272
 GM Lead Engineer Signature* [Signature] Code: _____ Date* 10-26-2007
 Comments: _____

* - Asterisk (*) denotes required field/information. **GM3600 not required when Supplier is not responsible for validation.

GENERAL MOTORS COMMODITY VALIDATION SIGN-OFF

Pg. 2 of 2

Part Name* OBL ASM A/TRNS RANGE SEL LVR	Part Number* 25910201	Engr'g Design Record 003 Change Level* 003
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COMMODITY VALIDATION SIGN-OFF DOCUMENTATION:*

Location of Documentation, etc. required for Commodity Validation Sign-Off

Item	Description of Required Documentation/Material ¹	Not Required	Current Location of Required Documentation/Material (contact person title/name, organization, phone number, mailing address, etc.)	Will be Archived by: ²	Material Attached
a.	Proof of Validation Letter	<input checked="" type="checkbox"/>	Attached to GM3660		X
b.	Supplier issue tracking system final report on issues	<input type="checkbox"/>	No open issues		
c.	Closed Supplier Issue Reports	<input type="checkbox"/>	No open issues		
d.	Final ADVP&R status report (i.e., GM1829)	<input checked="" type="checkbox"/>	Attached to GM3660		X
e.	Complete DFMEA	<input type="checkbox"/>	Emailed out on 11/15/06	S. Black / GM DRE	
f.	Supplier ADV Plan	<input type="checkbox"/>			
g.	Supplier Evaluation Reports: Regulatory	<input type="checkbox"/>			
h.	Supplier Evaluation Reports: Other	<input type="checkbox"/>			
i.	Commodity analytical models, etc. for Virtual Archive	<input type="checkbox"/>			
j.		<input type="checkbox"/>			
k.		<input type="checkbox"/>			
l.		<input type="checkbox"/>			

1. Use the blank rows and add rows as needed to describe any additional documentation/material that is required by the SOR, or by the Procuring Division in writing. If a listed item is not required by the SOR or in writing, check the 'Not Required' column.
2. The SOR specifies the requirements on material to be archived. The material will generally be archived either the Supplier or GM, but the Supplier may contact the archiving of documentation to another organization, which would be identified here.

* - Asterisk (*) denotes required field/information.

EA11-015

GM

5-14-2013

Q 09

GMX 384 ME5-MN7 - GM

3660 Form - 25907379-2 -

Approved

GENERAL MOTORS COMMODITY VALIDATION SIGN-OFF **

Pg. 1 of 2

Buyer's concurrence on the Seller's completion of validation shall not limit, impair, or otherwise modify Buyer's right to assert any legal or equitable remedy, or relieve Seller of its responsibility to provide conforming goods.

Part Name* CBL ASM A/TRNS RANGE SEL LVR		Part Number* 25807379	
Shown on Drawing No.* 25807379		Eng'g Design Record 003 Change Level* 003	Dated* 160007
Procuring Division* GM	Application Program* GMX 384 MNS/ME7 4 Speed	Purchase Order No.* LWX00000	
GM Lead Engineer* James Yee		GM Validation Engineer* Joya Mosley	
Supplier Resident Engineer Sandy Black / Randy Boike			

SUPPLIER MANUFACTURING INFORMATION

Supplier Name* Teleflex Automotive Group DUNS Number* 812266740
 Street Address* Ave. Transformacion S12 Nuevo Laredo Tamaulipas


REASON FOR SUBMISSION*

Initial Submission Re-submission due to Engineering Changes Re-submission to correct problems in initial submission
 EWO #(s) DFCPR - 871566

COMMODITY VALIDATION SIGN-OFF REQUIREMENTS


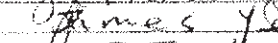
Specified by Procuring Division in Appendix G2 (or G) and GMN3600 or in separate written request. Page 2 lists more information about the required documentation.	YES	NO	Not Req'd by SOR
1. Supplier has submitted the required 'Proof of Validation Letter' as specified in GMN3600 Section 5.1 and any required regulatory compliance documentation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. The Supplier has completed execution of their ADV Plant(s) including activities to resolve issues identified during development and validation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. All ADV issues that are the responsibility of the Supplier have been addressed and classified as 'closed'. This includes those Supplier commodity issues identified during development, design validation, or product validation, validation assurance testing and post-validation audits whether or not those issues are tracked by GM or by the Supplier.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. The information in the Supplier's issue tracking system has been updated and is consistent with the final resolution of all ADV issues.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. The Supplier has completed its final ADV P&R (GM1820) which indicates completion of validation to the technical requirements as specified in the Final Technical Specification, approved Engineering Work Order or in writing by GM.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. All other ADV tasks/deliverables specified in the SOR are complete.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. If applicable, all regulatory compliance evaluation reports and documentation have been completed and documents requested by GM have been submitted to the Validation Engineer.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. If applicable, the Supplier shall have obtained approval of the detailed validation results for those product technical requirements for which GM approval was specified in the 'Other Validation Requirements' column of the Final VCRI, in SOR Appendix G2 (or G) or an approved Engineering Work Order.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. The Supplier has submitted to the GM CAE Engineer for the commodity the models required for the Virtual Archive Vehicle as specified in the SOR.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation of 'NO' answers or comments here: _____

Supplier Name (please print)* Sandy Black / Randy Boike Title* Prod Eng / Eng Mgt Phone No* 248-615-3903 / 3104
 Supplier Authorized Signature*  Dated* 10/25/07

GM DECISION:

Rejected (see comments) Re-submit (see comments) Only Reqm'ts 1 & 5 met (see comments) Sign-Off Complete

GM Validation Engineer Name* (please print) Joya Mosley Phone* 586 907-1216
 GM Validation Engineer Signature*  Date* 10/28/07
 GM Lead Engineer Name* (please print) James Yee Phone* 516-492-1272
 GM Lead Engineer Signature*  Code: _____ Date* 10-26-2007
 Comments: _____

* Asterisk (*) denotes required field/information. **GM3600 not required when Supplier is not responsible for validation

GENERAL MOTORS COMMODITY VALIDATION SIGN-OFF

Pg. 2 of 2

Part Name* CBL ASM A/TRNS RANGE SEL LVR	Part Number* 25907379	Engr'g Design Record 003 Change Level* 003
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COMMODITY VALIDATION SIGN-OFF DOCUMENTATION:*

Location of Documentation, etc. required for Commodity Validation Sign-Off

Item	Description of Required Documentation/Material ¹	Not Required	Current Location of Required Documentation/Material (contact person title/name, organization, phone number, mailing address, etc.)	Will be Archived by: ²	Material Attached
a.	Proof of Validation Letter	<input checked="" type="checkbox"/>	Attached to GM3660		X
b.	Supplier issue tracking system final report on issues	<input type="checkbox"/>	No open issues		
c.	Closed Supplier Issue Reports	<input type="checkbox"/>	No open issues		
d.	Final ADVP&R status report (i.e., GM1829)	<input checked="" type="checkbox"/>	Attached to GM3660		X
e.	Complete DFMEA	<input type="checkbox"/>	Emailed out on 11/15/06	S. Black / GM DRE	
f.	Supplier ADV Plan	<input type="checkbox"/>			
g.	Supplier Evaluation Reports: Regulatory	<input type="checkbox"/>			
h.	Supplier Evaluation Reports: Other	<input type="checkbox"/>			
i.	Commodity analytical models, etc. for Virtual Archive	<input type="checkbox"/>			
j.		<input type="checkbox"/>			
k.		<input type="checkbox"/>			
l.		<input type="checkbox"/>			

1. Use the blank rows and add rows as needed to describe any additional documentation/material that is required by the SOR, or by the Procuring Division in writing. If a listed item is not required by the SOR or in writing, check the 'Not Required' column.
2. The SOR specifies the requirements on material to be archived. The material will generally be archived either the Supplier or GM, but the Supplier may contact the archiving of documentation to another organization, which would be identified here.

* - Asterisk (*) denotes required field/information.

EA11-015

GM

5-14-2013

Q 09

GMX 386 ME5-MN7 - GM

3660 Form - 25910202-2 -

Approved

GENERAL MOTORS COMMODITY VALIDATION SIGN-OFF **

Pg. 1 of 2

Buyer's concurrence on the Seller's completion of validation shall not limit, impair, or otherwise modify Buyer's right to assert any legal or equitable remedy, or relieve Seller of its responsibility to provide conforming goods.

Part Name* CBL ASM A/TRNS RANCE SEL LVR		Part Number* 25910202	
Shown on Drawing No.* 25910202		Eng'g Design Record 003 Change Level* 003	Dated* 10/03/07
Procuring Division* GM	Application Program* GMX 386 MNG/ME7.4 Speed	Purchase Order No.* LWX0068J	
GM Lead Engineer* James Yee		GM Validation Engineer* Joyce Mosley	
Supplier Resident Engineer Sandy Black / Randy Boiko			

SUPPLIER MANUFACTURING INFORMATION

Supplier Name* Teleflex Automotive Group DUNS Number* 612286740
 Street Address* Ave. Transformacion 512 Nuevo Laredo Tamaulipas

REASON FOR SUBMISSION*

Initial Submission Re-submission due to Engineering Changes Re-submission to correct problems in initial submission
 EWO #(s): DFCPR - 871566

COMMODITY VALIDATION SIGN-OFF REQUIREMENTS

Specified by Procuring Division in Appendix G2 (or G) and GMN3660 or in separate written request.
 Page 2 lists more information about the required documentation.

	YES	NO	Not Req'd by SOR
1. Supplier has submitted the required 'Proof of Validation Letter' as specified in GMN3660 Section 5.1 and any required regulatory compliance documentation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2. The Supplier has completed execution of their ADV Plan(s) including activities to resolve issues identified during development and validation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
3. All ADV issues that are the responsibility of the Supplier have been addressed and classified as 'closed'. This includes those Supplier commodity issues identified during development, design validation, or product validation, validation assurance testing and post-validation audits whether or not those issues are tracked by GM or by the Supplier.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
4. The information in the Supplier's issue tracking system has been updated and is consistent with the final resolution of all ADV issues.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
5. The Supplier has completed its final ADV P&R (GM1828) which indicates completion of validation to the technical requirements as specified in the Final Technical Specification, approved Engineering Work Order or in writing by GM.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
6. All other ADV tasks/deliverables specified in the SOR are complete.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
7. If applicable, all regulatory compliance evaluation reports and documentation have been completed and documents requested by GM have been submitted to the Validation Engineer.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. If applicable, the Supplier shall have obtained approval of the detailed validation results for those product technical requirements for which GM approval was specified in the 'Other Validation Requirements' column of the Final VCRI, in SOR Appendix G2 (or G) or an approved Engineering Work Order.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. The Supplier has submitted to the GM CAE Engineer for the commodity the models required for the Virtual Archive Vehicle as specified in the SOR.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10. Other: _____	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation of 'NO' answers or comments here: _____

Supplier Name (please print)* Sandy Black / Randy Boiko Title* Prod Eng / Eng Mgr Phone No* 248-616-3903 / 3104
 Supplier Authorized Signature* [Signature] Dated* 10/25/07

GM DECISION:

Rejected (see comments) Re-submit (see comments) Only Requir'ls 1 & 5 met (see comments) Sign-Off Complete

GM Validation Engineer Name* (please print) Joyce Mosley Phone* 586-497-1216
 GM Validation Engineer Signature* [Signature] Date* 10/26/07
 GM Lead Engineer Name* (please print) James Yee Phone* 586-492-1272
 GM Lead Engineer Signature* [Signature] Code: _____ Date* 10-26-2007
 Comments: _____

* Asterisk (*) denotes required field information. **GM3660 not required when Supplier is not responsible for validation

GENERAL MOTORS COMMODITY VALIDATION SIGN-OFF

Pg. 2 of 2

Part Name* CB: ASM A/TRNS RANGE SEL LVR	Part Number* 25910202	Engr'g Design Record 003 Change Level* 003
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COMMODITY VALIDATION SIGN-OFF DOCUMENTATION:*

Location of Documentation, etc. required for Commodity Validation Sign-Off

Item	Description of Required Documentation/Material ¹	Not Required	Current Location of Required Documentation/Material (contact person title/name, organization, phone number, mailing address, etc.)	Will be Archived by: ²	Material Attached
a.	Proof of Validation Letter	<input type="checkbox"/>	Attached to GM3660		X
b.	Supplier issue tracking system final report on issues	<input type="checkbox"/>	No open issues		
c.	Closed Supplier Issue Reports	<input type="checkbox"/>	No open issues		
d.	Final ADVP&R status report (i.e., GM1829)	<input type="checkbox"/>	Attached to GM3660		X
e.	Complete DFMEA	<input type="checkbox"/>	Emailed out on 11/15/06	S. Black / GM DRE	
f.	Supplier ADV Plan	<input type="checkbox"/>			
g.	Supplier Evaluation Reports: Regulatory	<input type="checkbox"/>			
h.	Supplier Evaluation Reports: Other	<input type="checkbox"/>			
i.	Commodity analytical models, etc. for Virtual Archive	<input type="checkbox"/>			
j.		<input type="checkbox"/>			
k.		<input type="checkbox"/>			
l.		<input type="checkbox"/>			

1. Use the blank rows and add rows as needed to describe any additional documentation/material that is required by the SOR, or by the Procuring Division in writing. If a listed item is not required by the SOR or in writing, check the 'Not Required' column.
2. The SOR specifies the requirements on material to be archived. The material will generally be archived either the Supplier or GM, but the Supplier may contact the archiving of documentation to another organization, which would be identified here.

* - Asterisk (*) denotes required field/information

EA11-015

GM

5-14-2013

Q 18, 21, 24, & 27

Recall_Decision_data

Data for Recall 11V-595 MY 2011 Cadillac SRX		SUBCATEGORIES			
TYPE OF REPORT	GM REPORTS	CORRESPONDING TO NHTSA REPORTS	NUMBER WITH PROPERTY DAMAGE	NUMBER WITH CRASH	NUMBER WITH INJURIES/ FATALITIES*
Owner Reports	0	0	0	0	0/0
Field Reports	0	0	0	0	0/0
Warranty Claims	565	0	0	0	0/0
Not-In-Suit Claims	0	0	0	0	0/0
Subrogation Claims	0	0	0	0	0/0
Third Party Arbitration Proceedings	0	0	0	0	0/0
Product Liability Lawsuits	0	0	0	0	0/0
Total Reports (Including Duplicates)	565	0	0	0	0/0
Total Vehicles with Reports (Unique VIN)	565	0	0	0	0/0

TABLE 18-1 COMPLAINTS, REPORTS, CLAIMS, PROCEEDINGS, AND LAWSUITS

Data for Recall 13V-001 Certain MY 2013 Cadillac, Chevrolet, and GMC vehicles		SUBCATEGORIES			
TYPE OF REPORT	GM REPORTS	CORRESPONDING TO NHTSA REPORTS	NUMBER WITH PROPERTY DAMAGE	NUMBER WITH CRASH	NUMBER WITH INJURIES/ FATALITIES*
Owner Reports	0	0	0	0	0/0
Field Reports	0	0	0	0	0/0
Warranty Claims	0	0	0	0	0/0
Not-In-Suit Claims	0	0	0	0	0/0
Subrogation Claims	0	0	0	0	0/0
Third Party Arbitration Proceedings	0	0	0	0	0/0
Product Liability Lawsuits	0	0	0	0	0/0
Total Reports (Including Duplicates)	0	0	0	0	0/0
Total Vehicles with Reports (Unique VIN)	0	0	0	0	0/0

TABLE 21-1 COMPLAINTS, REPORTS, CLAIMS, PROCEEDINGS, AND LAWSUITS

Data for Recall 13V-010 MY 2013 Chevrolet Express and GMC Savana vehicles		SUBCATEGORIES			
TYPE OF REPORT	GM REPORTS	CORRESPONDING TO NHTSA REPORTS	NUMBER WITH PROPERTY DAMAGE	NUMBER WITH CRASH	NUMBER WITH INJURIES/ FATALITIES*
Owner Reports	0	0	0	0	0/0
Field Reports	0	0	0	0	0/0
Warranty Claims	0	0	0	0	0/0
Not-In-Suit Claims	0	0	0	0	0/0
Subrogation Claims	0	0	0	0	0/0
Third Party Arbitration Proceedings	0	0	0	0	0/0
Product Liability Lawsuits	0	0	0	0	0/0
Total Reports (Including Duplicates)	0	0	0	0	0/0
Total Vehicles with Reports (Unique VIN)	0	0	0	0	0/0

TABLE 24-1 COMPLAINTS, REPORTS, CLAIMS, PROCEEDINGS, AND LAWSUITS

Data for Recall 12V-460 Certain MY 2008 – 2010 Malibu, Aura, and G6 vehicles		SUBCATEGORIES			
TYPE OF REPORT	GM REPORTS	CORRESPONDING TO NHTSA REPORTS	NUMBER WITH PROPERTY DAMAGE	NUMBER WITH CRASH	NUMBER WITH INJURIES/ FATALITIES*
Owner Reports *	62	Unknown	1	1	0/0
Field Reports *	1	Unknown	0	0	0/0
Warranty Claims **	2500	Unknown	0	0	0/0
Not-In-Suit Claims *	0	0	0	0	0/0
Subrogation Claims *	0	0	0	0	0/0
Third Party Arbitration Proceedings *	0	0	0	0	0/0
Product Liability Lawsuits *	0	0	0	0	0/0
Total Reports (Including Duplicates)	2562	Unknown	0	0	0/0

TABLE 27-1 COMPLAINTS, REPORTS, CLAIMS, PROCEEDINGS, AND LAWSUITS

*: DATA WAS SEARCHED FOR 2008 AND 2010 ONLY. 2009 MY VEHICLES WERE THE SUBJECT OF RECALL 09V077. DATA WAS GENERATED JUNE 2012.

** DATA INCLUDES WARRANTY CLAIMS FOR MY 2008, 2009, AND 2010 WITH REGULAR LABOR CODES FOR CABLE REPLACEMENT (NOT LABOR CODES ASSOCIATED WITH RECALL 09V077). DATA WAS GENERATED AUG 2012.

EA11-015

GM

5-14-2013

Q_09_

GM1829 ADVPR 4 Speed
Epsilon ATX Shift Cable-Rev
03-p

Analysis/Development/Validation Plan & Report (ADVP&R) --- GM 1829

Section I: Commodity Description		Section II A: Supplier Information	
Part Number:* 25910201, 25910202, 25907379 Part Name:* ATX Shift Cable Model Year(s):* 2009 Program(s):* GMX 381 MN5, GMX 384 MN5, GMX 386 MN5 ME7		Supplier Name:* Teleflex Automotive Supplier Contact:* Sandy Black / Randy Boke Supplier Contact Phone Number:* (248) 616-3903 / (248) 616-3104 Supplier Contact E-mail:* sblack@teleflex.com / rboike@teleflex.com	

Section II B: GM Contact Information		Section II C: Plan Approval/Status Report Dates	
Validation Engineer:* Joye Mosley Phone Number:* Approval:		Lead Engineer:* James Yee / Denine Johnson Phone Number:* (586) 492-1272 / (586) 492-7310	
		Initial Plan Approver (Name & Date): Revised Plan Approver (Name & Date): Status Report Date:	

Section III: ADV Plan

Item No.*	Procedure No.*	Procedure Title
1	0000	N/A
2	0000	N/A
3	0000	N/A
4	0000	N/A
5	0000	N/A
6	0000	N/A
7	0000	N/A
8	0000	N/A

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NOTE: Asterisk (*) denotes required field/information.
GM 1829: ADV Plan and Report [Jun2006 v

Analysis/Development/Validation Plan & Report (ADVP&R) --- GM 1829

Section I: Commodity Description		Section II A: Supplier Information	
Part Number:* 25910201, 25910202, 25907379 Part Name:* ATX Shift Cable Model Year(s):* 2009 Program(s):* GMX 381 MN5, GMX 384 MN5, GMX 386 MN5 ME7		Supplier Name:* Teleflex Automotive Supplier Contact:* Sandy Black / Randy Boke Supplier Contact Phone Number:* (248) 616-3903 / (248) 616-3104 Supplier Contact E-mail:* sblack@teleflex.com / rboike@teleflex.com	
Section II B: GM Contact Information		Section II C: Plan Approval/Status Report Dates	
Validation Engineer:* Joye Mosley Phone Number:* Approval:		Lead Engineer:* James Yee / Denine Johnson Phone Number:* (586) 492-1272 / (586) 492-7310 Initial Plan Approver (Name & Date): Revised Plan Approver (Name & Date): Status Report Date:	

Section III: ADV Plan

Item No.*	Procedure No.*	Procedure Title
9	0000	N/A
10	0000	N/A
11	0000	N/A
12	0000	N/A
13	0000	N/A
14	0000	N/A
15	0000	N/A
16	0000	N/A
17	0000	N/A

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Analysis/Development/Validation Plan & Report (ADVP&R) --- GM 1829

Section I: Commodity Description		Section II A: Supplier Information	
Part Number:* 25910201, 25910202, 25907379 Part Name:* ATX Shift Cable Model Year(s):* 2009 Program(s):* GMX 381 MN5, GMX 384 MN5, GMX 386 MN5 ME7		Supplier Name:* Teleflex Automotive Supplier Contact:* Sandy Black / Randy Boke Supplier Contact Phone Number:* (248) 616-3903 / (248) 616-3104 Supplier Contact E-mail:* sblack@teleflex.com / rboike@teleflex.com	
Section II B: GM Contact Information		Section II C: Plan Approval/Status Report Dates	
Validation Engineer:* Joye Mosley Phone Number:* Approval:		Lead Engineer:* James Yee / Denine Johnson Phone Number:* (586) 492-1272 / (586) 492-7310 Initial Plan Approver (Name & Date): Revised Plan Approver (Name & Date): Status Report Date:	

Section III: ADV Plan			Section IV: ADV Report
Item No.*	Procedure No.*	Procedure Title	
18	0000	N/A	{ * }
19	0000	N/A	{ * }
20	0000	N/A	{ * }
21a	0000	N/A	{ * }
21b	0000	N/A	{ * }
21c	0000	N/A	{ * }
21d	0000	N/A	{ * }

NOTE: Asterisk (*) denotes required field/information.
 GM 1829: ADV Plan and Report [Jun2006 v1.0]

Analysis/Development/Validation Plan & Report (ADVP&R) --- GM 1829

Section I: Commodity Description		Section II A: Supplier Information	
Part Number:* 25910201, 25910202, 25907379 Part Name:* ATX Shift Cable Model Year(s):* 2009 Program(s):* GMX 381 MN5, GMX 384 MN5 , GMX 386 MN5 ME7		Supplier Name:* Teleflex Automotive Supplier Contact:* Sandy Black / Randy Boke Supplier Contact Phone Number:* (248) 616-3903 / (248) 616-3104 Supplier Contact E-mail:* sblack@teleflex.com / rboike@teleflex.com	
Section II B: GM Contact Information		Section II C: Plan Approval/Status Report Dates	
Validation Engineer:* Joye Mosley Phone Number:* Approval:		Lead Engineer:* James Yee / Denine Johnson Phone Number:* (586) 492-1272 / (586) 492-7310 Initial Plan Approver (Name & Date): Revised Plan Approver (Name & Date): Status Report Date:	

Section III: ADV Plan

Item No.*	Procedure No.*	Procedure Title
22	0000	N/A
23	0000	N/A
24	0000	N/A
25	0000	N/A
26	0000	N/A
27	0000	N/A
28	0000	N/A
29	0000	N/A

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Analysis/Development/Validation Plan & Report (ADVP&R) --- GM 1829

Section I: Commodity Description		Section II A: Supplier Information	
Part Number:* 25910201, 25910202, 25907379 Part Name:* ATX Shift Cable Model Year(s):* 2009 Program(s):* GMX 381 MN5, GMX 384 MN5, GMX 386 MN5 ME7		Supplier Name:* Teleflex Automotive Supplier Contact:* Sandy Black / Randy Boke Supplier Contact Phone Number:* (248) 616-3903 / (248) 616-3104 Supplier Contact E-mail:* sblack@teleflex.com / rboike@teleflex.com	
Section II B: GM Contact Information		Section II C: Plan Approval/Status Report Dates	
Validation Engineer:* Joye Mosley Phone Number:* Approval:		Lead Engineer:* James Yee / Denine Johnson Phone Number:* (586) 492-1272 / (586) 492-7310 Initial Plan Approver (Name & Date): Revised Plan Approver (Name & Date): Status Report Date:	

Section III: ADV Plan

Item No.*	Procedure No.*	Procedure Title
30	0000	N/A
31	0000	N/A
32	0000	N/A
33	0000	N/A
34	0000	N/A
35	0000	N/A
36	0000	N/A

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Analysis/Development/Validation Plan & Report (ADVP&R) --- GM 1829

Section I: Commodity Description		Section II A: Supplier Information	
Part Number:* 25910201, 25910202, 25907379 Part Name:* ATX Shift Cable Model Year(s):* 2009 Program(s):* GMX 381 MN5, GMX 384 MN5, GMX 386 MN5 ME7		Supplier Name:* Teleflex Automotive Supplier Contact:* Sandy Black / Randy Boke Supplier Contact Phone Number:* (248) 616-3903 / (248) 616-3104 Supplier Contact E-mail:* sblack@teleflex.com / rboike@teleflex.com	
Section II B: GM Contact Information		Section II C: Plan Approval/Status Report Dates	
Validation Engineer:* Joye Mosley Phone Number:* Approval:		Lead Engineer:* James Yee / Denine Johnson Phone Number:* (586) 492-1272 / (586) 492-7310 Initial Plan Approver (Name & Date): Revised Plan Approver (Name & Date): Status Report Date:	

Section III: ADV Plan

Item No.*	Procedure No.*	Procedure Title
37	0000	N/A
38	0000	N/A
39	0000	N/A
40	0000	N/A
41	0000	N/A
42	0000	N/A
43	0000	N/A
44	0000	N/A
45	0000	N/A
46	0000	N/A
47	0000	N/A

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NOTE: Asterisk (*) denotes required field/information.
 GM 1829: ADV Plan and Report [Jun2006 v

Analysis/Development/Validation Plan & Report (ADVP&R) --- GM 1829

Section I: Commodity Description		Section II A: Supplier Information	
Part Number:* 25910201, 25910202, 25907379 Part Name:* ATX Shift Cable Model Year(s):* 2009 Program(s):* GMX 381 MN5, GMX 384 MN5, GMX 386 MN5 ME7		Supplier Name:* Teleflex Automotive Supplier Contact:* Sandy Black / Randy Boke Supplier Contact Phone Number:* (248) 616-3903 / (248) 616-3104 Supplier Contact E-mail:* sblack@teleflex.com / rboike@teleflex.com	
Section II B: GM Contact Information		Section II C: Plan Approval/Status Report Dates	
Validation Engineer:* Joye Mosley Phone Number:* Approval:		Lead Engineer:* James Yee / Denine Johnson Phone Number:* (586) 492-1272 / (586) 492-7310 Initial Plan Approver (Name & Date): Revised Plan Approver (Name & Date): Status Report Date:	
Section III: ADV Plan		Section IV: ADV Report	

Item No.*	Procedure No.*	Procedure Title
48	0000	N/A
49	0000	N/A
50	0000	N/A
51	0000	N/A
52	0000	N/A
53	0000	N/A
54	0000	N/A
55	0000	N/A

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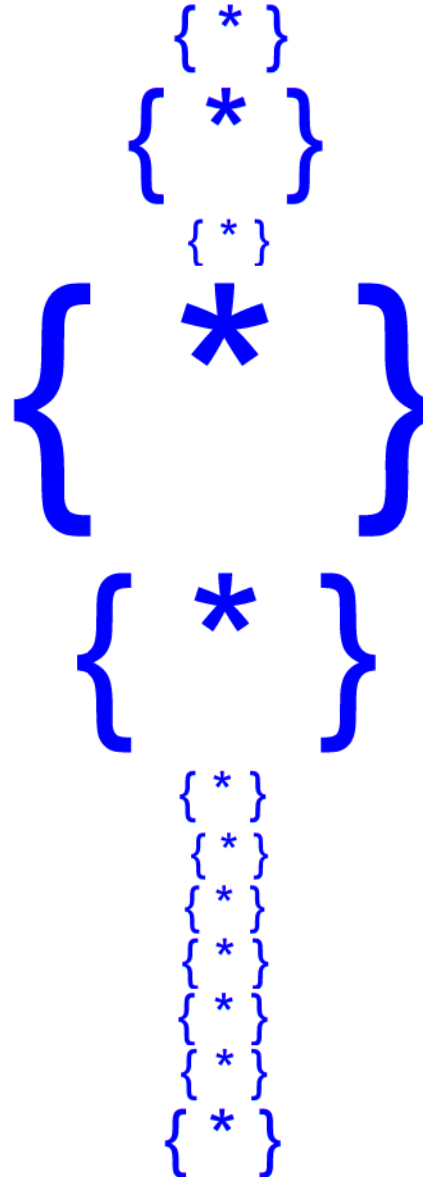
NOTE: Asterisk (*) denotes required field/information.
 GM 1829: ADV Plan and Report [Jun2006 v01]

Analysis/Development/Validation Plan & Report (ADVP&R) --- GM 1829

Section I: Commodity Description		Section II A: Supplier Information	
Part Number:* 25910201, 25910202, 25907379 Part Name:* ATX Shift Cable Model Year(s):* 2009 Program(s):* GMX 381 MN5, GMX 384 MN5, GMX 386 MN5 ME7		Supplier Name:* Teleflex Automotive Supplier Contact:* Sandy Black / Randy Boke Supplier Contact Phone Number:* (248) 616-3903 / (248) 616-3104 Supplier Contact E-mail:* sblack@teleflex.com / rboike@teleflex.com	
Section II B: GM Contact Information		Section II C: Plan Approval/Status Report Dates	
Validation Engineer:* Joye Mosley Phone Number:* Approval:		Lead Engineer:* James Yee / Denine Johnson Phone Number:* (586) 492-1272 / (586) 492-7310 Initial Plan Approver (Name & Date): Revised Plan Approver (Name & Date): Status Report Date:	

Section III: ADV Plan

Item No.*	Procedure No.*	Procedure Title
56	0000	N/A
57	0000	N/A
58	0000	N/A
59	0000	N/A
60	0000	N/A
61	0000	N/A
62	0000	N/A
63	0000	N/A
64	0000	N/A
65	0000	N/A
66	0000	N/A



NOTE: Asterisk (*) denotes required field/information.
 GM 1829: ADV Plan and Report [Jun2006 v01]

Analysis/Development/Validation Plan & Report (ADVP&R) --- GM 1829

Section I: Commodity Description		Section II A: Supplier Information	
Part Number:* 25910201, 25910202, 25907379 Part Name:* ATX Shift Cable Model Year(s):* 2009 Program(s):* GMX 381 MN5, GMX 384 MN5 , GMX 386 MN5 ME7		Supplier Name:* Teleflex Automotive Supplier Contact:* Sandy Black / Randy Boke Supplier Contact Phone Number:* (248) 616-3903 / (248) 616-3104 Supplier Contact E-mail:* sblack@teleflex.com / rboike@teleflex.com	
Section II B: GM Contact Information		Section II C: Plan Approval/Status Report Dates	
Validation Engineer:* Joye Mosley Phone Number:* Approval:		Lead Engineer:* James Yee / Denine Johnson Phone Number:* (586) 492-1272 / (586) 492-7310 Initial Plan Approver (Name & Date): Revised Plan Approver (Name & Date): Status Report Date:	

Section III: ADV Plan

Item No.*	Procedure No.*	Procedure Title
67	0000	N/A

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EA11-015

GM

5-14-2013

Q_09_

GMX 381 ME5-MN7 4 Speed-

GM 1411 Form-25910201-1-p



PPAP WORKSHEET (GM 1411)

ORGANIZATION NAME: Teleflex Automotive PART NAME: ATX Shift Cable
 ORGANIZATION MFG DUNS CODE: 812266740 CUSTOMER PART #: 25910201
 GM 1411 EXPIRATION DATE: 11/01/2007
 RESUBMISSION DATE: 10/26/2007
 APPLICATION: GMX 381 ME5/MN7 4 Speed
 SUBMISSION LEVEL: 1 KG WT: 0.325
 SAMPLE #: _____ INSP/SQE: _____ ADD. SAMPLE: _____ PPAP Activity Code #: TBD

EWO # E2 #: DASKMA / 331915
 ECL: 002 DATE: 13AU07

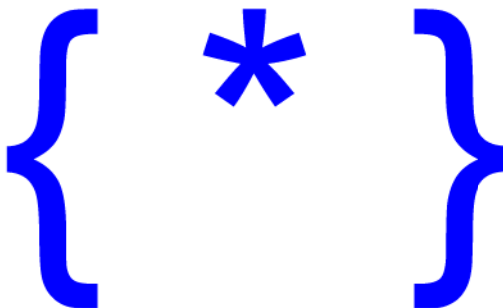
Section 1 Master Status

Master Status: Select status being requested and complete section 2 & 3 as applicable (Shade or circle box) (S) N
 Lab Status: Enter appropriate status for each lab (A=Approved, S=Saleable, N=Non-Saleable, NR=Not requested)
 DIM/STAT: A FUN/DUR: *S APP/COL: A MTL: NR IMDS: S MATCH: NR TR: NR

Section 2 Organization (Supplier) Performance and Validation Requirements (required unless otherwise specified in the commodity-specific SOR (Item 1, 2, OR 3 must be checked))

1. Performance/Validation requirements met, signed copy of GM 3660 submitted in package Yes: _____ N/A: _____
 2. Performance/Validation requirement items 1 & 5 on GM 3660 completed satisfactorily Yes: _____ No: _____
 3. Performance requirements NOT fully met, status acceptable to move to a Saleable status * Yes: x

* GM Release Director AND Validation Director signature required; may vary per region
 GME: If Supplier's Validation is not complete, the Supplier Validation plan with status and timing must be attached
 NAVO: For "Approved Status", Action Plans specified below and detailed on Engineering's 5-Phase Action Plan G3180, must be completed as indicated and a signed GM 3660 accepted by the GM Lead Engineer and GM Validation Engineer.



Comp. Date:	GP-12 Plan
10/03/2007	
10/20/2007	
10/20/2007	
09/17/2007	
09/17/2007	

ORGANIZATION (Authorized signature): _____ PHONE: 011-52-867-7-15-17-84
 NAME AND TITLE (Print): Arturo Alvarez FAX: 011-52-867-7-15-17-04

PART SUBMISSION WARRANT MUST BE INCLUDED WITH CUSTOMER APPROVALS IN ORDER TO PROCESS YOUR REQUEST AND SEND TO THE PROCURING DIVISION

CUSTOMER APPROVALS:	SIGNATURE	NAME (Print)	PHONE	DATE
(as applicable)				
Supplier Quality Engineer:				
Supplier Quality Director:				
Product Engineer (DRE):	<u>[Signature]</u>	<u>James Yee</u>	<u>(536) 492-1272</u>	<u>8/31/2007</u>
Validation Engineer:	<u>[Signature]</u>	<u>JANE MIDGLEY</u>	<u>(536) 901-1316</u>	<u>8/21/07</u>
Release Director:	<u>[Signature]</u>	<u>Ron Brown</u>	<u>(536) 900-4292</u>	<u>8/31/2007</u>
Validation Director:	<u>[Signature]</u>	<u>Thomas H. Stall</u>	<u>(536) 623-2891</u>	<u>8/31/07</u>
LAB / Material Engineer:				
Appearance / Paint Engineer:				
OTHER (Buyer, Assembly Plant, etc.):				

EA11-015

GM

5-14-2013

Q_09_

GMX 384 ME5-MN7 4 Speed-

GM 1411 Form-25907379-1-p

4 cyl / 4 spd trans 8/27/07 saleable bucket 3



PPAP WORKSHEET (GM 1411)

ORGANIZATION NAME: <u>Teleflex Automotive</u>	PART NAME: <u>ATX Shift Cable</u>
ORGANIZATION MFG DUNS CODE: <u>812266740</u>	CUSTOMER PART #: <u>25907379</u>
GM 1411 EXPIRATION DATE: <u>11/01/2007</u>	
RESUBMISSION DATE: <u>10/25/2007</u>	
APPLICATION: <u>GMX 384</u>	EWO #/ E2 #: <u>DASKM</u>
SUBMISSION LEVEL: <u>1</u> KG WT: <u>D.464</u>	ECL: <u>2</u> DATE: <u>13Au07</u>
SAMPLE #: _____ INSP/SQE: _____ ADD. SAMPLE: _____	PPAP Activity Code #: <u>T&D</u>

Section 1 Master Status

Master Status: Select status being requested and complete section 2 & 3 as applicable (Shade or circle box) (S) N

Lab Status: Enter appropriate status for each lab (A=Approved, S=Saleable, N=Non-Saleable, NR=Not requested)

DIM/STAT: A FUN/DUR: S APP/COL: A MTL: NR IMDS: S MTCH: NR TR: NR

Section 2 Organization (Supplier) Performance and Validation Requirements (required unless otherwise specified in the commodity-specific SOR (Item 1, 2, OR 3 must be checked))

1. Performance/Validation requirements met, signed copy of GM 3660 submitted in package Yes: _____ N/A: _____

2. Performance/Validation requirement items 1 & 5 on GM 3660 completed satisfactorily Yes: _____ No: _____

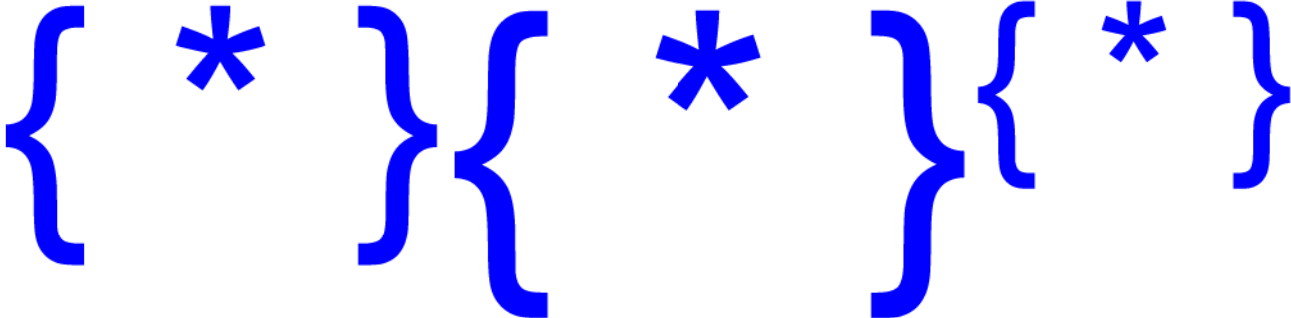
3. Performance requirements NOT fully met; status acceptable to move to a Saleable status * Yes: X

* GM Release Director AND Validation Director signature required; may vary per region

NOTE: If Supplier's Validation is not complete, the Supplier Validation plan with status and timing must be attached

NAVO: For "Approved Status", Action Plans specified below and detailed on Engineering's 5-Phase Action Plan CG180, must be completed as indicated and a signed GM 3660 accepted by the GM Lead Engineer and GM Validation Engineer.

Organization with Customer CONFIRMATION



ORGANIZATION (Authorized signature): [Signature] PHONE: 011-52-867-7-15-17-84

NAME AND TITLE (Print): Arturo Giveres FAX: 011-52-867-7-15-17-84

PART SUBMISSION WARRANTY MUST BE INCLUDED WITH CUSTOMER APPROVALS IN ORDER TO PROCESS YOUR REQUEST AND SEND TO THE PROCURING DIVISION.

CUSTOMER APPROVALS:	SIGNATURE	NAME (Print)	PHONE	DATE
Supplier Quality Engineer:				
Supplier Quality Director:				
Product Engineer (DRE):	<u>[Signature]</u>	<u>James Yee</u>	<u>586-492-1272</u>	<u>8/22/07</u>
Validation Engineer:	<u>[Signature]</u>	<u>JANE MISLEY</u>	<u>610-907-1216</u>	<u>8/22/07</u>
Release Director:	<u>[Signature]</u>	<u>VICTORIA M STREET</u>	<u>586-947-7100</u>	<u>8/22/07</u>
Validation Director:	<u>[Signature]</u>	<u>CS MISCH</u>	<u>516-947-8888</u>	<u>8/23/07</u>
LAB / Material Engineer:				
Appearance / Paint Engineer:				
OTHER (Buyer, Assembly Plant, etc.):				

Organization/Customer

Post-it® Fax Note 7671 Date 8/23/07 # of pages 1

To <u>Randy Boike</u>	From <u>James Yee</u>
Co./Dept. <u>Teleflex</u>	Co. <u>GM</u>
Phone # <u>(248) 840-4647</u>	Phone # <u>(586) 492-1272</u>
Fax # <u>(248) 616-3810</u>	Fax # _____

EA11-015

GM

5-14-2013

Q_09_

GMX 386 ME5-MN7 4 Speed-

GM 1411 Form-25910202-1-p



PPAP WORKSHEET (GM 1411)

ORGANIZATION NAME: Teleflex Automotive PART NAME: ATX Shift Cable
 ORGANIZATION MFG DUNS CODE: 812266740 CUSTOMER PART #: 25910202
 GM 1411 EXPIRATION DATE: 11/01/2007
 RESUBMISSION DATE: 10/25/2007
 APPLICATION: GMX 386 ME5/MN7 4 Speed
 SUBMISSION LEVEL: 1 KG WT: 0.325
 SAMPLE #: INSP/SQE ADD. SAMPLE: _____ PPAP Activity Code #: TBD

EWO #/ E2 #: DASKMA / 831815
 ECL: 002 DATE: 13AU07

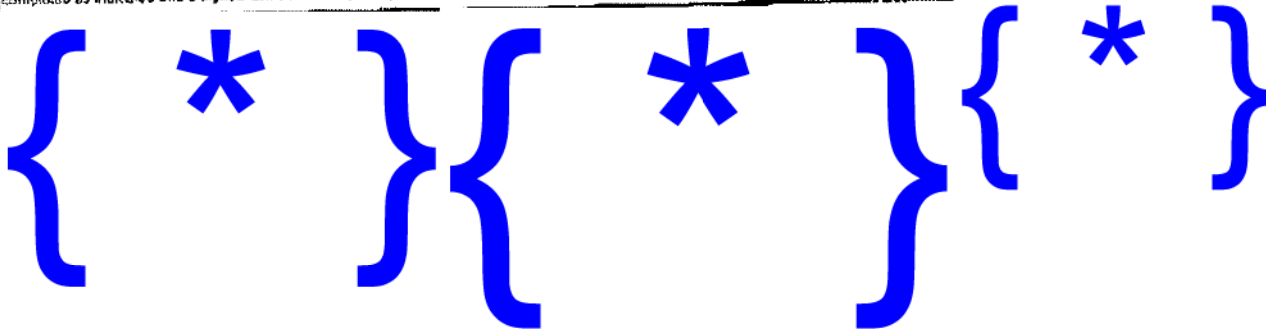
Section 1 Master Status

Master Status: Select status being requested and complete section 2 & 3 as applicable (Shade or circle to box) S N
 Lab Status: Enter appropriate status for each lab (A=Approved, S=Saleable, N=Non-Saleable, NR=Not requested)
 DIM/STAT: A FUN/DUR: XS APP/COL: A MTL: NR IMDS: SATCH: NR TR: NR

Section 2 Organization (Supplier) Performance and Validation Requirements (required unless otherwise specified in the commodity-specific SOR (Item 1, 2, OR 3 must be checked))

1. Performance/Validation requirements met, signed copy of GM 3660 submitted in package Yes: _____ N/A: _____
 2. Performance/Validation requirement items 1 & 5 on GM 3660 completed satisfactorily Yes: _____ No: _____
 3. Performance requirements NOT fully met; status acceptable to move to a Saleable status * Yes: x
 * GM Release Director AND Validation Director signature required; may vary per region
 NOTE: If Supplier's Validation is not complete, the Supplier Validation plan with status and timing must be attached
 N/A/O: For "Approved status", Action Plans specified below and detailed on Engineering's 5-Phase Action Plan CG160, must be completed as indicated and a signed GM 3660 accepted by the GM Lead Engineer and GM Validation Engineer.

Organizations with Customer CONFIDENTIAL INFORMATION



ORGANIZATION (Authorized signature): Arturo Alvarez PHONE: 011-52-867-7-15-17-84
 NAME AND TITLE (Print): _____ FAX: 011-52-867-7-15-17-84

PART SUBMISSION WARRANT MUST BE INCLUDED WITH CUSTOMER APPROVALS IN ORDER TO PROCESS YOUR REQUEST AND SEND TO THE PROCURING DIVISION.

CUSTOMER APPROVALS: (as applicable)	SIGNATURE	NAME (Print)	PHONE	DATE
Supplier Quality Engineer:	_____	_____	_____	_____
Supplier Quality Director:	_____	_____	_____	_____
Product Engineer (DRE):	<u>James Yee</u>	<u>JAMES YEE</u>	<u>(586) 492-1272</u>	<u>8/31/2007</u>
Validation Engineer:	<u>Joye Mosier</u>	<u>JOYE MOSIER</u>	<u>(586) 907-1016</u>	<u>8/21/07</u>
Release Director:	_____	_____	_____	_____
Validation Director:	_____	_____	_____	_____
LAB / Material Engineer:	<u>Thomas M. Jolly</u>	<u>Tom Brown</u>	<u>(586) 492-9292</u>	<u>8/31/2007</u>
Appearance / Paint Engineer:	_____	_____	_____	_____
OTHER (Buyer, Assembly Plant, etc.):	_____	_____	_____	_____

EA11-015

GM

5-14-2013

Q 18, 21, 24, & 27

Recall_Decision_data

Data for Recall 11V-595 MY 2011 Cadillac SRX		SUBCATEGORIES			
TYPE OF REPORT	GM REPORTS	CORRESPONDING TO NHTSA REPORTS	NUMBER WITH PROPERTY DAMAGE	NUMBER WITH CRASH	NUMBER WITH INJURIES/ FATALITIES*
Owner Reports	0	0	0	0	0/0
Field Reports	0	0	0	0	0/0
Warranty Claims	565	0	0	0	0/0
Not-In-Suit Claims	0	0	0	0	0/0
Subrogation Claims	0	0	0	0	0/0
Third Party Arbitration Proceedings	0	0	0	0	0/0
Product Liability Lawsuits	0	0	0	0	0/0
Total Reports (Including Duplicates)	565	0	0	0	0/0
Total Vehicles with Reports (Unique VIN)	565	0	0	0	0/0

TABLE 18-1 COMPLAINTS, REPORTS, CLAIMS, PROCEEDINGS, AND LAWSUITS

Data for Recall 13V-001 Certain MY 2013 Cadillac, Chevrolet, and GMC vehicles		SUBCATEGORIES			
TYPE OF REPORT	GM REPORTS	CORRESPONDING TO NHTSA REPORTS	NUMBER WITH PROPERTY DAMAGE	NUMBER WITH CRASH	NUMBER WITH INJURIES/ FATALITIES*
Owner Reports	0	0	0	0	0/0
Field Reports	0	0	0	0	0/0
Warranty Claims	0	0	0	0	0/0
Not-In-Suit Claims	0	0	0	0	0/0
Subrogation Claims	0	0	0	0	0/0
Third Party Arbitration Proceedings	0	0	0	0	0/0
Product Liability Lawsuits	0	0	0	0	0/0
Total Reports (Including Duplicates)	0	0	0	0	0/0
Total Vehicles with Reports (Unique VIN)	0	0	0	0	0/0

TABLE 21-1 COMPLAINTS, REPORTS, CLAIMS, PROCEEDINGS, AND LAWSUITS

Data for Recall 13V-010 MY 2013 Chevrolet Express and GMC Savana vehicles		SUBCATEGORIES			
TYPE OF REPORT	GM REPORTS	CORRESPONDING TO NHTSA REPORTS	NUMBER WITH PROPERTY DAMAGE	NUMBER WITH CRASH	NUMBER WITH INJURIES/ FATALITIES*
Owner Reports	0	0	0	0	0/0
Field Reports	0	0	0	0	0/0
Warranty Claims	0	0	0	0	0/0
Not-In-Suit Claims	0	0	0	0	0/0
Subrogation Claims	0	0	0	0	0/0
Third Party Arbitration Proceedings	0	0	0	0	0/0
Product Liability Lawsuits	0	0	0	0	0/0
Total Reports (Including Duplicates)	0	0	0	0	0/0
Total Vehicles with Reports (Unique VIN)	0	0	0	0	0/0

TABLE 24-1 COMPLAINTS, REPORTS, CLAIMS, PROCEEDINGS, AND LAWSUITS

Data for Recall 12V-460 Certain MY 2008 – 2010 Malibu, Aura, and G6 vehicles		SUBCATEGORIES			
TYPE OF REPORT	GM REPORTS	CORRESPONDING TO NHTSA REPORTS	NUMBER WITH PROPERTY DAMAGE	NUMBER WITH CRASH	NUMBER WITH INJURIES/ FATALITIES*
Owner Reports *	62	Unknown	1	1	0/0
Field Reports *	1	Unknown	0	0	0/0
Warranty Claims **	2500	Unknown	0	0	0/0
Not-In-Suit Claims *	0	0	0	0	0/0
Subrogation Claims *	0	0	0	0	0/0
Third Party Arbitration Proceedings *	0	0	0	0	0/0
Product Liability Lawsuits *	0	0	0	0	0/0
Total Reports (Including Duplicates)	2562	Unknown	0	0	0/0

TABLE 27-1 COMPLAINTS, REPORTS, CLAIMS, PROCEEDINGS, AND LAWSUITS

*: DATA WAS SEARCHED FOR 2008 AND 2010 ONLY. 2009 MY VEHICLES WERE THE SUBJECT OF RECALL 09V077. DATA WAS GENERATED JUNE 2012.

** DATA INCLUDES WARRANTY CLAIMS FOR MY 2008, 2009, AND 2010 WITH REGULAR LABOR CODES FOR CABLE REPLACEMENT (NOT LABOR CODES ASSOCIATED WITH RECALL 09V077). DATA WAS GENERATED AUG 2012.

EA11-015

GM

5-14-2013

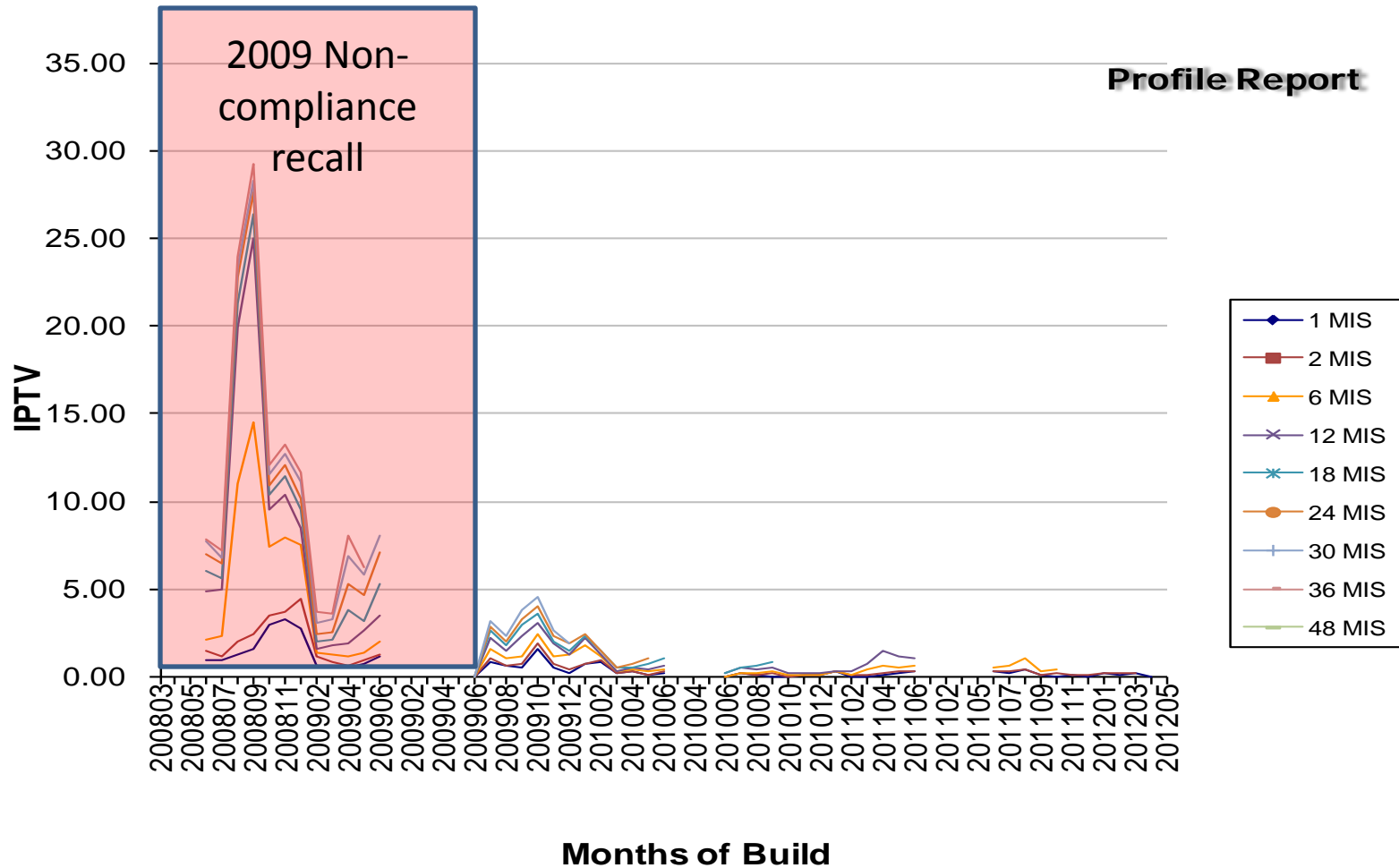
Q_15B

_2009 - 2012 Malibu-G6-Aura

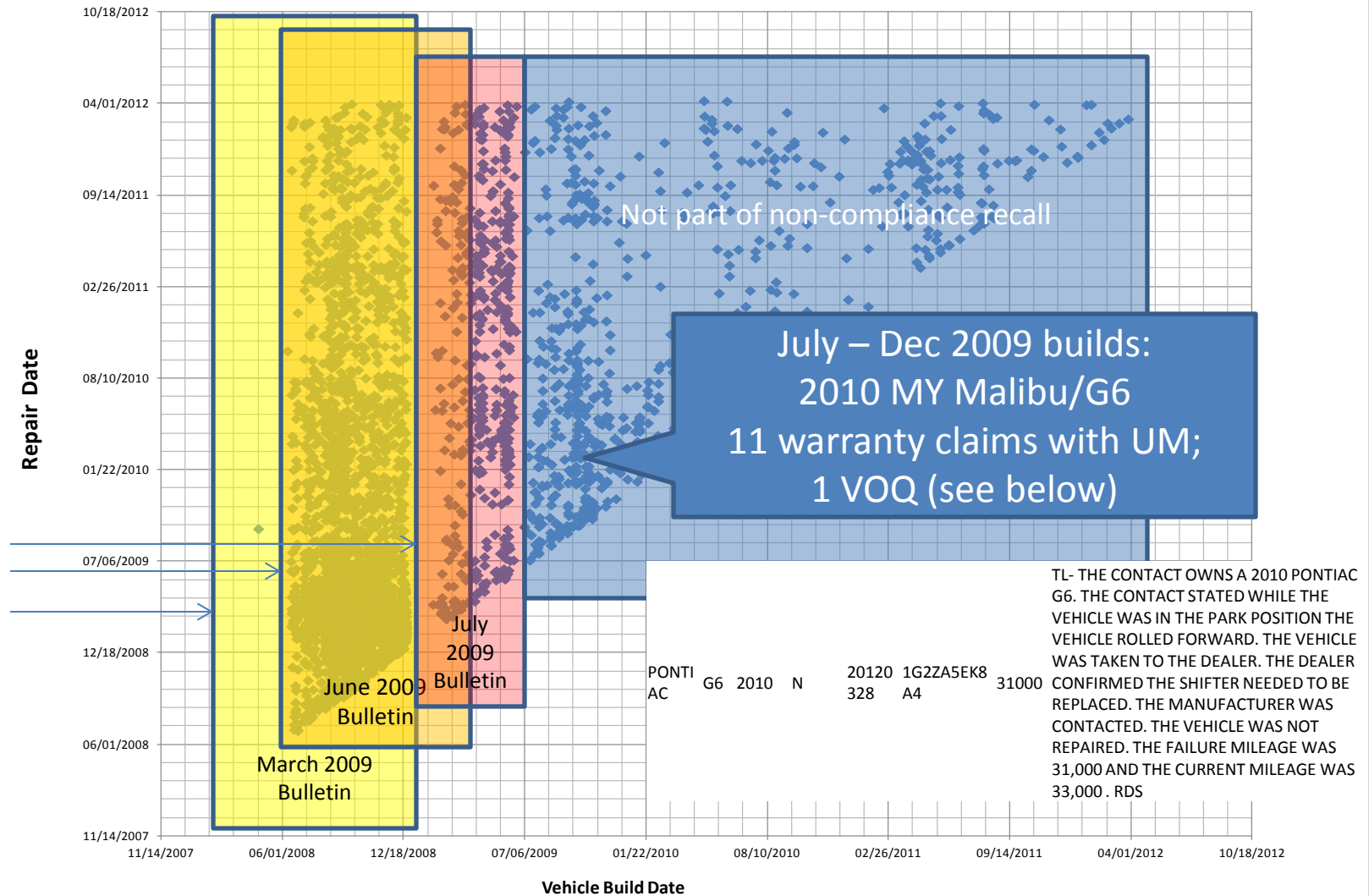
KA warranty with K labor
codes

2009 – 2012 Malibu-G6-Aura: All Transmissions, Claims for Shift Cable Replace/Adjust with “K” Labor Codes

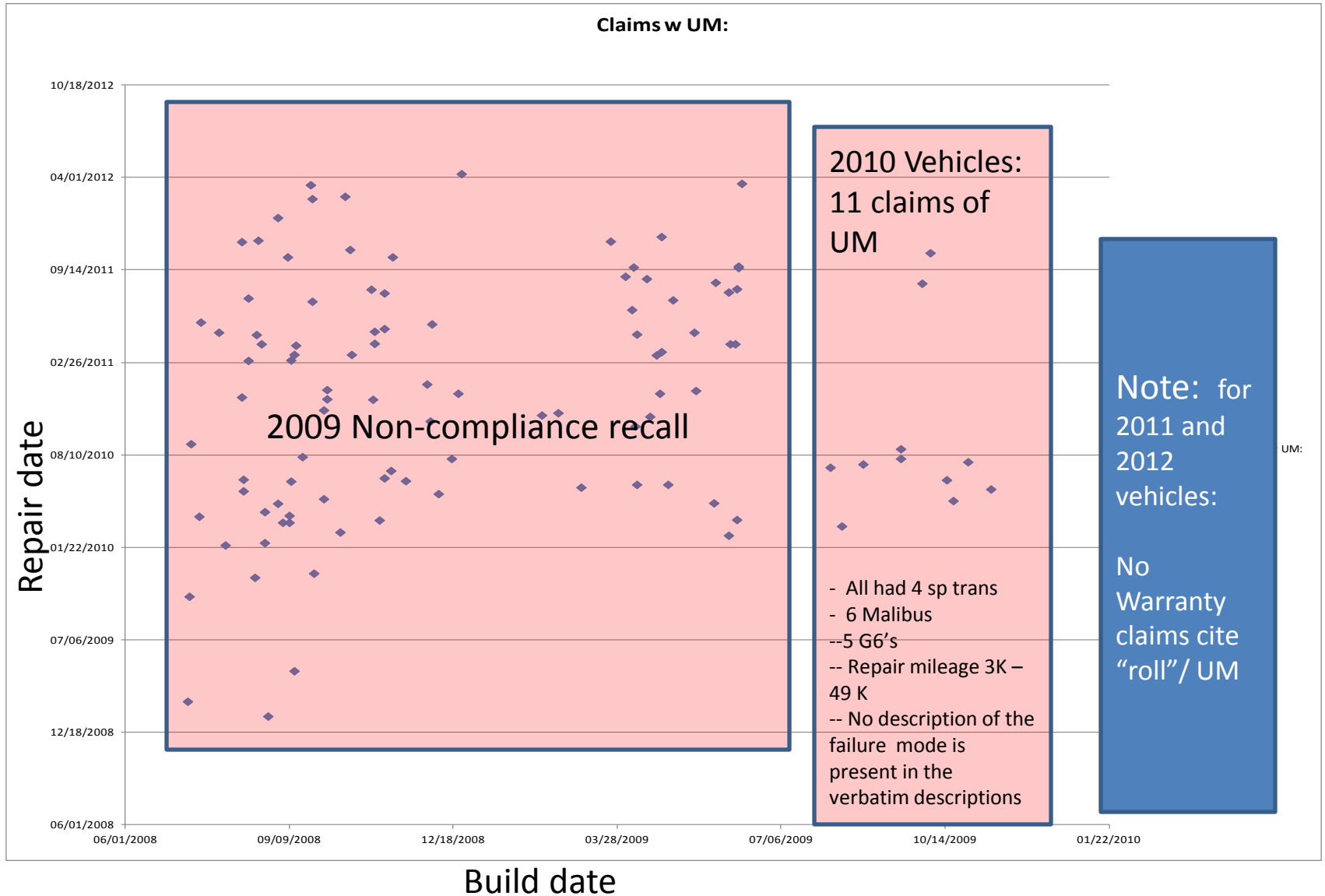
(Warranty claims as of 5/19/2012. Does not include claims which were billed to any Labor Codes designated by the Non-compliance recall of 2009 MY vehicles)



2009 – 2012 Malibu-G6-Aura: All Transmissions, Claims for Shift Cable Replace/Adjust with “K” Labor Codes; Population for Noncompliance recall is highlighted



2009 – 2012 Malibu-G6-Aura: All Transmissions, Claims for Shift Cable Replace/Adjust with “K” Labor Codes which cited Unintended Motion

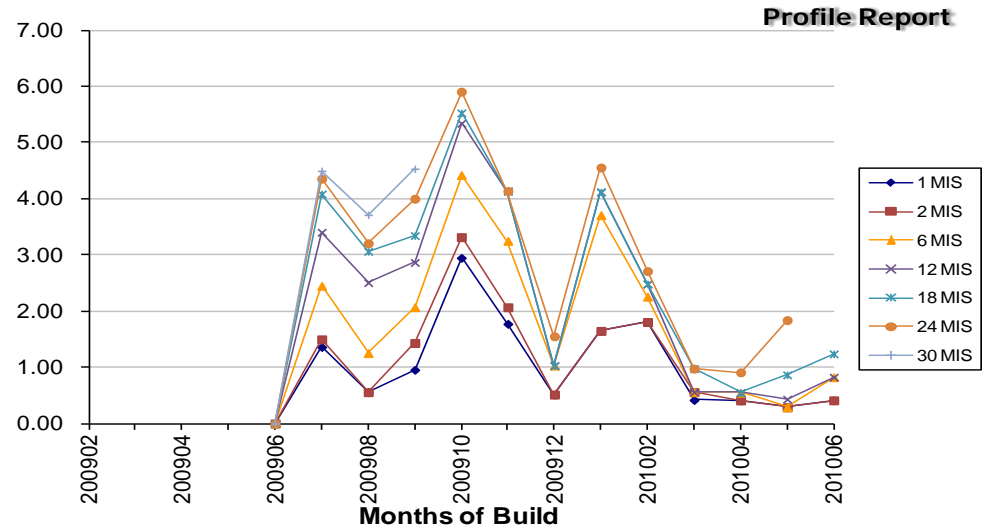


2010 4 -speed Malibu/G6's: Warranty for Cable replace/adjust:

Malibu with 4-speed trans:
6 claims cited unintended motion

Engine	IPTV	Total Cases	Prod Vol
LZ4-ENGINE GAS, 6 CYL, 3.5L	16.57	3	181
LZE-ENGINE FLEX FUEL, 6 CYL, 3.5	7.80	4	513
LAT-ENGINE GAS, 4 CYL, 2.4L	3.80	2	526
LE5-ENGINE GAS, 4 CYL, 2.4L	3.07	147	47,922
LE9-ENGINE GAS, 4 CYL, 2.4L, E85	2.80	38	13,568

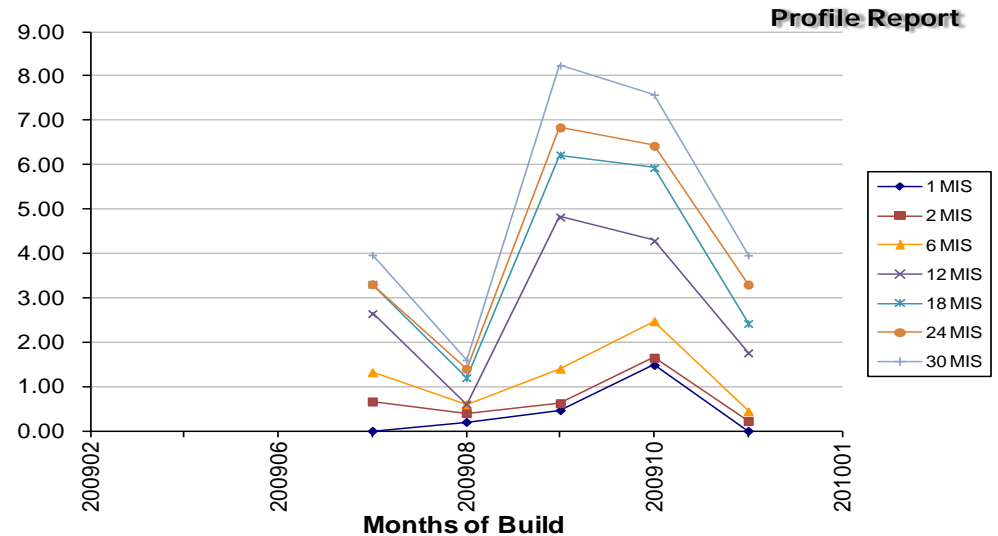
IPTV



G6 with 4-speed trans:
5 claims cited unintended motion

Engine	IPTV	Total Cases	Prod Vol
LZE-ENGINE FLEX FUEL, 6 CYL, 3.5L	20.69	105	5,076
LZ4-ENGINE GAS, 6 CYL, 3.5L	9.56	5	523
LE9-ENGINE GAS, 4 CYL, 2.4L, E85	1.82	24	13,198
LE5-ENGINE GAS, 4 CYL, 2.4L	0.84	4	4,775
LZ9-ENGINE GAS, 6 CYL	0.00	0	6

IPTV



Verbatim descriptions from Cable replacement claims for July – Dec 2009 vehicle builds

BUILD_DA	CAUSAL_VERBATIM	CORRECTION_VERBATIM
07/20/2009	ADJUSTER SLIDE POPPED UP ALLOWING CABLE TO MOVE FREELY	CABLE LOCK CLIP UNSEATED, CALLED TAC CASE 1107454 ADVISED TO REPLACE CABLE. WHEN ORDERING CABLE NOTE IN PARTS CATALOGUE INSTRUCTED TO REPLACE BRACKET WHEN REPLACING CABLE.
07/23/2009	BROKEN SHIFTER CABLE PLASTICS RETAINER WAS CRACKED NEAR TRANS LINKAGE	8159 FOUND THE END FITTING TABS ON THE TRANSMISSION SHIFTER CABLE FRACTURED AND SEPARATED. REPLACED SHIFTER CABLE AND BRACKET.
07/28/2009	SHIFTER CABLE RETAINER CLIP BROKEN WHERE IT GOES ON TRANSMISSION SELECTOR IN ENGINE COMPARTMENT	Several said: CABLE SEPARATION NEAR TRANSMISSION BRACKET FOUND NOT SHIFTING IN TO REVERSE PROPERLY, REPLACE CABLE AND ADJUST, VERIFY PROPER OPERATION.
07/30/2009	BROKEN CLIP AT TRANSMISSION	10004 TECH VERIFIED CONCERN. FOUND ADJUSTER SLIDE POPPED UP ALLOWING CABLE TO MOVE FREELY. ADJUSTER SLIDE CAN EASILY POP BACK UP. TECH REPLACED THE RANGE SELECTOR CABLE AND RE-CHECKED AND OPERATING AS DESIGNED
07/30/2009	Module/Component - Broken CABLE MATERIAL FAILURE	
07/30/2009	SHIFTER CABLE COLLAR AT THE TRANSMISSION BRACKET CAME APART	REROUTED CABLE
07/31/2009	PERFORMED INSPECTION FIND THE CABLE IS BROKEN AT TRANSMISSION NEED TO REPLACE CABLE AND BRACKET	REPLACE FAULTY CRACKED PLASTIC SHIFTER CABLE AND UPDATED BRACKET
08/04/2009	NO DTCS' INSP P/N SWITCH SHIFTER CABLE RETAINER BROKEN UNABLE TO DETERMINE PARK POSITION	34919 SHIFTER CABLE BUSHING WORN-LOOSE. VERIFY CONCERN, FOUND SHIFTER CABLE IS OFF SELECTOR LEVER AT TRANS. REPLACED SHIFTER CABLE AND ROAD TEST, OK AT THIS TIME.
08/05/2009	SHIFTER LOCK CABLE LOCK HAS CAME APART/BROKE.	
08/10/2009	TRANS CABLE BROKEN AT TRANS END	41400 TEST DROVE AND FOUND NO POSITIVE DETENT WHEN SHIFTING FROM DRIVE TO REVERSE. VIS. INSP. FOUND SHIFTER CABLE BROKEN AT TRANSMISSION SIDE. REPLACED SHIFTER CABLE AND ADJUSTED. HAS POSITIVE DETENTS IN ALL GEAR RANGES.
08/26/2009	DIAG.TECH 2 NO CODES STORED IN SYSTEM.FOUND BROKEN TABS ON AUTO TRANS SHIFTER CABLE	
08/27/2009	CABLE CLIP CAME APART CAUSING THE SHIFTER CONCERN	
09/08/2009	TRANS RANGE SHIFTER SELECTOR CABLE BROKEN AT TRANS END.	
09/15/2009	SHIFTER CONTROL CABLE RETAINER BROKEN	
09/24/2009	PLASTIC FATIGUE	
09/28/2009	WHITE RETAINER GASKET IN THE SHIFTER CABLE AT THE TRANS SHIFTER LEVER HAS BROKEN AND FALLEN OUT	
09/28/2009	CABLE RETAINER BROKEN	
09/28/2009	CABLE BUSHING WORN/LOOSE	
09/29/2009	WEAK RETENTION	
09/30/2009	SHIFTER HOUSING CABLE RETAINER CAME APART.	
10/01/2009	SHIFTER CABLE TABS SPLIT/FRACTURED	
10/01/2009	FOUND SHIFTER CABLE BROKEN AT LATCH ON TRANSMISSION	
10/01/2009	CONFIRMED THE COMPLAINT AND FOUND THE SHIFTER CABLE CLIP BROKE AT THE MOUNT	
10/02/2009	FOUND THAT THE FINGERS ON THE CABLE BROKE	
10/06/2009	FOUND SHIFTER NOT READING ,DUE TO SHIFTER CABLE BECAME UNSEATED AND NOT LOCKING IN	
10/15/2009	CABLE LOCK CONN NOT HOLDING	
10/20/2009	VERIFIED COMPLAINT-FOUND BROKEN TRANS CABLE DUE TO IT GETTING IN A BIND AND HAD PULLED BRACKET BACK AND DAMAGED IT AS WELL	
10/28/2009	CABLE LOOSE AT TRANSMISSION PAWL BROKEN	
10/29/2009	DUPLICATED CUSTOMER CONCERN; INSPECTION FOUND SHIFTER CABLE EXTREMELY WORN; COMING APART	
11/03/2009	FOUND SHIFTER CABLE RETAINER AT TRANS SNAPPED	
11/05/2009	BROKEN-FOUND ADJUSTMENT CLIP NEAR TRANS SELECTOR LEVER NOT PROPERLY SECURING TO SHIFTER CABLE	
11/10/2009	FOUND THE ADJUSTER CLIP IN THE SHIFTER CABLE IS NOT KEEPING ADJUSTMENT	
11/23/2009	CABLE DAMAGED BY COOLANT LEAK	

Background

Noncompliance Recall:

Summary of documents and vehicles affected

2009 MY Shift Cable Non-compliance recall due to "Shift Lever Indicator May Not Display Correct Gear"						
Bulletin Number	Date	Subject	Subject vehicles	Build dates	Comments	Repair procedure
9041	Mar-09	Shift cable adjustment clip, or "slider", may not fully engage due to molding short-shot issue. Occurred at low mileage.	Enclave, Traverse, Acadia, Outlook, Cobalt, G5, HHR, Malibu, G6, Aura, all transmission RPO's.	MY 2009 vehicles built from April 2008 to December 2008	Included all unsold vehicles and those with < 3 months in service -- all transmission RPO's.	Dealer is to inspect and test for adjuster lock engagement. Replace cable if necessary.
09041A	Jun-09	Conduit end tabs breaking due to unauthorized regrind material	Added 4-speed Malibu-G6-Auras built through March 2009	June 2008 - March 2009	Supplier admitted to using regrind material starting June 5, 2008.	If tabs are not broken, install "clam-shell" retainer over the shift cable end fitting. If tabs are broken, replace the cable.
9077	Jul-09	Conduit end tabs breaking due to unauthorized regrind material	4-speed Malibu-G6-Auras built after December 2008	2009 MY vehicles built after December 2008		If tabs are not broken, install "clam-shell" retainer over the shift cable end fitting. If tabs are broken, replace the cable.
09077A	Aug-09	Revise population	Added 3000 VIN's to the quoted range			If tabs are not broken, install "clam-shell" retainer over the shift cable end fitting. If tabs are broken, replace the cable.
GMService Parts DCS2306: Retraction Letter for 09041A/09077A	Oct-09	Revise population; some vehicles were not built with the subject shift cables	Rmove 8000 VIN's: mailed retraction letter to customers.			

EA11-015

GM

5-14-2013

Q_15B

_Results_April2012-p

2008 Epsilon Shifter Cable Conduit Static Analysis

Yuan Zhang

April 2012



















EA11-015

GM


5-14-2013

Q_15C

_FPET_Service_parts_Aura_wi
thout_clamshell-p

Epsilon Transmission Shift Cables:

Recent Field Actions by Model, Year, and Cable Supplier

Model Year/ Model	2004	2005	2006	2007	2008		2009		2010
					Built with Legett Platt cables through Oct 2007	Built with Kongsberg cables after Nov 1, 2007	Built through March 2009 were subject of Non-compliance recalls 09V073 and 09V077	Built after March/2009	
GMX 380 Malibu	Vehicles built and serviced with Legett Platt cables. There is no Kongsberg cable designed for these vehicles. (This vehicle is included for reference only.)								
GMX 386 Malibu					Vehicles built with Kongsberg cables - All 4-speed vehicles which did NOT have the clamshell reinforcement installed under the 2009 Non-compliance recall are included in Safety Recall 12V460.				
Pontiac G6		Vehicles built with Leggett Platt cables. VIN's with a warranty claim which may have used a Kongsberg cable are included in the Kongsberg safety recall.			Vehicles built with Kongsberg cables - All 4-speed vehicles which did NOT have the clamshell reinforcement installed under the 2009 Non-compliance recall are included in Safety Recall 12V460.				
Saturn Aura				Vehicles built with Leggett Platt cables were the subject of a Special Coverage field action. See bulletin 11175, Nov. 2011. Vehicles with a claim which may have used a Kongsberg replacement cable are included in the Kongsberg safety recall.	Vehicles built with Kongsberg cables - All 4-speed vehicles which did NOT have the clamshell reinforcement installed under the 2009 Non-compliance recall are included in Safety Recall 12V460.				

Epsilon Transmission Shift Cables:

Recent Field Actions by Model, Year, and Cable Supplier

Model Year/ Model	2004	2005	2006	2007	2008		2009		2010
					Built with Legett Platt cables through Oct 2007	Built with Kongsberg cables after Nov 1, 2007	Built through March 2009 were subject of Non-compliance recalls 09V073 and 09V077	Built after March/2009	
GMX 380 Malibu	Vehicles built and serviced with Legett Platt cables. There is no Kongsberg cable designed for these vehicles. (This vehicle is included for reference only.)								
GMX 386 Malibu					Vehicles built with Kongsberg cables - All 4-speed vehicles which did NOT have the clamshell reinforcement installed under the 2009 Non-compliance recall are included in Safety Recall 12V460.				
Pontiac G6					Vehicles built with Kongsberg cables - All 4-speed vehicles which did NOT have the clamshell reinforcement installed under the 2009 Non-compliance recall are included in Safety Recall 12V460.				
Saturn Aura					Vehicles built with Kongsberg cables - All 4-speed vehicles which did NOT have the clamshell reinforcement installed under the 2009 Non-compliance recall are included in Safety Recall 12V460.				

NHTSA's question: For vehicles which were NOT recalled, but could use the recalled Kongsberg cable as a service part –

How is GM making sure that the customer also gets the clamshell required

Saturn Aura Special Coverage : 11/2011 (Leggett Platt shift cables)

2007 –early MY 2008 with 4-speed transmissions (ME7/MN5)

Safety Recall 12106 Launched (Kongsberg Shift Cable):

NHTSA notified 9/18/2012

SUBJECT: Shift Lever Indicator May Not Display Correct Gear

MODELS: 2008-2010 Chevrolet Malibu

2008-2010 Pontiac G6

2007-2010 Saturn AURA

Equipped with 4-Speed Automatic Transmission (ME7/MN5), and

2005-2008 Pontiac G6

2007-2008 Saturn AURA

Equipped with 4-Speed Automatic Transmission (ME7/MN5) and Serviced with a Suspect Replacement Shift Cable

11/9/2012: Customer letters were mailed for 12106.

12/11/12: Bulletin 12106 sent to dealers.



(continued)

Timeline, continued

01/08/13: Bulletin 12106A was sent to dealers.

Revised to add inspection for subject cable (If L&P Cable present no further action needed)

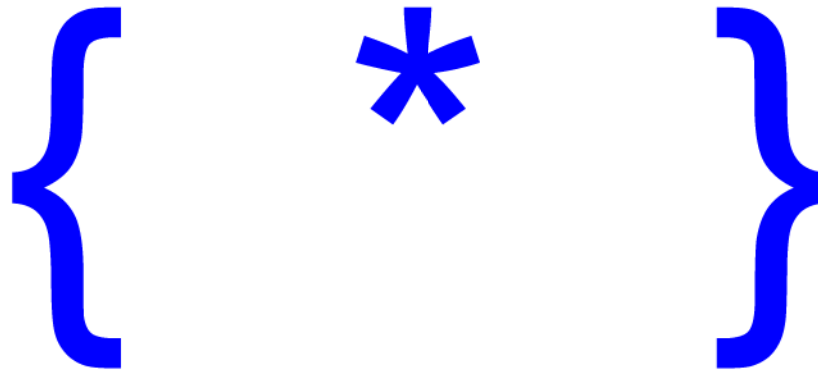
01/24/13: Bulletin 12106B was sent to dealers.

Revised to include an inspection to determine if the clam shell has been installed on the transmission shift cable.

Determine if field action bulletin 09041A has been completed. Inspect the shift cable for the presence of a clam shell cover that surrounds the shift cable locking tabs.

· If the clam shell cover is installed, no further action is required. Refer to the Warranty Transaction Information section of this bulletin. Submit a transaction using labor code V2743.

· If the clam shell cover is NOT installed, determine if the transmission shift cable is a first or second design cable









Backup



Special Coverage
Bulletin



Kongsberg Recall
Bulletin 12106B

EA11-015

GM

5-14-2013

Q_19_N-

110348,+SRX+Shift+Cable,+F

PERC+Mailout-p

2010-2011 SRX – Shift Cable Attachment Transmission Bracket



144,806 Vehicles (Produced and distributed globally)

2010MY & 2011MY built thru June 23, 2011

{ * }

N-110348

Condition:

The transmission shift cable may not be fully seated on the transmission bracket, or not properly routed in the area of the transmission.

Effect of the Condition:

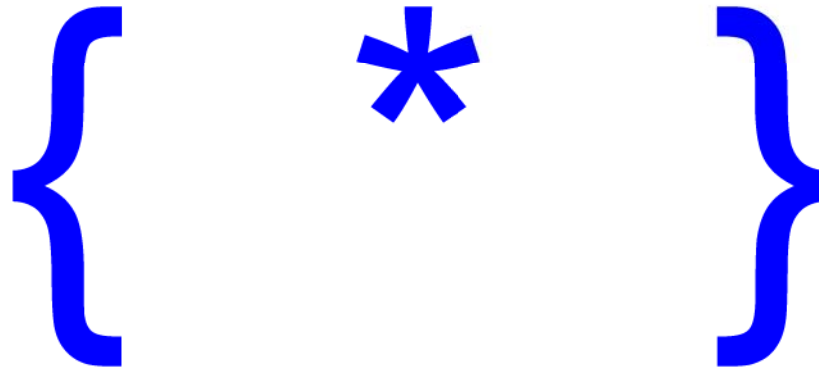
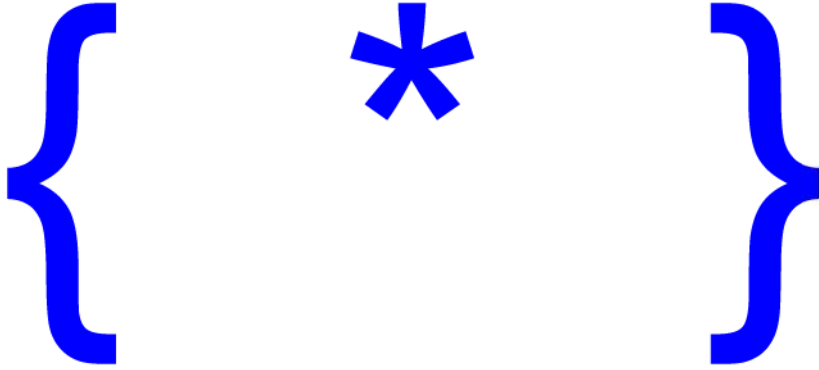
A cable may come out of the transmission bracket and the driver would not be able to shift the transmission into or out of gear resulting in no motion or unexpected vehicle motion. The driver may not be able to restart the vehicle or shift the vehicle into PARK, allowing the vehicle to roll away if the driver has exited the vehicle without applying the park brake.

{ * }

Potential Field Action Category: Potential Safety, or Potential Noncompliance to FMVSS/CMVSS 114
“Theft Prevention and Rollaway Protection”.

{ * }

2010-2011 SRX – Shift Cable Attachment Transmission Bracket





2010-2011 SRX – Shift Cable Attachment Transmission Bracket Known Reports

VOQs: [1 VOQ](#) unintended movement allegation – Not related to subject condition

TREAD: [5 CAC/TAC](#) unintended movement allegations – Not related to subject condition

Warranty Verbatims:

565 Total Claims K5119, K5167, K5168 (3 with no verbatim)

- ↳ 60 Customers indicated “Unintended motion” (2), or “Difficulty selecting a gear” (58) (All causes)
- ↳ 44 Technicians indicated “Cable was loose, broke, or adjusted” (excluding Manual Shaft Lvr Nut & other)
- ↳ 18 Technicians indicated the cable may have been out of or not retained at the transmission bracket”

Warranty Verbatim

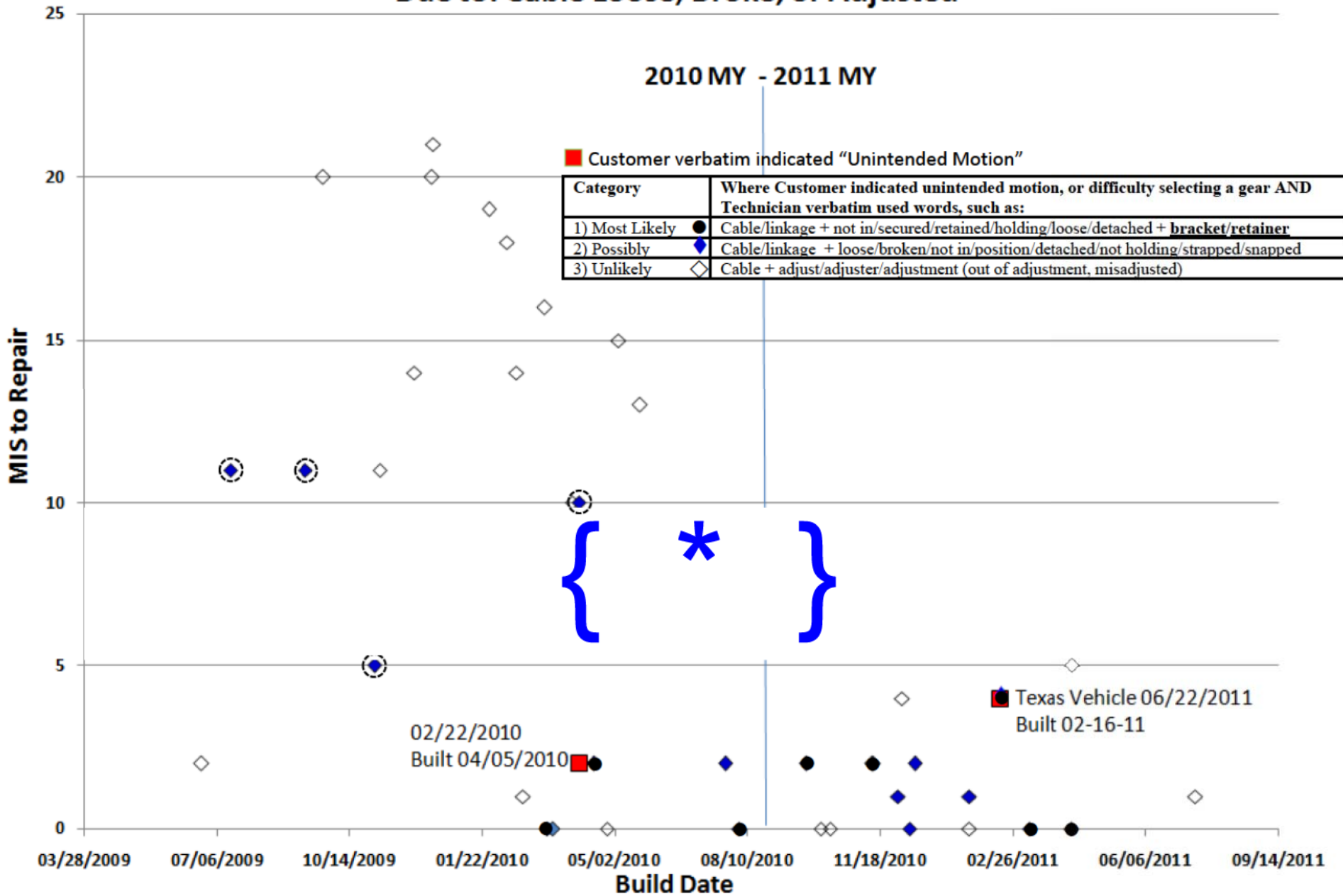
Suspect Population global sales: 138,000
(US & CA Sales: 110,000)

	Reports	Reports/10K
Cable was loose, broke, adjusted	44	3.18/10K
↳ Cable was out of bracket at Trans	18	1.30/10K
↳ Unintended Motion (1) Cable out of bracket, (1) Cable Adjusted	2	0.14/10K

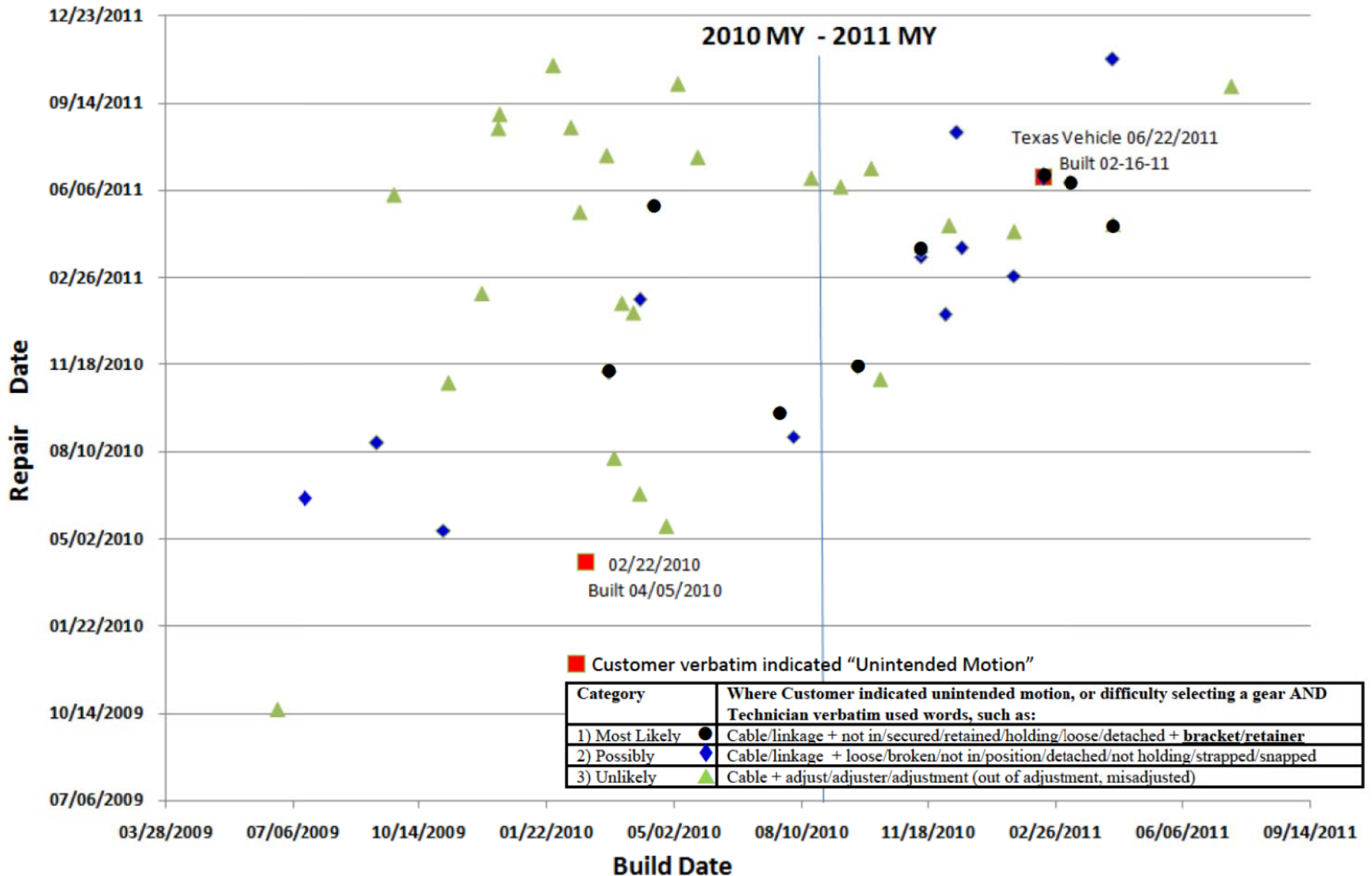
K5119, AUTOMATIC TRANSMISSION RANGE SELECTOR LEVER REPLACEMENT
K5167, RANGE SELECTOR LEVER CABLE ADJUSTMENT
K5168, RANGE SELECTOR LEVER CABLE REPLACEMENT

[Verbatims](#)
[Report History](#)

2010-2011 SRX – Shift Cable Attachment Transmission Bracket Customer Verbatims of Unintended Motion or Difficulty Selecting a Gear Due to: Cable Loose, Broke, or Adjusted



2010-2011 SRX – Shift Cable Attachment Transmission Bracket Customer Verbatims of Unintended Motion or Difficulty Selecting a Gear Due to: Cable Loose, Broke, or Adjusted



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2010-2011 SRX – Shift Cable Attachment Transmission Bracket

Summary

Reported Cases:

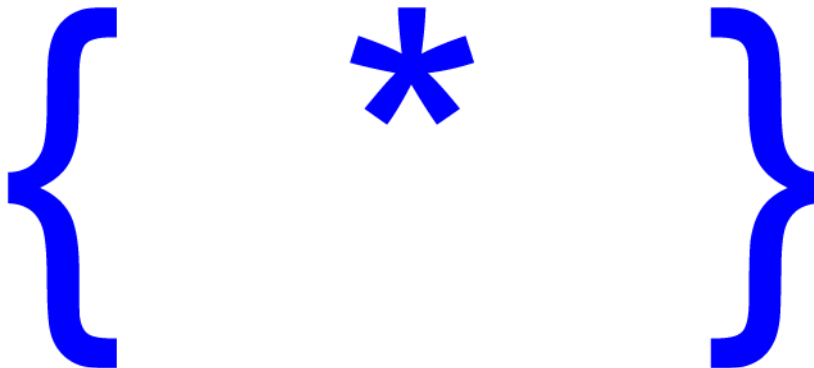
0 **VOQs & TREAD** records related to subject condition

Warranty Reports – very low rate with continued trend

Warranty Verbatim

Suspect Population global sales: 138,000

	Reports	Reports/10K
Cable was loose, broke, adjusted	44	3.18/10K
↳ Cable was out of bracket at Trans	18	1.30/10K
↳ Unintended Motion (1) Cable out of bracket, (1) Cable Adjusted	2	0.14/10K



2010-2011 SRX – Shift Cable Attachment Transmission Bracket

2011 MY Warranty Claims: Post Containment

VIN	MY	BUILD DATE	REPAIR AGE	MILEAGE	LBROP	LBROP_DESC	CAUSAL P/N	CAUSAL NAME	CUSTOMER_VERBATIM	CAUSAL_VERBATIM	CORRECTION_VERBATIM
CS503974	2012	07/29/2011	2	1835	K5110	TRANSMISSION CONTROL LEVER KNOB REPLACEMENT	20865677	KNOB	CUSTOMER STATES GEARSHIFTER KNOB SPLITTING PART IN	GEAR SHIFT KNOB WOODGRAIN SPLITTING	REMOVE AND REPLACE GEAR SELECTOR KNOB
IBS680096	2011	07/14/2011	1	51	K5168	RANGE SELECTOR LEVER CABLE REPLACEMENT	20999986		VEHICLE WILL NOT SHIFT OUT OF PARK.	SHIFTER CABLE BROKEN	VEHICLES SHIFTER CABLE INTRRNALLY BROKEN . REPLACE SHIFTER CABLE
BS673496	2011	06/24/2011	2	649	K5110	TRANSMISSION CONTROL LEVER KNOB REPLACEMENT	20865677	KNOB	SHIFT LEVER HARD TO GET INTO PARK S.O.P. IN	SHIFTER KNOB DISENGAGES	REPLACE KNOB ASSEMBLY
IBS680760	2011	07/14/2011	1	572	K5167	RANGE SELECTOR LEVER CABLE ADJUSTMENT			VEHICLE HARD TO GET OUT OF PARK	VERIFIED	ADJUSTED RANGE SELECTOR,OK AT THIS TIME
IBS673566	2011	06/27/2011	2	2891	K5167	RANGE SELECTOR LEVER CABLE ADJUSTMENT			SHIFTER READS IN PARK AT PRINDLE. INFO CENTER MESSAGE READS OUTOF PARK. RADIO STAYS ON	TAC CASE WITH SIMILAR VEHICLE.	ADJUSTED SIFTER LINKAGE
CS514079	2012	09/07/2011	1	88	K5110	TRANSMISSION CONTROL LEVER KNOB REPLACEMENT	20865677	KNOB	CUSTOMER STATES SHIFTER HANDLE IS SEPERATING/ LOOKS LIKE HEAT CRACKS	MATERIAL CRACK SHIFTER KNOB	CHECK AND REPLACE SHIFTER KNOB ASSY

- Report Date: 12-08-11
- Labor Codes: K5110 , K5119 , K5167 , K5168 , K5175 , K5180
- Average exposure: 200 days
- Volume Sold during reporting period: 9,306 units
- Cable Adjust/Replace rate based on 2 reports: **2.15/10K**

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2010-2011 SRX – Shift Cable Attachment Transmission Bracket

Backup

LAU 2.8L Turbo with MXE transmission (Shift Cable p/n 20999987)

LF1 3.0L 6 Cyl with MH2/MH4 transmission (Shift Cable 20999986)



Supplier:

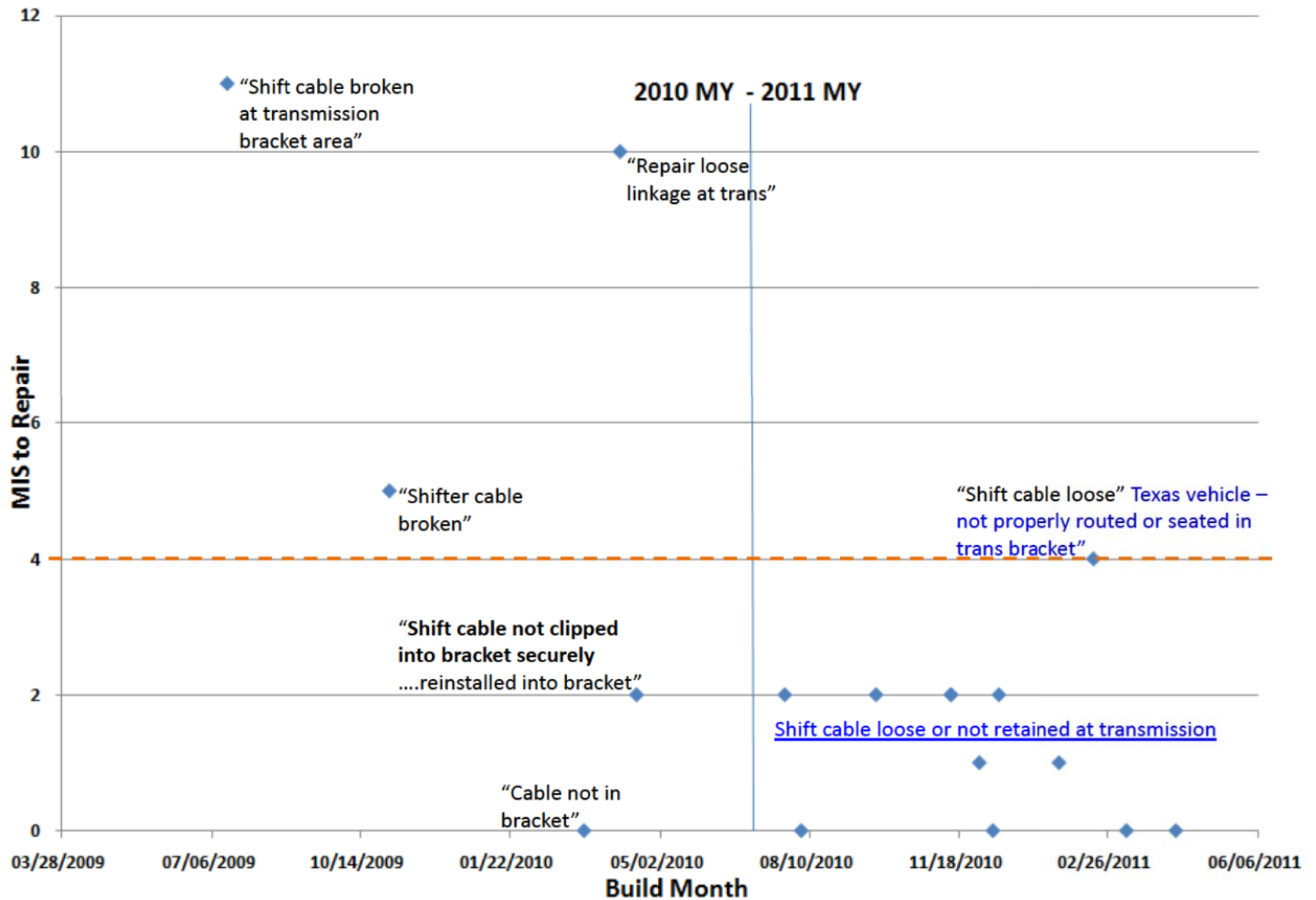
Infac Corporation

Richard Kim

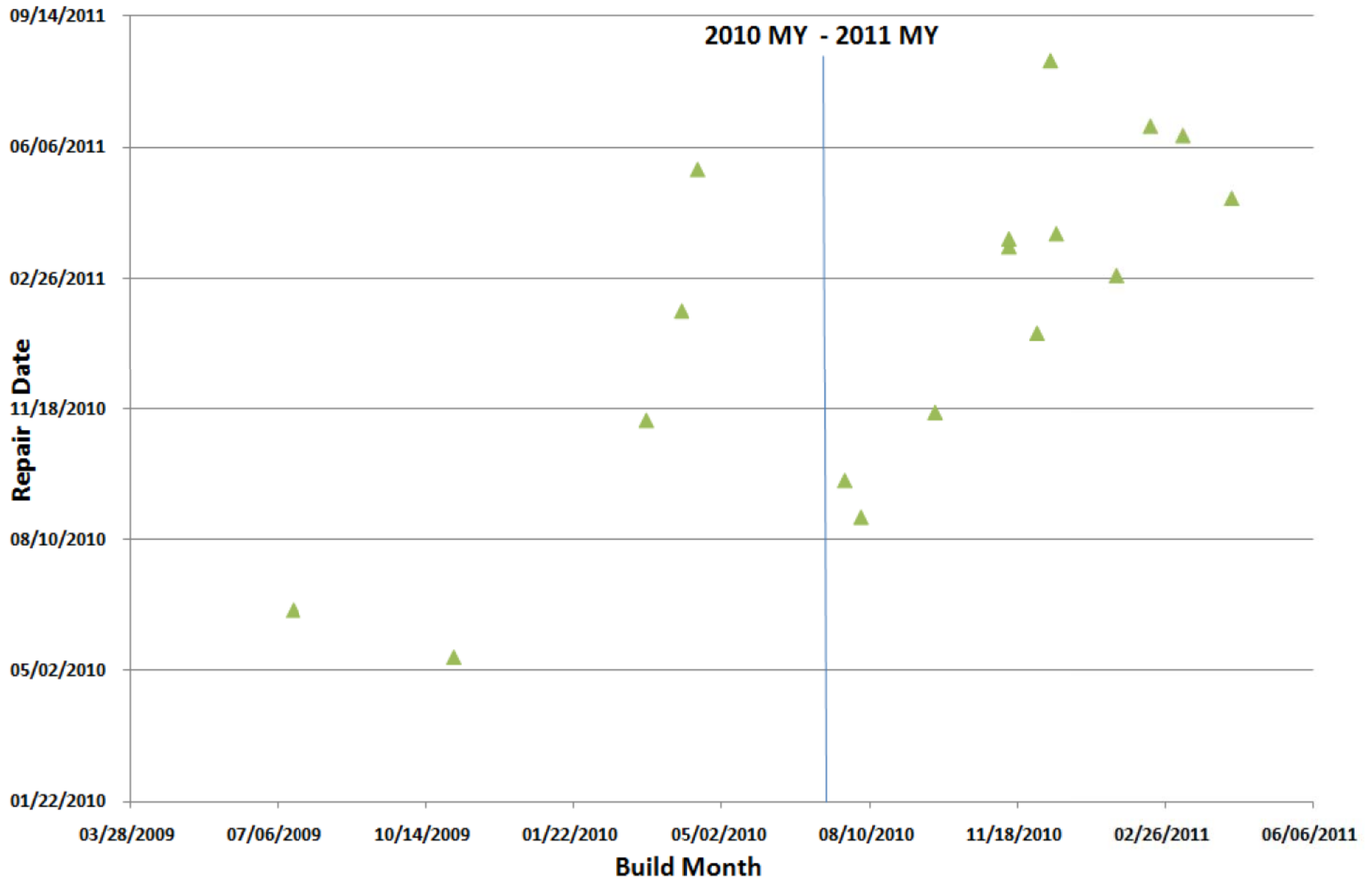
248 444-4972

Richard.kim@infac.co.kr

2010-2011 SRX – Shift Cable Attachment Transmission Bracket Cable Loose or Out of Transmission Bracket

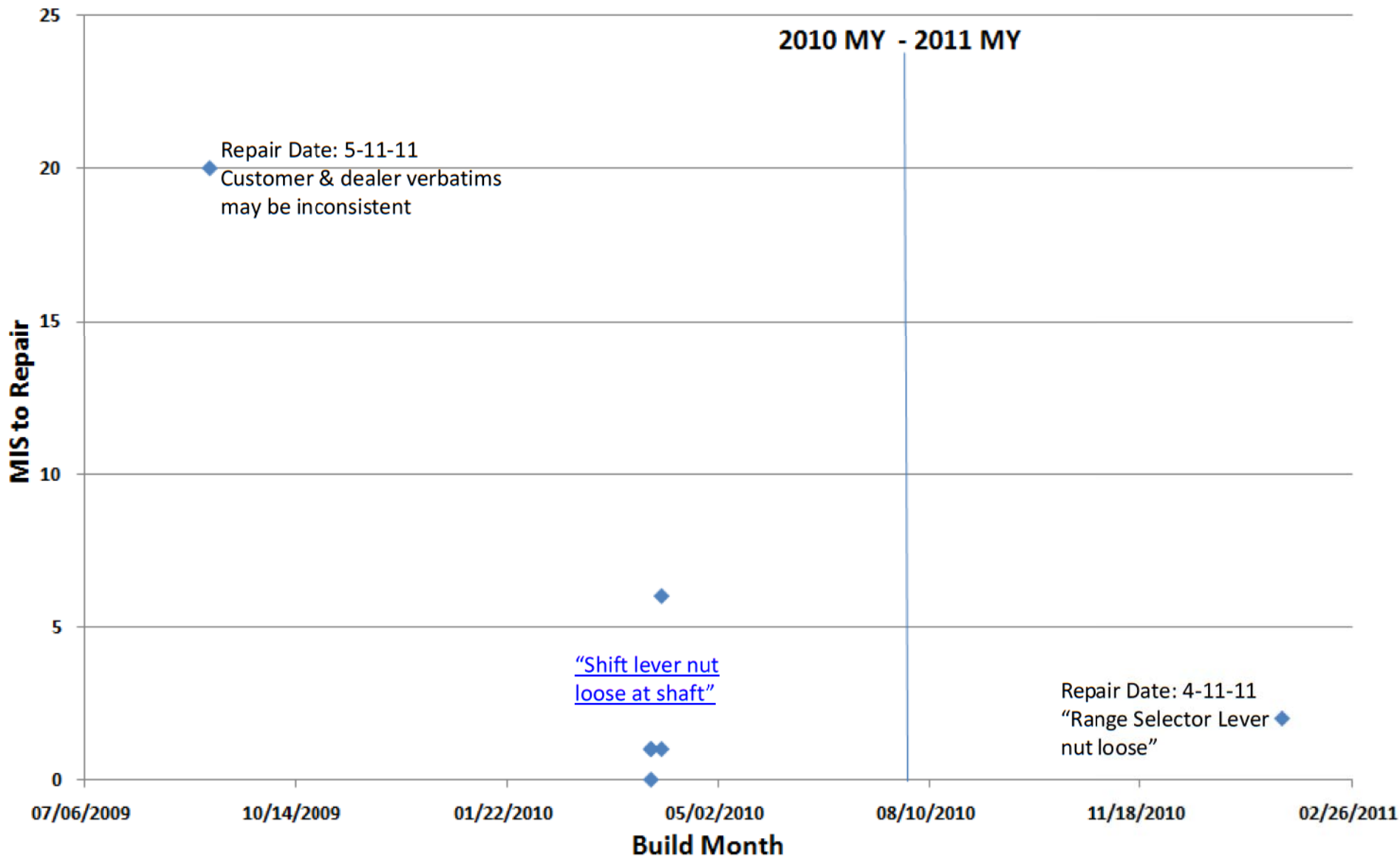


2010-2011 SRX – Shift Cable Attachment Transmission Bracket Cable Loose or Out of Transmission Bracket

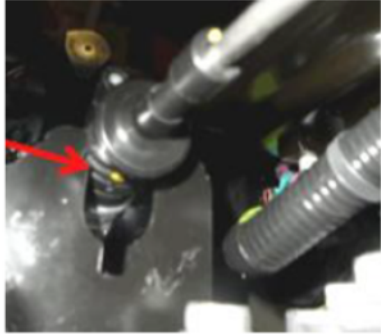


2010-2011 SRX – Shift Cable Attachment Transmission Bracket Manual Shaft Lever or Nut Loose


Reports show no indication of a trend, or new incidents in more than 6 months



Recent Transmission Cable Investigations


N-11-1-11 JV	2010-2011 Cadillac SRX	<p style="text-align: center;">{ * }</p> 	<p style="text-align: center;">{ * }</p>	144,806 vehicles built through 6-23-11 0 VOQs 0 TREAD 49 Dealer verbatims..... Nut Loose, Cable Loose, Cable Adjust 61 Customer verbatims..... Motion, Difficulty selecting gear 2 w/motion, 0 crash/injury..... <p style="text-align: center;">{ * }</p>	VOQs: 0 VOQs /1K Reports: 3.55/10K 4.42/10K Reports w/Motion: 0.14/10K 15.5 IPTV
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(SRX)....Field Report on 6-22-11, Texas customer letter. [NHTSA Investigations](#)

N-110142 Noncompl 4-29-11 JV #74	2011 Cruze	<p style="text-align: center;">{ * }</p> transmission "manual shaft" lever. 	<p style="text-align: center;">{ * }</p> <p>1) The transmission gear position may not match the gear indication on the shifter (vehicle won't start or may roll).</p> <p>2) The operator may be able to remove the key from the ignition with shifter in Park Position while the transmission is not in Park (may roll).</p>	111,235 units (84,182 Sold) <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>-Cannot get into Drive</td> <td style="text-align: right;">138</td> </tr> <tr> <td>-Cannot get into Park</td> <td style="text-align: right;">3</td> </tr> <tr> <td>-Cannot remove Key</td> <td style="text-align: right;">4</td> </tr> <tr> <td>-Shift indicator wrong</td> <td style="text-align: right;">3</td> </tr> <tr> <td>-Vehicle rolls</td> <td style="text-align: right;">2</td> </tr> <tr> <td>Other (2 could not start)</td> <td style="text-align: right;">6</td> </tr> <tr> <td style="text-align: right;">Total VINs</td> <td style="text-align: right;">156</td> </tr> </table> <p>1) "trans gear may not match lever" = 138+3+3+2+2</p> <p>2) "unable to remove key" = 4</p>	-Cannot get into Drive	138	-Cannot get into Park	3	-Cannot remove Key	4	-Shift indicator wrong	3	-Vehicle rolls	2	Other (2 could not start)	6	Total VINs	156	Sold Vol: Overall: 18.5 /10k Rolls: 0.24 /10K
-Cannot get into Drive	138																		
-Cannot get into Park	3																		
-Cannot remove Key	4																		
-Shift indicator wrong	3																		
-Vehicle rolls	2																		
Other (2 could not start)	6																		
Total VINs	156																		

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Recent Transmission Cable Investigations

ETQ #	Vehicle	Condition	EOVP	Vol	Frequency
N-090041 Noncompl 3-06-09	2009 Epsilon, Lambda, Delta	<p>{ * }</p> 	<p>1) The shift lever gear position on the transmission may not match the gear indication on the shifter (vehicle may not start or may roll). 2) The driver may be able to remove the key from the ignition with the shifter in Park while the shift lever on the transmission is not in Park (vehicle may roll).</p>	<p>374,456 units.</p> <p><u>"Will Not Start"</u> Malibu, Aura, G6* 124 Cobalt, G5, HHR 64 Acadia, Outlook, Enclave, Traverse 27</p> <p><u>"Vehicle rolls"</u> Malibu, Aura, G6 4 @ 2, 2, 5, and 15 miles Cobalt, G5, HHR 2 @ 2 and 6,266 miles Acadia, Outlook, Enclave, Traverse 3 @ 5, 11, and 44 miles</p>	<p>5.7 /10k</p>
N-090077 Noncompl 5-20-09					<p>0.24 /10k</p>

ETQ #	Vehicle	Condition	EOVP	Vol	Frequency
N-110181 Noncompl 6-27-11	2011 MST GMT355 GMC Canyon, Chev Colorado	<p>{ * }</p> 	<p>Adjust clip may not retain the shift cable. 1) The transmission gear position may not match the gear indication on the shifter (vehicle won't start or may roll). 2) The operator may be able to remove the key from the ignition with shifter in Park Position while the transmission is not in Park (may roll).</p>	<p>9,977 vehicles</p> <ul style="list-style-type: none"> No VOQs 3 related warranty verbatims 	<p>0 VOQ/1K</p>
JV #76					<p>230-320 IPTV</p>

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2010-2011 SRX – Shift Cable Attachment Transmission Bracket

FMVSS/CMVSS 114

S5.2.1 Except as specified in S5.2.3, the starting system required by S5.1 must prevent key removal when tested according to the procedures in S6, unless the transmission or gear selection control is locked in “park” or becomes locked in “park” as a direct result of key removal.

S5.2.5 When tested in accordance with S6.2.2, each vehicle must not move more than 150 mm on a 10 percent grade when the gear selection control is locked in "park."



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2010-2011 SRX – Shift Cable Attachment Transmission Bracket

> push button start is standard equipment



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2010-2011 SRX – Shift Cable Attachment Transmission Bracket

VOQs

	2010	2011
Speed Control	3 (0)	1 (0)
Auto Transmission	2 (0)	2 (0)
Locks/Latches	2 (0)	1 (0)*

*** One unintended movement VOQ – Not related to subject condition**

2011 SRX, Reported 5-3-11. ODI #10403996

I PARKED MY 2011 CADILLAC MODEL SRX IN THE GARAGE AND WALKED AWAY FROM IT AND CLOSED MY GARAGE DOOR. ONE HOUR LATER I OPENED THE GARAGE DOOR AND THE VEHICLE ROLLED DOWN MY DRIVEWAY AND OVER A CURB AND HIT A TREE. THE CAR WAS IN DRIVE.

ON A NORMAL AUTOMOBILE THE DRIVER NEEDS TO PUT THE CAR IN PARK IN ORDER TO REMOVE THE KEY. THIS FEATURE IS NOT INCORPORATED IN MY NEW CADILLAC. IT USES AN ELECTRONIC KEY THAT CAN REMAIN IN YOUR POCKET. THERE WAS NO INDICATION THAT I WAS LEAVING THE CAR IN DRIVE

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2010-2011 SRX – Shift Cable Attachment Transmission Bracket 2010-2011 MY Warranty Claims of Unintended Motion

VIN	MY	BUILD DATE	REPAIR AGE (mths)	MILES			CORRECTION_VERBATIM
					{ * }		
BS610699	2011	02/16/2011	4	9535	CUSTOMER STATES THAT WHEN THE VEHICLE WAS ON A INCLINE, THE DRIVER PLACED THE VEHICLE INTO DRIVE, BUT THE CAR STARTED TO GO BACKWARD LIKE IT WAS IN REVERSE. CUSTOMER HAS TROUBLE STOPPING THE UNIT BUT WHEN HE DID PLACE IN PARK, THE UNIT WOULD STILL ROLL BACKWARD AND NOW THE SHIFTER IS STUCK IN PARK.	SHIFT CABLE LOOSE	ADJUST SHIFT CABLE K5167 0.0 ADJUST SHIFT CABLE SO THAT CUSTOMER COULD DRIVE VEHICLE WHILE PART WAS ON ORDER. WHEN PART CAME IN CUSTOMER BROUGHT VEHICLE BACK IN AND WE REPLACED THE CABLE
"Texas complaint vehicle"							
AS592913	2010	02/22/2010	1	1291	WARR.CUSTOMER STATES SHIFT CAR INTO DRIVE SHIFT IND.SHOWS DRIVE BUT CAR WILL TRAVEL BACKWARDS,CUSTOMER STATES WHEN THIS HAPPENS BACK UP CAMERA DOES COME ON AND SHOWS VIEW OF REAR OF THE CAR.(CODE P182E PRESENT)	SHIFTER OUT OF ADJUSTMENT	RANGE SELECTOR LEVER CABLE ADJUSTMENT

[Return to Warranty Claims](#)

2010-2011 SRX – Shift Cable Attachment Transmission Bracket 2010 MY Warranty Verbatims – Shift Cable not in Position

VIN	MY	BUILD DATE	REPAIR AGE (mths)	MILES		CORRECTION_VERBATIM
					{ * }	
AS603850	2010	03/12/2010	0	4880	C/S SHIFT INDICATOR SHOWS REVERSE , SHIFTER IS IN CABLE NOT IN BRACKET PARK . VEHICLE WILL NOT START.	NESS TO INSPECT AND INSTALL SHIFT CABLE INTO BRACKET AND RETEST
AS621323	2010	04/16/2010	2	1347	C/S THE TRANSMISSION IS IS NUETRAL WITH THE SHIFTER LEVER IN PARK	1347 FOUND THAT THE VEHICLE WAS IN NEUTRAL UNABLE TO SHIFT. INSPECTED AND FOUND SHIFT CONTROL CABLE NOT CLIPPED INTO BRACKET SECURELY . UNCLIPPED CABLE AND REINSTALLED INTO BRACKET MAKING SURE LOCK IS LOCKED INTO PLACE. RETESTED AND VERIFIED REPAIRS AT THIS TIME
AS544263	2010	11/02/2009	5	1803	CUSTOMER STATES SHIFTER IS HARD TO PUT INTO DRIVE DOES NOT ALWAYS LIGHT UP	SHIFTER CABLE BROKEN K5168 PERFORMED DIAGNOSIS, FOUND SHIFTER CABLE BROKEN. REPLACED SHIFTER CABLE.
AS614886	2010	04/05/2010	10	9802	CUSTOMER STATES VEHICLE WILL NOT OPERATE IN DRIVE WILL ONLY MOVE IN REVRSE, PLEASE CHECK AND ADVISE	LINKAGE LOOSE REPAIR LOOSE LINKAGE AT TRANS
AS504043	2010	07/16/2009	11	9870	CUSTOMER STATES: WONT START TOWED IN/MARLA WENT TO AUTOMALL, AND THEN CAR WOULDN'T START/ AUTOMALL TOLD HER THEY THOUGHT MAYBE A SHIFT CABLE CAME OFF	SHIFT CABLE BROKEN AT TRANSMISSION BRACKET AREA. REPLACE CABLE.

[Return to Warranty Claims](#)

2010-2011 SRX – Shift Cable Attachment Transmission Bracket 2011 MY Warranty Verbatims – Shift Cable not in Position

VIN	MY	BUILD DATE	REPAIR AGE (mths)	MILES		{ * }	CORRECTION_VERBATIM
BS581297	2011	12/10/2010	0	12	0342-UNABLE TO SHIFT OUT OF REVERSE - ADVISE	SHIFT CABLE NOT IN POSITION	20 6581 FOUND VEHICLE IS STUCK IN REVERSE. FOUND CABLE IS NOT IN POSITION. REINSTALLED SHIFT CABLE. VEHICLE NOW SHIFTS PROPERLY.
BS514400	2011	08/04/2010	0	6	VEHICLE STUCK ION REVERSE . WILL NOT START.CHECK AND ADVISE.	SHIFT CABLE NOT SECURED AT TRANS. #897 5025 K5168 .3	INSPECT SHIFT CABLE & FOUND NOT LOCKED INTO RETAINER AT TRANS. SECURE SHIFT CABLE INTO TRANS RETAINER
BS623266	2011	03/10/2011	0	7	0190 - DRIVABILITY - OTHER ISSUES / REPAIR VEHICLE IS STUCK IN REVERSE /	LOOSE	STRAIGHTEN BENT CABLE BRACKET READJUST AND REATTACH SHIFTER CABLE
BS639973	2011	04/12/2011	0	2	CUSTOMER STATES UNIT WILL NOT START UNIT IN PARK BUT NEEDLE ON DASH SAYS REVERSE	FOUND SHIFT CABLE LOOSE NOT IN RETAINER AT TRANSMISSION	REPAIR SHIFT CABLE
BS574565	2011	12/01/2010	1	679	towed in-vehicle will not shift out of park	range selector lever cable came loose and partially disconnected	adjust trans shifter cale to specs
BS599041	2011	01/24/2011	1	115	CORRECT CAUSE OF NO FORWARD GEAR -- NEW DELIVERY--	INSPECTED AND FOUND SHIFT CABLE ADJUSTOR BROKEN	REPLACED SHIFT CABLE AND ADJUSTED CABLE ROADTESTED ALL OK
BS510002	2011	07/24/2010	2	1823	VEHICLE WILL NOT MOVE WHEN SHIFTED OUT OF PARK Was billed to K5110. Changed to K5119 for sorting.	OUT OF ADJUSTMENT	1823 LINKAGE AT SELECTOR SHAFT DETACHED
BS582844	2011	12/14/2010	2	960	C/S SHIFTER CABLE CAME LOOSE CHECK VEH OVER \	FOUND CABLE NOT STRAPPED IN CORRECTLY.	CHECKED SHIFTER CABLE ADJUSTMENT CHECKED CABLE RETENSIONER AND LOCKS NO REPAIRS NEC NOT
BS538229	2011	09/23/2010	2	200	WILL NOT SHIFT INTO PARK OR GEAR . ROADSIDE HAD TO OVERRIDE THE INTERLOCK TO GET THE CAR HERE	SHIFT CABLE CAME OUT OF RETAINER UNDER HOOD	FOUND THAT THE SHIFT CABLE HAD COME OUT OF THE RETAINER UNDER THE HOOD NOT ALLOWING THE TRANSMISSION TO GO INTO PARK AND CAUSING THE SHIFTER TO LOCK UP. RESECURED THE SHIFTER CABLE
BS566809	2011	11/12/2010	2	1623	CUST STATES WONT SHIFT INTO DRIVE.	CABLE IS NOT HOLDING TO CONNECTOR ON TRANSMISSION	1623 CABLE FRACTURED SHIFT CABLE KEPT POPPING OFF OF SHIFTER IN CONSOLE CALLED TAC EXPLAINED TO THEM WHAT I FOUND CABLE KEPT BINDING AND POPPING OFF TAC CASE # 71-930679835
BS566809	2011	11/12/2010	2	2005	CUST. STATES SHIFTER IS MOVING FREELY.WILL NOT GO INTO GEAR . WAS AT MOS ES IN CHARLESTON FOR SAME.THEY ORDERED CABLE.CABLE NOT INYET.	SHIFTER MOVING FREELY PLASTIC HOUSING SNAPPED ON NBO SELLING DEALER CAME TO GET	2005 SHIFTER CABLE PLASTIC HOUSING SNAPPED.ORDERED CABLE.CUSTOMER CAME AND PICKED UP CAR BEFORE REPAIRS MADE
BS610699	2011	02/16/2011	4	9535	CUSTOMER STATES THAT WHEN THE VEHICLE WAS ON A INCLINE, THE DRIVER PLACED THE VEHICLE INTO DRIVE, BUT THE CAR STARTED TO GO BACKWARD LIKE IT WAS IN REVERSE . CUSTOMER HAS TROUBLE STOPPING THE UNIT BUT WHEN HE DID PLACE IN PARK , THE UNIT WOULD STILL ROLL BACKWARD AND NOW THE SHIFTER IS STUCK IN PARK .	SHIFT CABLE LOOSE	ADJUST SHIFT CABLE K5167 0.0 ADJUST SHIFT CABLE SO THAT CUSTOMER COULD DRIVE VEHICLE WHILE PART WAS ON ORDER. WHEN PART CAME IN CUSTOMER BROUGHT VEHICLE BACK IN AND WE REPLACED THE CABLE

[Return to Warranty Claims](#)

[Return to Warranty Chart](#)

2010-2011 SRX – Shift Cable Attachment Transmission Bracket 2010-11 MY Warranty Verbatims – Manual Shaft Lever Nut

BUILD DATE	MIS	MILES		{ * }	CORRECTION VERBATIM
04/05/2010	0	51	VEH WONT MOVE IN DRIVE OR REV.CUST. GONE PER BERNARD J. MAILED COPY.	5025 SHIFT LEVER NUT LOOSE AT SHAFT	DIAG & UNABLE TO ADJ. CK OUT & FOUND SLIGHT MOVEMENT AT LEVER TO SHAFT . REMOVE & INSPECT LEVER & SHAFT FOR DAMAGE & BOTH OK.REINSTALL LEVER & TIGHTEN. ADJ SHIFT LINKAGE & TEST DETENT S OK.
03/31/2010	0	11	CUSTOMER STATES PRNDL SHOWS IN NUETRAL WHEN CAR IS IN DRIVE	SHIFT CABLE TO TRANS LOOSE	TIGHTEN NUT & ADJUST CABLE K5167/3 CC-0621 FC-5011
03/31/2010	0	6	SHIFT LINKAGE WILL NOT ALLOW TRANS TO SHIFT INTO DRIVE	LOOSE BOLT ON LEVER K5167	TIGHTENED LOOSE RANGE SELECTOR LEVER RETAINER NUT & ADJUSTED CABLE.
03/31/2010	1	789	SHIFTER WILL NOT GO INTO DRIVE.JUMPS OUT OF GEAR .	RETAINING NUT LOOSE	CHECKED SYSTEM FOR CODES P1876 PERFORMED CIRCUIT CK.ON SHIFTER CK.CABLE FOUND SHIFT LINKAGE RETAINING NUT LOOSE REMOVED NUTAND ADDED BLUE LOCKTIGHT AND RETORQUED CLEARED CODE AND ROAD TESTED OK AT THIS TIME
01/24/2011	1	1995	REPORT ON VEHICLE WILL NOT SHIFT INTO DRIVER-TAKES SEVERAL ATTEMPTS BEFORE SHIFTER DOES ENGAGE INTO DRIVER	TRANSMISSION RANGE SELECTOR LEVER NUT LOOSE	REPLACED TRANSMISSION RANGE SELECTOR LEVER ANDAPPLIED THREADLOCKER AND TORQUED TO SPEC.
04/05/2010	6	4655	CUST STS GEAR SHIFTER LINKAGE IS MISSED ADJUSTED AND ISNT GOING INTO D RIVE AT TIMES,SEE ADVISOR	NUT ON RANGE SELECTOR AT TRANS LOOSE	INSTALLED LOCKTITE AND RESECURED AS NECESSARY. FAILURE CODE 3025. TECH 573
09/03/2009	19	35443	CUST STATES AFTER SHIFTING VEHICLE INTO PARK , IT DOESNT READ PARK . MES SAGE DISPLAYS SHIFT INTO PARK	MANUAL SHIFT LEVER LOOSE IN SHAFT	R-R MANUAL SHIFT LEVER TO REPAIR LOOSENESS IN SHAFT



[Return to Warranty Claims](#)

[Return to Warranty Chart](#)

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2010-2011 SRX – Shift Cable Attachment Transmission Bracket

Texas vehicle, VIN 3GYFNAEY8BS610699

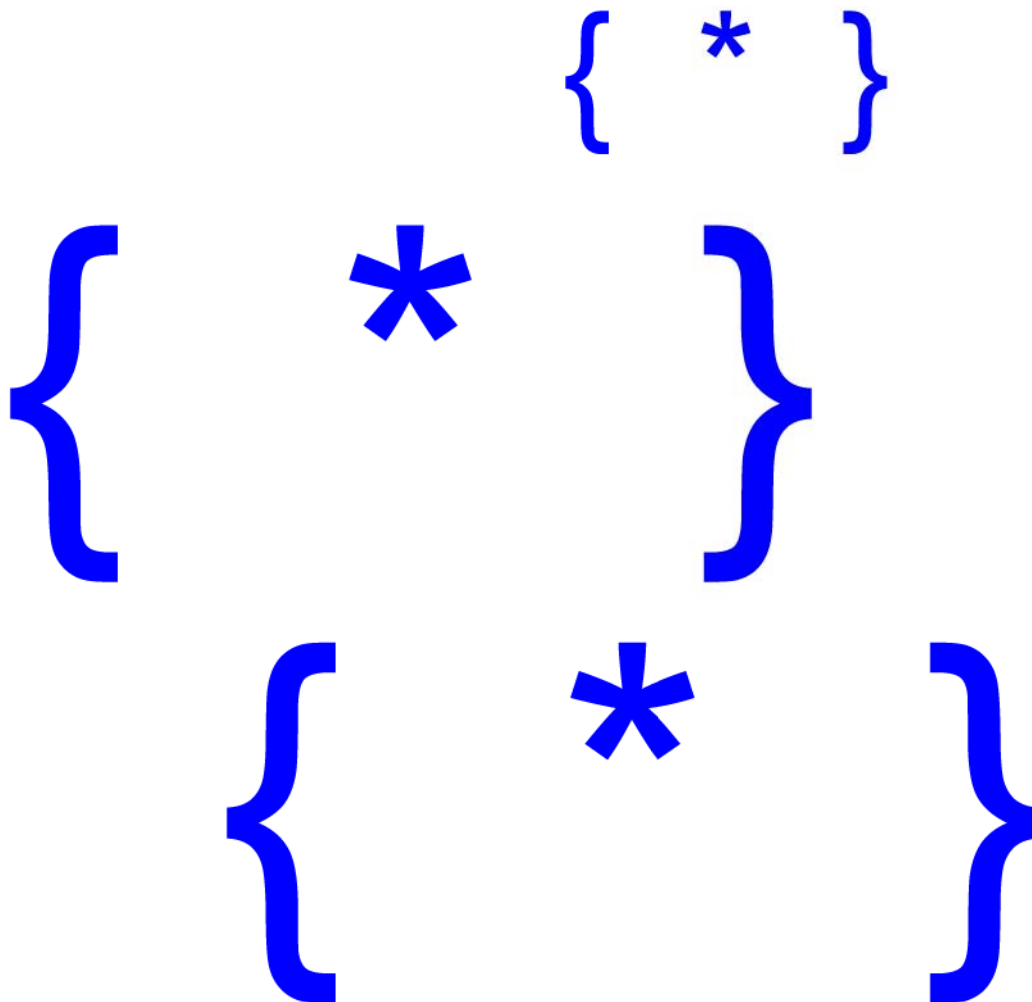
Shift cable was not connected at transmission bracket.

Photo provided by Service Manager at the Frank Kent Cadillac (Photo DSC00825.)



[Discovery Slide](#)

2010-2011 SRX – Shift Cable Attachment Transmission Bracket



[Return](#)

EA11-015

GM

5-14-2013

Q_19

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110348,+SRX+Shift+Cable,+F
PET+mailout+12-7-11-p

2010-2011 SRX – Shift Cable Attachment Transmission Bracket



144,806 Vehicles (Produced and distributed globally)

2010MY & 2011MY built thru June 23, 2011

Cost Estimate: \$tbd

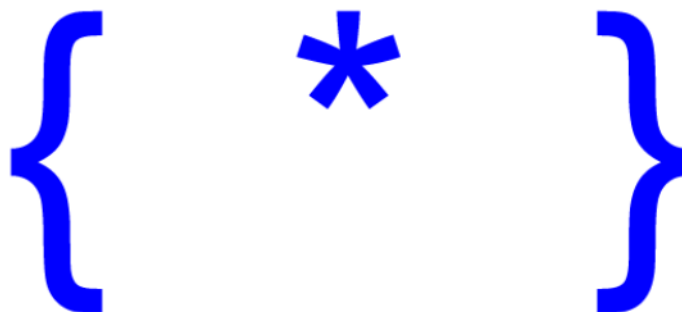
N-110348

Condition:

The transmission shift cable may not be fully seated on the transmission bracket, or not properly routed in the area of the transmission.

Effect of the Condition:

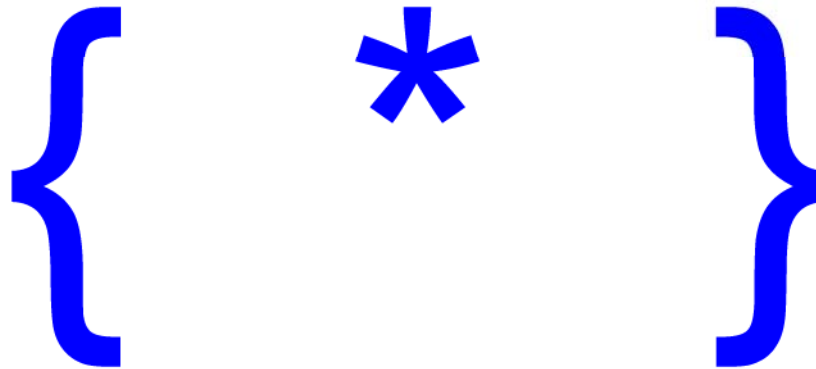
A cable may come out of the transmission bracket and the driver would not be able to shift the transmission into or out of gear resulting in no motion or unexpected vehicle motion. The driver may not be able to restart the vehicle or shift the vehicle into PARK, allowing the vehicle to roll away if the driver has exited the vehicle without applying the park brake.



Potential Field Action Category: Potential Safety, or Potential Noncompliance to FMVSS/CMVSS 114 "Theft Prevention and Rollaway Protection".



2010-2011 SRX – Shift Cable Attachment Transmission Bracket



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2010-2011 SRX – Shift Cable Attachment Transmission Bracket Known Reports

VOQs: [1 VOQ](#) unintended movement allegation – Not related to subject condition

TREAD: [5 CAC/TAC](#) unintended movement allegations – Not related to subject condition

Warranty Verbatims:

565 Total Claims K5119, K5167, K5168 (3 with no verbatim)

- ↳ 60 Customers indicated “Unintended motion” (2), or “Difficulty selecting a gear” (58) (All causes)
- ↳ 44 Technicians indicated “Cable was loose, broke, or adjusted” (excluding Manual Shaft Lvr Nut & other)
- ↳ 18 Technicians indicated “Cable was out of or not retained at the transmission bracket”

Warranty Verbatim

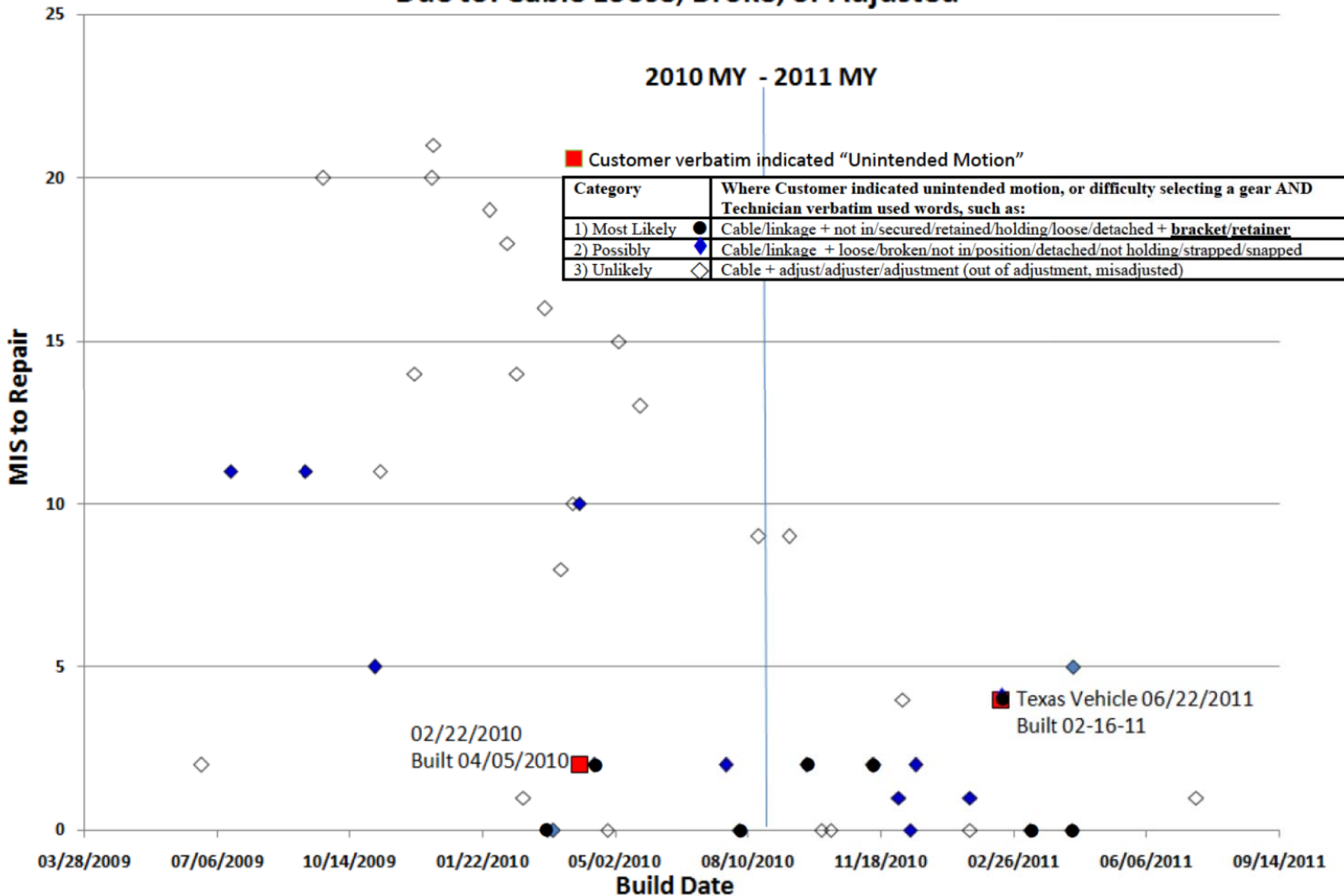
Suspect Population global sales: 138,000
(US & CA Sales: 110,000)

	Reports	Reports/10K
Cable was loose, broke, adjusted	44	3.18/10K
↳ Cable was out of bracket at Trans	18	1.30/10K
↳ Unintended Motion (1) Cable out of bracket, (1) Cable Adjusted	2	0.14/10K

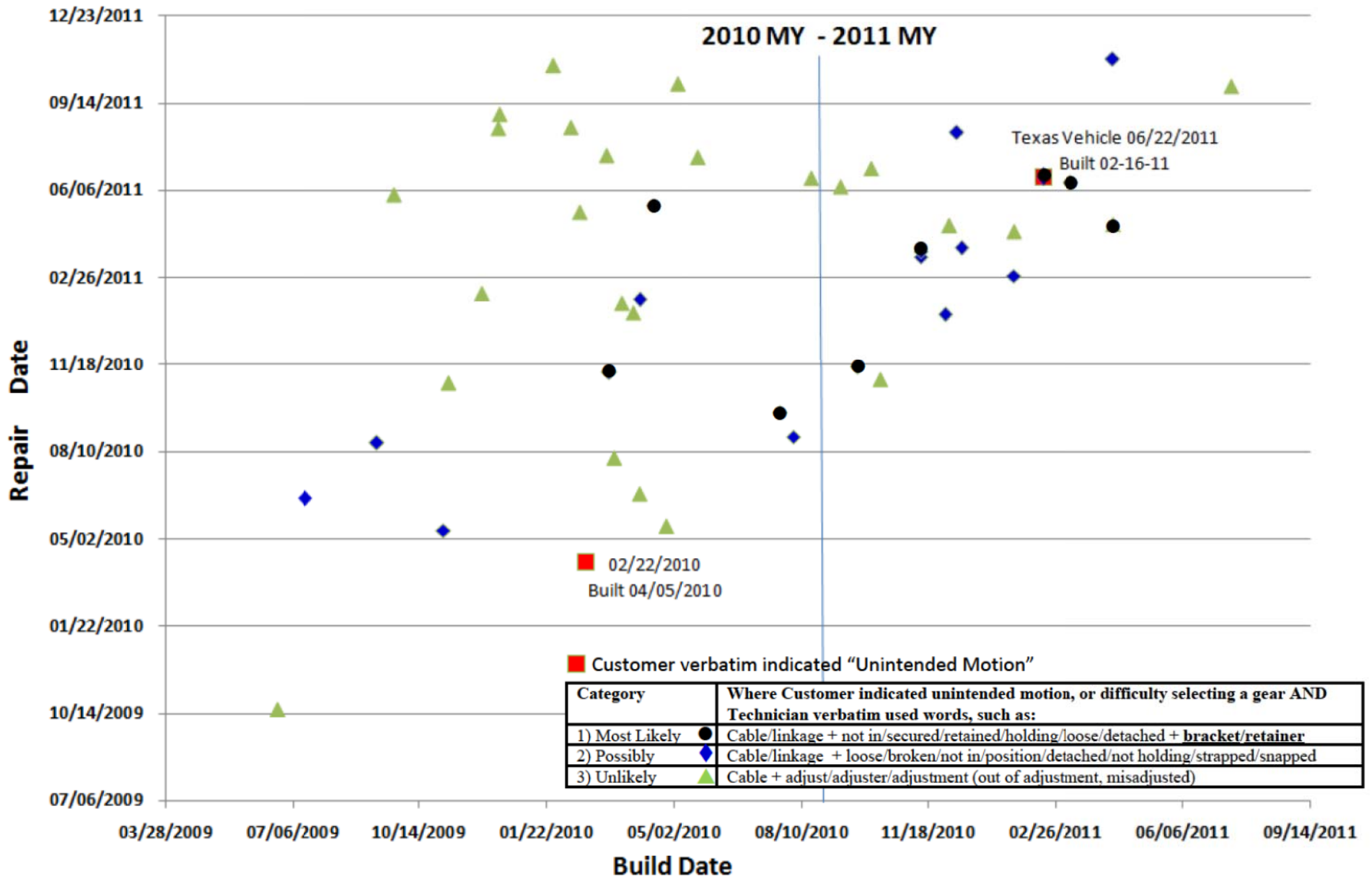
K5119, AUTOMATIC TRANSMISSION RANGE SELECTOR LEVER REPLACEMENT
K5167, RANGE SELECTOR LEVER CABLE ADJUSTMENT
K5168, RANGE SELECTOR LEVER CABLE REPLACEMENT

[Verbatims](#)
[Report History](#)

2010-2011 SRX – Shift Cable Attachment Transmission Bracket Customer Verbatims of Unintended Motion or Difficulty Selecting a Gear Due to: Cable Loose, Broke, or Adjusted



2010-2011 SRX – Shift Cable Attachment Transmission Bracket Customer Verbatims of Unintended Motion or Difficulty Selecting a Gear Due to: Cable Loose, Broke, or Adjusted



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2010-2011 SRX – Shift Cable Attachment Transmission Bracket

Summary

Reported Cases:

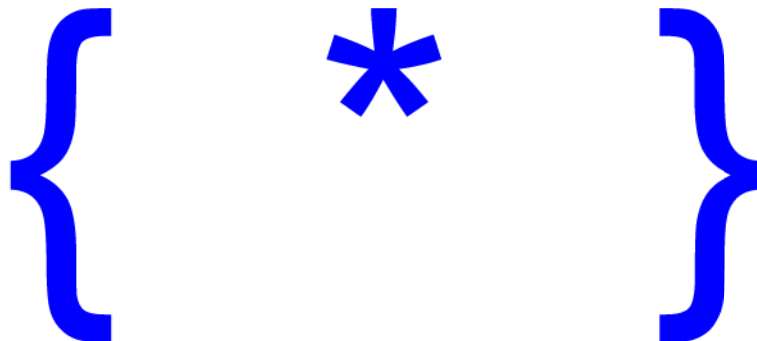
0 **VOQs & TREAD** records related to subject condition

Warranty Reports – very low rate with continued trend

Warranty Verbatim

Suspect Population global sales: 138,000

	Reports	Reports/10K
Cable was loose, broke, adjusted	44	3.18/10K
↳ Cable was out of bracket at Trans	18	1.30/10K
↳ Unintended Motion (1) Cable out of bracket, (1) Cable Adjusted	2	0.14/10K



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2010-2011 SRX – Shift Cable Attachment Transmission Bracket

Backup

LAU 2.8L Turbo with MXE transmission (Shift Cable p/n 20999987)

LF1 3.0L 6 Cyl with MH2/MH4 transmission (Shift Cable 20999986)



Supplier:

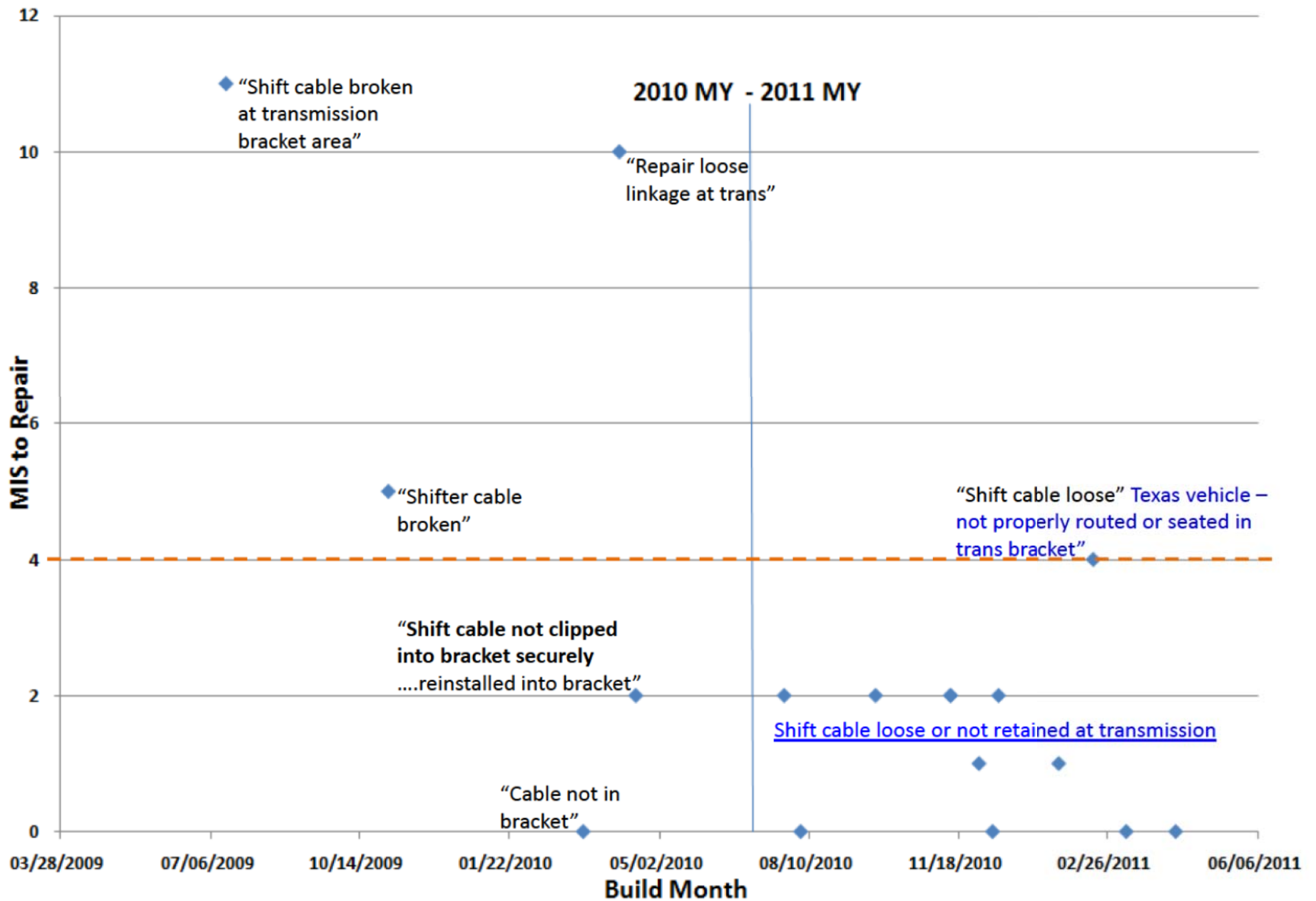
Infac Corporation

Richard Kim

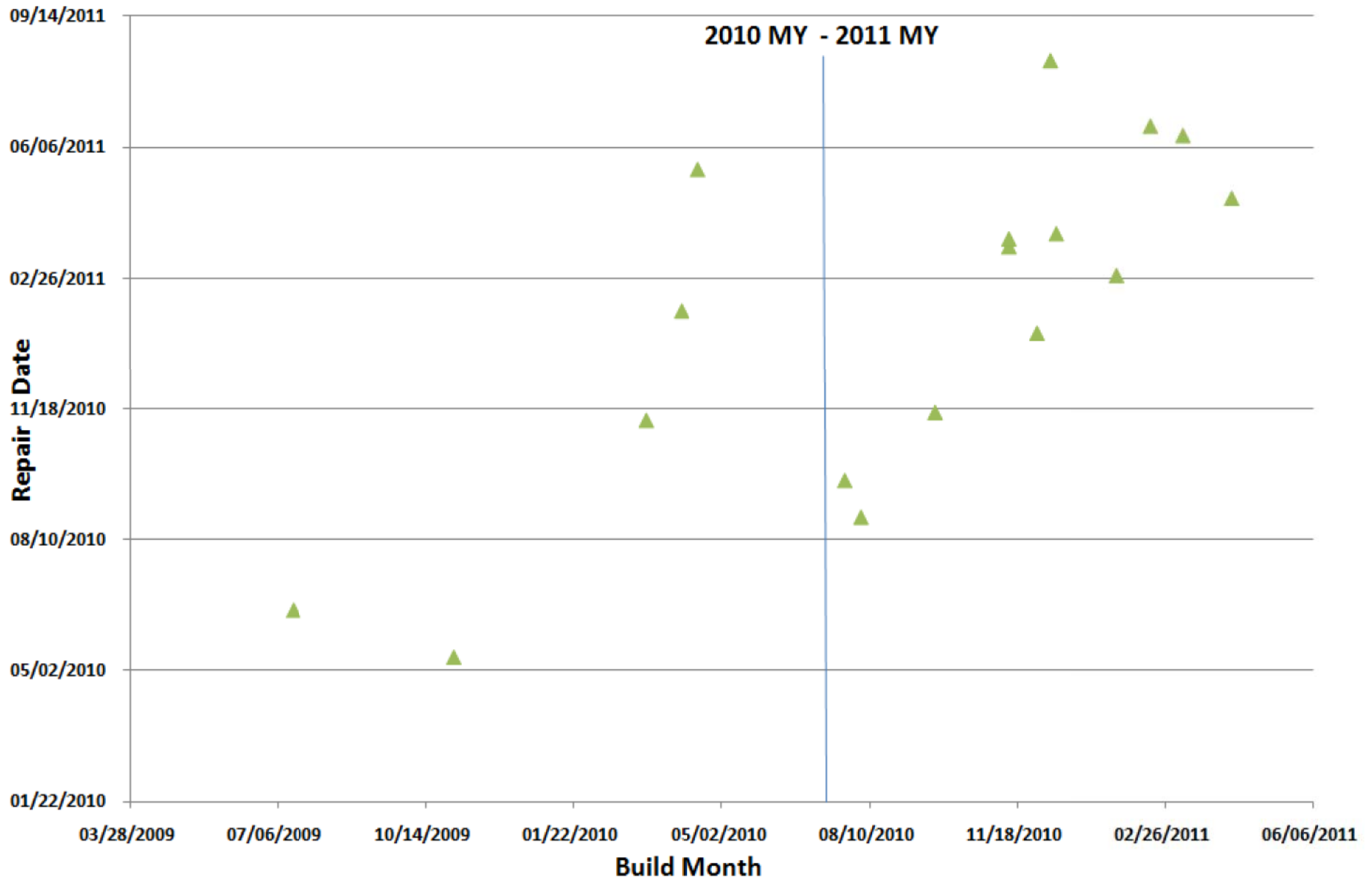
248 444-4972

Richard.kim@infac.co.kr

2010-2011 SRX – Shift Cable Attachment Transmission Bracket Cable Loose or Out of Transmission Bracket

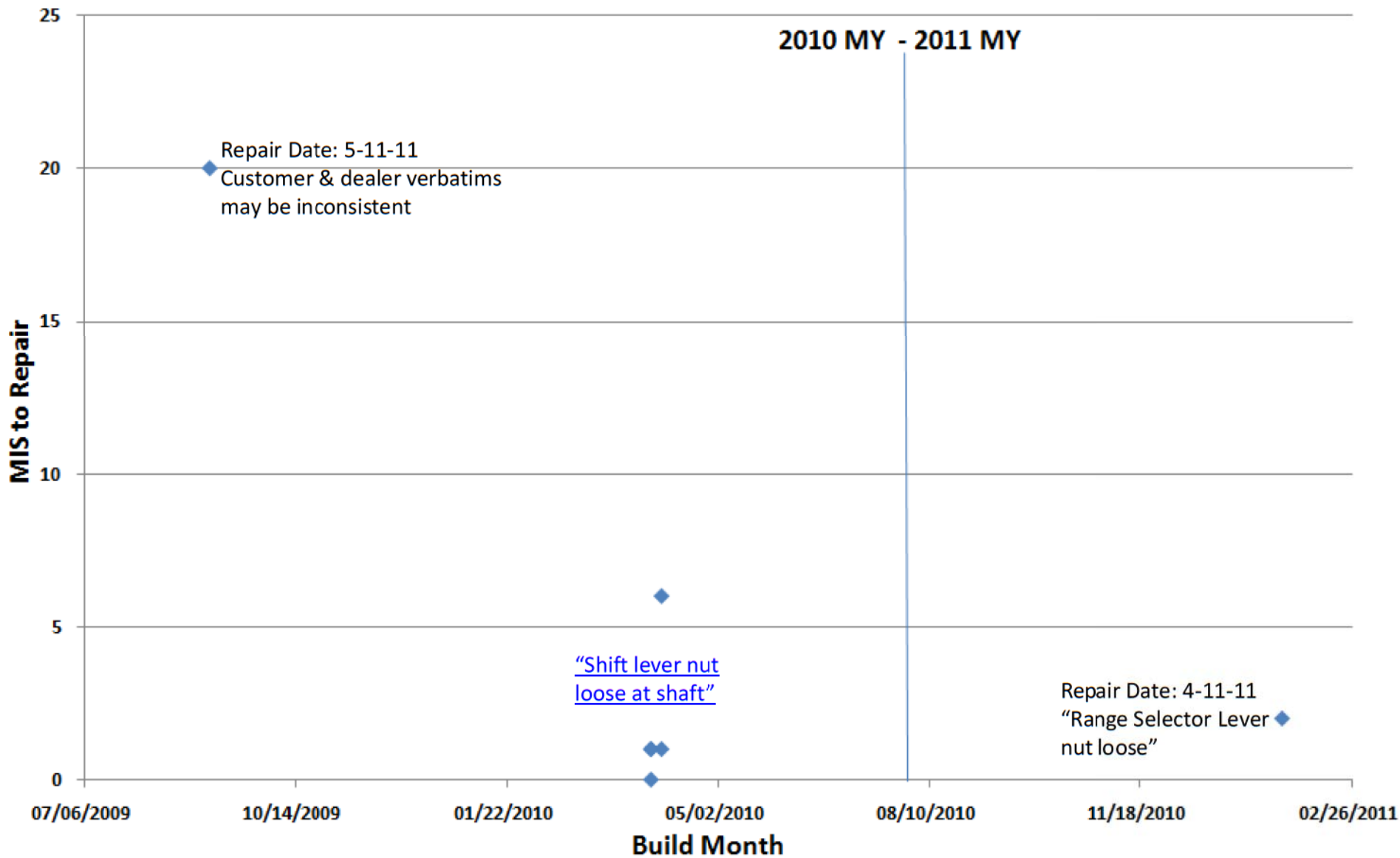


2010-2011 SRX – Shift Cable Attachment Transmission Bracket Cable Loose or Out of Transmission Bracket

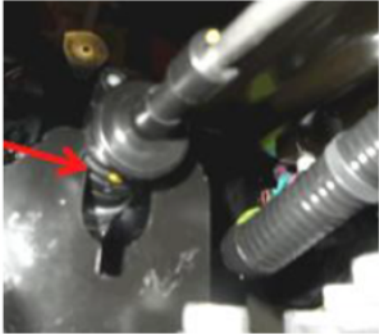


2010-2011 SRX – Shift Cable Attachment Transmission Bracket Manual Shaft Lever or Nut Loose


Reports show no indication of a trend, or new incidents in more than 6 months



Recent Transmission Cable Investigations


N-11-1-11 JV	2010-2011 Cadillac SRX	<p style="text-align: center;">{ * }</p> 	<p style="text-align: center;">{ * }</p>	144,806 vehicles built through 6-23-11 0 VOQs 0 TREAD 49 Dealer verbatims..... Nut Loose, Cable Loose, Cable Adjust 61 Customer verbatims..... Motion, Difficulty selecting gear 2 w/motion, 0 crash/injury..... <p style="text-align: center;">{ * }</p>	VOQs: 0 VOQs /1K Reports: 3.55/10K 4.42/10K Reports w/Motion: 0.14/10K 15.5 IPTV
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(SRX)....Field Report on 6-22-11, Texas customer letter. [NHTSA Investigations](#)

N-110142 Noncompl 4-29-11 JV #74	2011 Cruze	<p style="text-align: center;">{ * }</p> 	<p style="text-align: center;">{ * }</p> <p>1) The transmission gear position may not match the gear indication on the shifter (vehicle won't start or may roll).</p> <p>2) The operator may be able to remove the key from the ignition with shifter in Park Position while the transmission is not in Park (may roll).</p>	111,235 units (84,182 Sold) <table border="1" data-bbox="1346 857 1795 1133"> <tr> <td>-Cannot get into Drive</td> <td>138</td> </tr> <tr> <td>-Cannot get into Park</td> <td>3</td> </tr> <tr> <td>-Cannot remove Key</td> <td>4</td> </tr> <tr> <td>-Shift indicator wrong</td> <td>3</td> </tr> <tr> <td>-Vehicle rolls</td> <td>2</td> </tr> <tr> <td>Other (2 could not start)</td> <td>6</td> </tr> <tr> <td>Total VINs</td> <td>156</td> </tr> </table> <p>1) "trans gear may not match lever" = 138+3+3+2+2</p> <p>2) "unable to remove key" = 4</p>	-Cannot get into Drive	138	-Cannot get into Park	3	-Cannot remove Key	4	-Shift indicator wrong	3	-Vehicle rolls	2	Other (2 could not start)	6	Total VINs	156	Sold Vol: Overall: 18.5 /10k Rolls: 0.24 /10K
-Cannot get into Drive	138																		
-Cannot get into Park	3																		
-Cannot remove Key	4																		
-Shift indicator wrong	3																		
-Vehicle rolls	2																		
Other (2 could not start)	6																		
Total VINs	156																		

{ * }

Recent Transmission Cable Investigations

ETQ #	Vehicle	Condition	EOVP	Vol	Frequency
N-090041 Noncompl 3-06-09	2009 Epsilon, Lambda, Delta	<p>{ * }</p> 	<p>1) The shift lever gear position on the transmission may not match the gear indication on the shifter (vehicle may not start or may roll). 2) The driver may be able to remove the key from the ignition with the shifter in Park while the shift lever on the transmission is not in Park (vehicle may roll).</p>	<p>374,456 units.</p> <p><u>"Will Not Start"</u> Malibu, Aura, G6* 124 Cobalt, G5, HHR 64 Acadia, Outlook, Enclave, Traverse 27</p> <p><u>"Vehicle rolls"</u> Malibu, Aura, G6 4 @ 2, 2, 5, and 15 miles Cobalt, G5, HHR 2 @ 2 and 6,266 miles Acadia, Outlook, Enclave, Traverse 3 @ 5, 11, and 44 miles</p>	<p>5.7 /10k</p>
N-090077 Noncompl 5-20-09					<p>0.24 /10k</p>

ETQ #	Vehicle	Condition	EOVP	Vol	Frequency
N-110181 Noncompl 6-27-11	2011 MST GMT355 GMC Canyon, Chev Colorado	<p>{ * }</p> 	<p>{ * }</p> <p>1) The transmission gear position may not match the gear indication on the shifter (vehicle won't start or may roll). 2) The operator may be able to remove the key from the ignition with shifter in Park Position while the transmission is not in Park (may roll).</p>	<p>9,977 vehicles</p> <p>{ * }</p> <ul style="list-style-type: none"> No VOQs 3 related warranty verbatims <p>{ * }</p>	<p>0 VOQ/1K</p>
JV #76					<p>230-320 IPTV</p>

{ * }

2010-2011 SRX – Shift Cable Attachment Transmission Bracket

FMVSS/CMVSS 114

S5.2.1 Except as specified in S5.2.3, the starting system required by S5.1 must prevent key removal when tested according to the procedures in S6, unless the transmission or gear selection control is locked in “park” or becomes locked in “park” as a direct result of key removal.

S5.2.5 When tested in accordance with S6.2.2, each vehicle must not move more than 150 mm on a 10 percent grade when the gear selection control is locked in "park."



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2010-2011 SRX – Shift Cable Attachment Transmission Bracket

> push button start is standard equipment



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2010-2011 SRX – Shift Cable Attachment Transmission Bracket

VOQs

	2010	2011
Speed Control	3 (0)	1 (0)
Auto Transmission	2 (0)	2 (0)
Locks/Latches	2 (0)	1 (0)*

*** One unintended movement VOQ – Not related to subject condition**

2011 SRX, Reported 5-3-11. ODI #10403996

I PARKED MY 2011 CADILLAC MODEL SRX IN THE GARAGE AND WALKED AWAY FROM IT AND CLOSED MY GARAGE DOOR. ONE HOUR LATER I OPENED THE GARAGE DOOR AND THE VEHICLE ROLLED DOWN MY DRIVEWAY AND OVER A CURB AND HIT A TREE. THE CAR WAS IN DRIVE.

ON A NORMAL AUTOMOBILE THE DRIVER NEEDS TO PUT THE CAR IN PARK IN ORDER TO REMOVE THE KEY. THIS FEATURE IS NOT INCORPORATED IN MY NEW CADILLAC. IT USES AN ELECTRONIC KEY THAT CAN REMAIN IN YOUR POCKET. THERE WAS NO INDICATION THAT I WAS LEAVING THE CAR IN DRIVE

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2010-2011 SRX – Shift Cable Attachment Transmission Bracket 2010-2011 MY Warranty Claims of Unintended Motion

VIN	MY	BUILD DATE	REPAIR AGE (mths)	MILES			CORRECTION_VERBATIM
BS610699	2011	02/16/2011	4	9535		{ * }	
"Texas complaint vehicle"					CUSTOMER STATES THAT WHEN THE VEHICLE WAS ON A INCLINE, THE DRIVER PLACED THE VEHICLE INTO DRIVE, BUT THE CAR STARTED TO GO BACKWARD LIKE IT WAS IN REVERSE . CUSTOMER HAS TROUBLE STOPPING THE UNIT BUT WHEN HE DID PLACE IN PARK , THE UNIT WOULD STILL ROLL BACKWARD AND NOW THE SHIFTER IS STUCK IN PARK .	SHIFT CABLE LOOSE	ADJUST SHIFT CABLE K5167 0.0 ADJUST SHIFT CABLE SO THAT CUSTOMER COULD DRIVE VEHICLE WHILE PART WAS ON ORDER. WHEN PART CAME IN CUSTOMER BROUGHT VEHICLE BACK IN AND WE REPLACED THE CABLE
AS592913	2010	02/22/2010	1	1291	WARR.CUSTOMER STATES SHIFT CAR INTO DRIVE SHIFT IND.SHOWS DRIVE BUT CAR WILL TRAVEL BACKWARD S,CUSTOMER STATES WHEN THIS HAPPENS BACK UP CAMERA DOES COME ON AND SHOWS VEIW OF REAR OF THE CAR.(CODE P182E PRESENT)	SHIFTER OUT OF ADJUSTMENT	RANGE SELECTOR LEVER CABLE ADJUSTMENT

[Return to Warranty Claims](#)

2010-2011 SRX – Shift Cable Attachment Transmission Bracket 2010 MY Warranty Verbatims – Shift Cable not in Position

VIN	MY	BUILD DATE	REPAIR AGE (mths)	MILES		CORRECTION_VERBATIM
					{ * }	
AS603850	2010	03/12/2010	0	4880	C/S SHIFT INDICATOR SHOWS REVERSE , SHIFTER IS IN CABLE NOT IN BRACKET PARK . VEHICLE WILL NOT START.	NESS TO INSPECT AND INSTALL SHIFT CABLE INTO BRACKET AND RETEST
AS621323	2010	04/16/2010	2	1347	C/S THE TRANSMISSION IS IS NUETRAL WITH THE SHIFTER LEVER IN PARK	1347 FOUND THAT THE VEHICLE WAS IN NEUTRAL UNABLE TO SHIFT. INSPECTED AND FOUND SHIFT CONTROL CABLE NOT CLIPPED INTO BRACKET SECURELY . UNCLIPPED CABLE AND REINSTALLED INTO BRACKET MAKING SURE LOCK IS LOCKED INTO PLACE. RETESTED AND VERIFIED REPAIRS AT THIS TIME
AS544263	2010	11/02/2009	5	1803	CUSTOMER STATES SHIFTER IS HARD TO PUT INTO DRIVE DOES NOT ALWAYS LIGHT UP	SHIFTER CABLE BROKEN K5168 PERFORMED DIAGNOSIS, FOUND SHIFTER CABLE BROKEN. REPLACED SHIFTER CABLE.
AS614886	2010	04/05/2010	10	9802	CUSTOMER STATES VEHICLE WILL NOT OPERATE IN DRIVE WILL ONLY MOVE IN REVRSE, PLEASE CHECK AND ADVISE	LINKAGE LOOSE REPAIR LOOSE LINKAGE AT TRANS
AS504043	2010	07/16/2009	11	9870	CUSTOMER STATES: WONT START TOWED IN/MARLA WENT TO AUTOMALL, AND THEN CAR WOULDN'T START/ AUTOMALL TOLD HER THEY THOUGHT MAYBE A SHIFT CABLE CAME OFF	SHIFT CABLE BROKEN AT TRANSMISSION BRACKET AREA. REPLACE CABLE.

[Return to Warranty Claims](#)

2010-2011 SRX – Shift Cable Attachment Transmission Bracket 2011 MY Warranty Verbatims – Shift Cable not in Position

VIN	MY	BUILD DATE	REPAIR AGE (mths)	MILES			CORRECTION_VERBATIM
BS581297	2011	12/10/2010	0	12	0342-UNABLE TO SHIFT OUT OF REVERSE - ADVISE	SHIFT CABLE NOT IN POSITION	20 6581 FOUND VEHICLE IS STUCK IN REVERSE. FOUND CABLE IS NOT IN POSITION. REINSTALLED SHIFT CABLE. VEHICLE NOW SHIFTS PROPERLY.
BS514400	2011	08/04/2010	0	6	VEHICLE STUCK ION REVERSE . WILL NOT START.CHECK AND ADVISE.	SHIFT CABLE NOT SECURED AT TRANS. #897 5025 K5168 .3	INSPECT SHIFT CABLE & FOUND NOT LOCKED INTO RETAINER AT TRANS. SECURE SHIFT CABLE INTO TRANS RETAINER
BS623266	2011	03/10/2011	0	7	0190 - DRIVABILITY - OTHER ISSUES / REPAIR VEHICLE IS STUCK IN REVERSE /	LOOSE	STRAIGHTEN BENT CABLE BRACKET READJUST AND REATTACH SHIFTER CABLE
BS639973	2011	04/12/2011	0	2	CUSTOMER STATES UNIT WILL NOT START UNIT IN PARK BUT NEEDLE ON DASH SAYS REVERSE	FOUND SHIFT CABLE LOOSE NOT IN RETAINER AT TRANSMISSION	REPAIR SHIFT CABLE
BS574565	2011	12/01/2010	1	679	towed in-vehicle will not shift out of park	range selector lever cable came loose and partially disconnected	adjust trans shifter cale to specs
BS599041	2011	01/24/2011	1	115	CORRECT CAUSE OF NO FORWARD GEAR -- NEW DELIVERY--	INSPECTED AND FOUND SHIFT CABLE ADJUSTOR BROKEN	REPLACED SHIFT CABLE AND ADJUSTED CABLE ROADTESTED ALL OK
BS510002	2011	07/24/2010	2	1823	VEHICLE WILL NOT MOVE WHEN SHIFTED OUT OF PARK Was billed to K5110. Changed to K5119 for sorting.	OUT OF ADJUSTMENT	1823 LINKAGE AT SELECTOR SHAFT DETACHED PERFORMED PRELIMINARY CHECKS-V EHCILE CAN BE CHECKED SHIFTER CABLE ADJUSTMENT CHECKED
BS582844	2011	12/14/2010	2	960	C/S SHIFTER CABLE CAME LOOSE CHECK VEH OVER \	FOUND CABLE NOT STRAPPED IN CORRECTLY.	CABGLE RETENSIONER AND LOCKS NO REPAIRS NEC NOT
BS538229	2011	09/23/2010	2	200	WILL NOT SHIFT INTO PARK OR GEAR . ROADSIDE HAD TO OVERRIDE THE INTERLOCK TO GET THE CAR HERE	SHIFT CABLE CAME OUT OF RETAINER UNDER HOOD	FOUND THAT THE SHIFT CABLE HAD COME OUT OF THE RETAINER UNDER THE HOOD NOT ALLOWING THE TRANSMISSION TO GO INTO PARK AND CAUSINGTHE SHIFTER TO LOCK UP. RESECURED THE SHIFTER CABLE
BS566809	2011	11/12/2010	2	1623	CUST STATES WONT SHIFT INTO DRIVE.	CABLE IS NOT HOLDING TO CONNECTOR ON TRANSMISSION	1623 CABLE FRACTURED SHIFT CABLE KEPT POPPING OFF OF SHIFTER IN CONSOLE CALLED TAC EXPLAINED TO THEM WHAT I FOUND CABLE KEPT BINDING AND POP PING OFF TAC CASE # 71-930679835
BS566809	2011	11/12/2010	2	2005	CUST. STATES SHIFTER IS MOVING FREELY.WILL NOT GO INTO GEAR . WAS AT MOS ES IN CHARLESTON FOR SAME.THEY ORDERED CABLE.CABLE NOT INYET.	SHIFTER MOVING FREELY PLASTIC HOUSING SNAPPED ON NBO SELLING DEALER CA ME TO GET	2005 SHIFTER CABLE PLASTIC HOUSING SNAPPED.ORDERED CABLE.CUSTOMER CAME AND PICKED UP CAR BEFORE REPAIRS MADE
BS610699	2011	02/16/2011	4	9535	CUSTOMER STATES THAT WHEN THE VEHICLE WAS ON A INCLINE, THE DRIVER PLACED THE VEHICLE INTO DRIVE, BUT THE CAR STARTED TO GO BACKWARD LIKE IT WAS IN REVERSE . CUSTOMER HAS TROBLE STOPPING THE UNIT BUT WHEN HE DID PLACE IN PARK , THE UNIT WOULD STILL ROLL BACKWARD AND NOW THE SHIFTER IS STUCK IN PARK .	SHIFT CABLE LOOSE	ADJUST SHIFT CABLE K5167 0.0 ADJUST SHIFT CABLE SO THAT CUSTOMER COULD DRIVE VEHICLE WHILE PART WAS ON ORDER. WHEN PART CAME IN CUSTOMER BROUGHT VEHICLE BACK IN AND WE REPLACED THE CABLE

[Return to Warranty Claims](#)

[Return to Warranty Chart](#)

2010-2011 SRX – Shift Cable Attachment Transmission Bracket 2010-11 MY Warranty Verbatims – Manual Shaft Lever Nut

BUILD DATE	MIS	MILES		{ * }	CORRECTION VERBATIM
04/05/2010	0	51	VEH WONT MOVE IN DRIVE OR REV.CUST. GONE PER BERNARD J. MAILED COPY.	5025 SHIFT LEVER NUT LOOSE AT SHAFT	DIAG & UNABLE TO ADJ. CK OUT & FOUND SLIGHT MOVEMENT AT LEVER TO SHAFT . REMOVE & INSPECT LEVER & SHAFT FOR DAMAGE & BOTH OK.REINSTALL LEVER & TIGHTEN. ADJ SHIFT LINKAGE & TEST DETENT S OK.
03/31/2010	0	11	CUSTOMER STATES PRNDL SHOWS IN NUETRAL WHEN CAR IS IN DRIVE	SHIFT CABLE TO TRANS LOOSE	TIGHTEN NUT & ADJUST CABLE K5167/3 CC-0621 FC-5011
03/31/2010	0	6	SHIFT LINKAGE WILL NOT ALLOW TRANS TO SHIFT INTO DRIVE	LOOSE BOLT ON LEVER K5167	TIGHTENED LOOSE RANGE SELECTOR LEVER RETAINER NUT & ADJUSTED CABLE.
03/31/2010	1	789	SHIFTER WILL NOT GO INTO DRIVE.JUMPS OUT OF GEAR .	RETAINING NUT LOOSE	CHECKED SYSTEM FOR CODES P1876 PERFORMED CIRCUIT CK.ON SHIFTER CK.CABLE FOUND SHIFT LINKAGE RETAINING NUT LOOSE REMOVED NUTAND ADDED BLUE LOCKTIGHT AND RETORQUED CLEARED CODE AND ROAD TESTED OK AT THIS TIME
01/24/2011	1	1995	REPORT ON VEHICLE WILL NOT SHIFT INTO DRIVER-TAKES SEVERAL ATTEMPTS BEFORE SHIFTER DOES ENGAGE INTO DRIVER	TRANSMISSION RANGE SELECTOR LEVER NUT LOOSE	REPLACED TRANSMISSION RANGE SELECTOR LEVER ANDAPPLIED THREADLOCKER AND TORQUED TO SPEC.
04/05/2010	6	4655	CUST STS GEAR SHIFTER LINKAGE IS MISSED ADJUSTED AND ISNT GOING INTO D RIVE AT TIMES,SEE ADVISOR	NUT ON RANGE SELECTOR AT TRANS LOOSE	INSTALLED LOCKTITE AND RESECURED AS NECESSARY. FAILURE CODE 3025. TECH 573
09/03/2009	19	35443	CUST STATES AFTER SHIFTING VEHICLE INTO PARK , IT DOESNT READ PARK . MES SAGE DISPLAYS SHIFT INTO PARK	MANUAL SHIFT LEVER LOOSE IN SHAFT	R-R MANUAL SHIFT LEVER TO REPAIR LOOSENESS IN SHAFT

Note:

- 6-8-11: 2011 Cruze 'Range Select Lever' PAL was signed.
- 5-5-11: NHTSA 573 Letter written
- 3-1-11: PRTS 1184807 written LOA to authorize hand starting Range Select Lever Nut.

[Return to Warranty Claims](#)

[Return to Warranty Chart](#)

{ * }

2010-2011 SRX – Shift Cable Attachment Transmission Bracket

Texas vehicle, VIN 3GYFNAEY8BS610699

Shift cable was not connected at transmission bracket.

Photo provided by Service Manager at the Frank Kent Cadillac (Photo DSC00825.)



[Discovery Slide](#)

2010-2011 SRX – Shift Cable Attachment Transmission Bracket

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[Return](#)

EA11-015

GM

5-14-2013

Q_22

_N-

120331+GMT900,+GMT610+S
hifft+From+Park,+FPET+12-21-

12-p

{ * } Indicates GM Confidential Business Information Redacted

GMT900 C/K Truck & GMT610 G-Van – Shift From Park



2013 GMT 900 C/K Truck, GMT610 G-Van
≈70,000 Vehicles

N-120331

Condition:

Certain 2013 full size trucks, vans, and utility vehicles may have been built with a fractured park lock cable or a malformed lock actuator gear in the steering column lock module assembly.

Effect of the Condition:

- 1) Driver could shift from Park position while key is removed from ignition or key is in off position (without proper illumination of the PRNDL).
- 2) The transmission can be shifted out of Park without application of the brake pedal while key is in OFF position.
- 3) While shifter is not in Park position, key may be rotated to OFF position and removed.

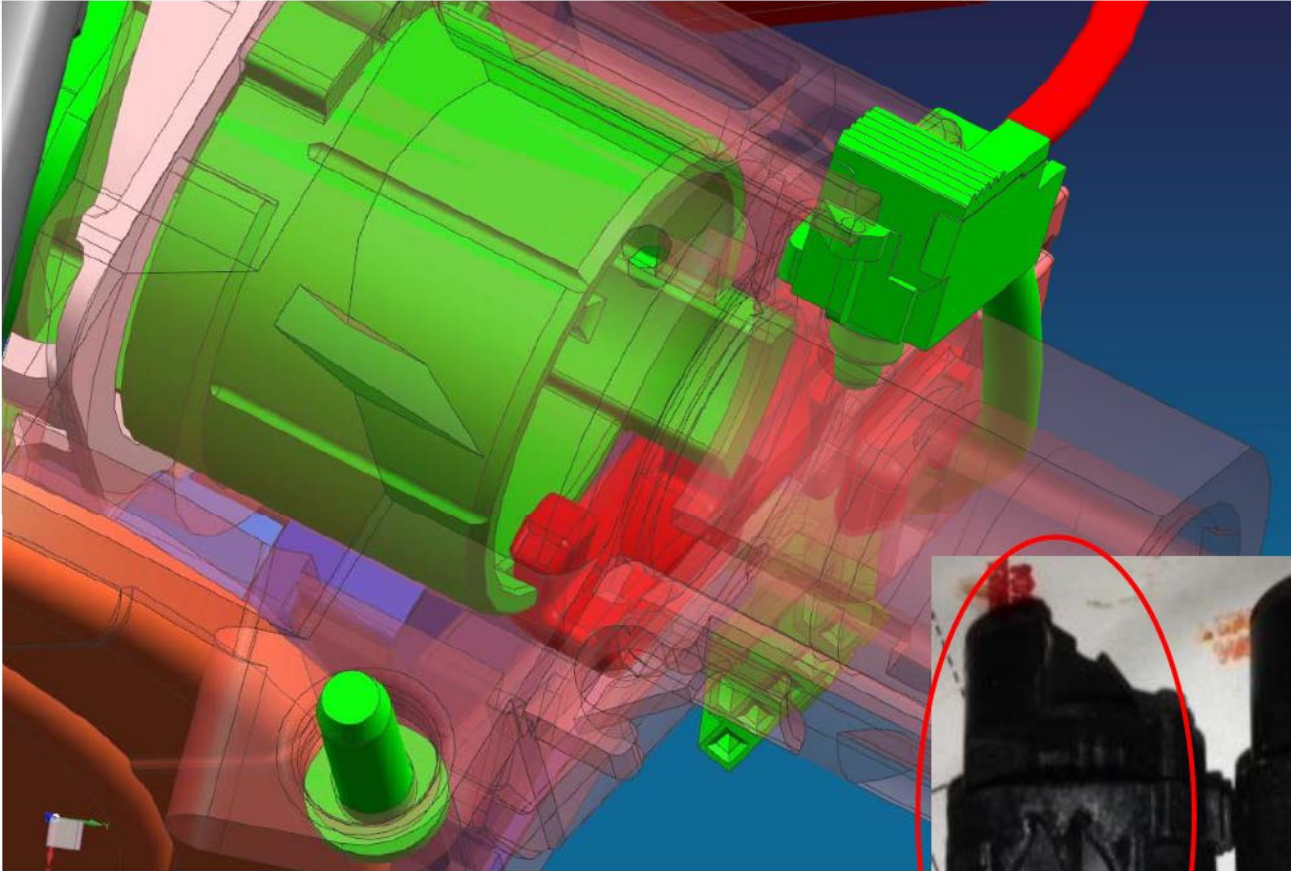
{ * }

Frequency: Vehicles built from November 19 through December 17, 2012

Potential Field Action Category: Noncompliance FMVSS/CMVSS 102 and 114

{ * }

GMT900 C/K Truck & GMT610 G-Van – Shift From Park



GMT900 C/K Truck & GMT610 G-Van – Shift From Park

FMVSS/CMVSS114

S3. *Application.* This standard applies to all passenger cars, and to trucks and multipurpose passenger vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or less.

S5.1 Theft protection.

S5.1.1 Each vehicle must have a starting system which, whenever the key is removed from the starting system prevents:

- (a) The normal activation of the vehicle's engine or motor; and
- (b) Either steering, or forward self-mobility, of the vehicle, or both.**

S5.2 Rollaway prevention in vehicles equipped with transmissions with a "park" position.

S5.2.1 Except as specified in S5.2.3, the starting system required by S5.1 **must prevent key removal when tested according to the procedures in S6, unless the transmission or gear selection control is locked in "park" or becomes locked in "park" as a direct result of key removal.**

(ie key must be in ignition when the transmission or gear selection control is not locked in "park")

S5.2.2 Except as specified in S5.2.4, the vehicle must be designed such that the transmission or gear selection control cannot move from the "park" position, unless the key is in the starting system.

(*Starting system* means the vehicle system used in conjunction with the key to activate the engine or motor.)

GMT900 C/K Truck & GMT610 G-Van – Shift From Park

FMVSS/CMVSS114 (continued)

S5.2.4 Gear selection control override option. The vehicle may have a device by which the user can move the gear selection control from "park" after the key has been removed from the starting system. This device must be operable by one of the three options below:

- (a) By use of the key; or
- (b) By a means other than the key, provided steering or forward self-mobility is prevented when the key is removed from the starting system. Such a means must require:
- (c) By a means other than the key, provided steering or forward self-mobility is prevented when the key is removed from the starting system. This device must be covered by an opaque surface which, when installed:

(The vehicle conditions above do not meet this criteria)

S5.3. Brake transmission shift interlock. Each motor vehicle manufactured on or after September 1, 2010 with a GVWR of 4,536 kilograms (10,000 pounds) or less with an **automatic transmission that includes a "park" position shall be equipped with a system that requires the service brake to be depressed before the transmission can be shifted out of "park." This system shall function in any starting system key position in which the transmission can be shifted out of "park."**

GMT900 C/K Truck & GMT610 G-Van – Shift From Park

FMVSS102

S2. Application. This standard applies to passenger cars, multi-purpose passenger vehicles, trucks, and buses.

S3.1.4.1 Except as specified in S3.1.4.3, if the transmission shift position sequence includes a park position, **identification of shift positions, including the positions in relation to each other and the position selected, shall be displayed in view of the driver whenever any of the following conditions exist:**

- (a) The ignition is in a position where the transmission can be shifted; or**
- (b) The transmission is not in park.**

S3.1.4.3 Such information need not be displayed when the ignition is in a position that is used only to start the vehicle.

CMVSS102

(3) Subject to subsection (5), where the transmission control sequence includes a park position, the **identification of the transmission control positions and the position selected shall be displayed in at least a single location in view of the driver when**

- (a) the ignition switch is set to the position where the transmission can be shifted; or**
- (b) the transmission control is not in the park position**

{ * } Indicates GM Confidential Business Information Redacted

GMT900 C/K Truck & GMT610 G-Van – Shift From Park

Service Procedure

Note: The following inspection procedure should be performed with the engine off (not running), and Park Brake is applied.

1. With the ignition key in the OFF position, attempt to move the shift lever out of P (Park).
 - If the shift lever cannot be shifted out of P (Park), continue the inspection and proceed to step 2.
 - If the vehicle shifts out of P (Park), proceed to step 3.
2. With the ignition key in the RUN position, brake pedal applied and the shift lever in the D (Drive) position, attempt to turn the ignition key to the OFF position and remove the key.
 - If the key cannot be rotated fully to OFF position ~~or~~ and cannot be removed, the inspection is complete. No further action required.
 - If the key can be rotated to the OFF position ~~or~~ and removed, proceed to step 3.
3. Replace the steering column. Refer to the Steering Column Replacement procedure in SI.

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{ * } Indicates GM Confidential Business Information Redacted

GMT900 C/K Truck & GMT610 G-Van – Shift From Park

{ * }

{ * }

Responsibility:

Nexteer Automotive, Supplier Manufacturing

GMT900 C/K Truck & GMT610 G-Van – Shift From Park

Backup

Suspect Population

2013 MY
 GMT900 C/K Trucks
 GMT610 G-Van

Selling Division	Model	Model Year
CADILLAC		
Cadillac	Escalade	2013
	Escalade ESV	2013
	Escalade EXT	2013
	Total	
CHEVROLET		
Chevrolet	Avalanche	2013
	Express	2013
	Silverado HD	2013
	Silverado LD	2013
	Suburban	2013
	Tahoe	2013
	Total	
GM CANADA		
Cadillac	Escalade	2013
	Escalade ESV	2013
Chevrolet	Avalanche	2013
	Express	2013
	Silverado HD	2013
	Silverado LD	2013
	Suburban	2013
	Tahoe	2013
GMC	Savana	2013
	Sierra HD	2013
	Sierra LD	2013
	Yukon	2013
	Yukon XL	2013

GM MEXICO		
Cadillac	Escalade	2013
	Escalade ESV	2013
Chevrolet	Avalanche	2013
	Express	2013
	Silverado HD	2013
	Silverado LD	2013
	Suburban	2013
	Tahoe	2013
GMC	Sierra LD	2013
	Yukon	2013
	Total	
GMC TRUCK		
GMC	Savana	2013
	Sierra HD	2013
	Sierra LD	2013
	Yukon	2013
	Yukon XL	2013
	Total	
I.P.C.		
Cadillac	Escalade	2013
	Escalade ESV	2013
Chevrolet	Avalanche	2013
	Express	2013
	Silverado HD	2013
	Silverado LD	2013
	Suburban	2013
	Tahoe	2013
GMC	Savana	2013



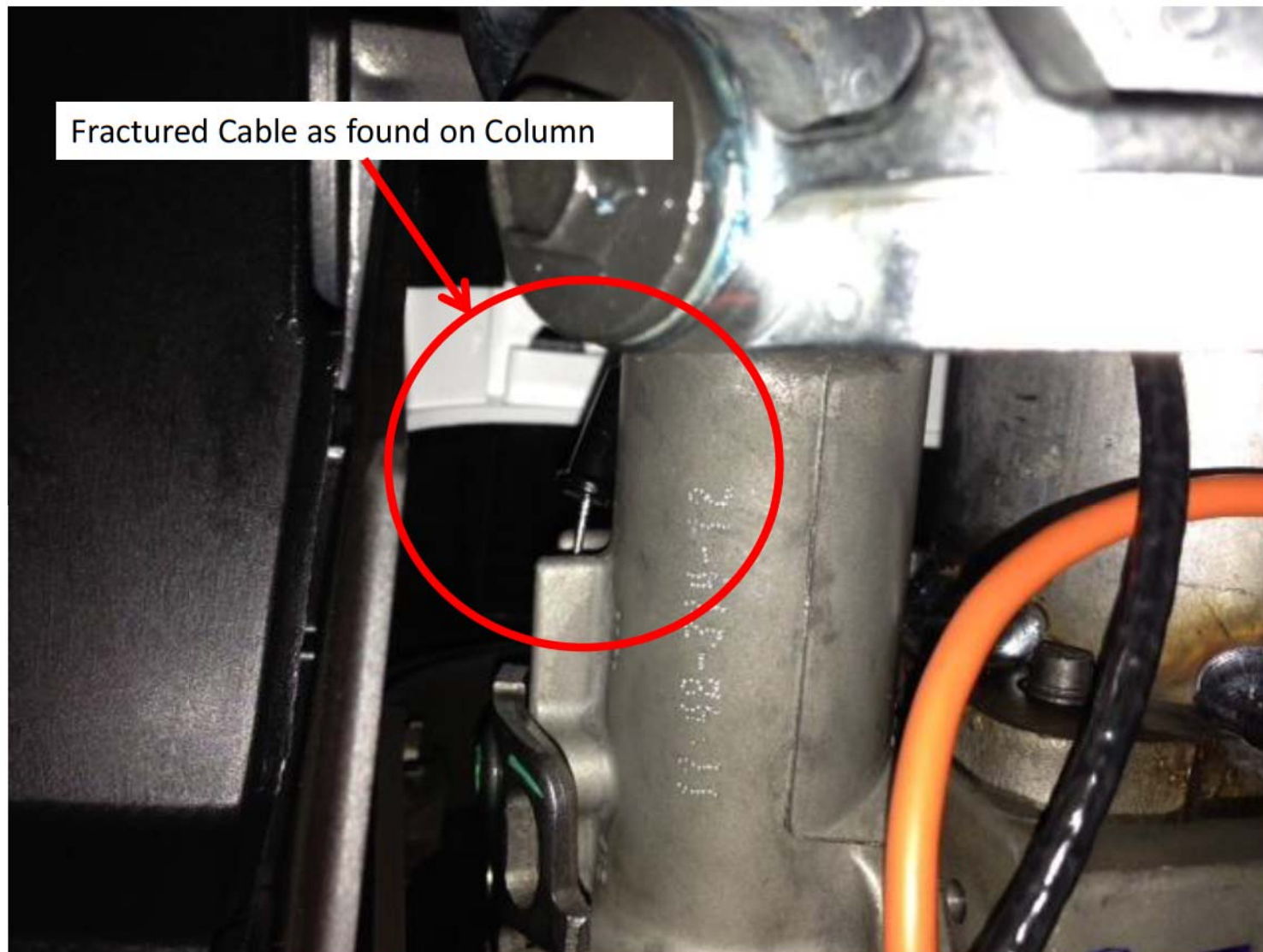
GM CONFIDENTIAL

Model Year
2013

Model
GMT900 C/K Truck
GMT610 G-Van

GMT900 C/K Truck & GMT610 G-Van – Shift From Park

Date	Description
12-14-12	Subject conditions identified at Arlington Asm
12-15-12	Subject conditions contained at GM assembly plants
12-17-12	Certified material start ship date from Nexteer
12-18-12	Product Investigations notified
12-21-12	Presented to FPE Director (FPET)





Fractured Cable removed
from Column

Fractured Park Lock Cable Summary – Arlington Assembly

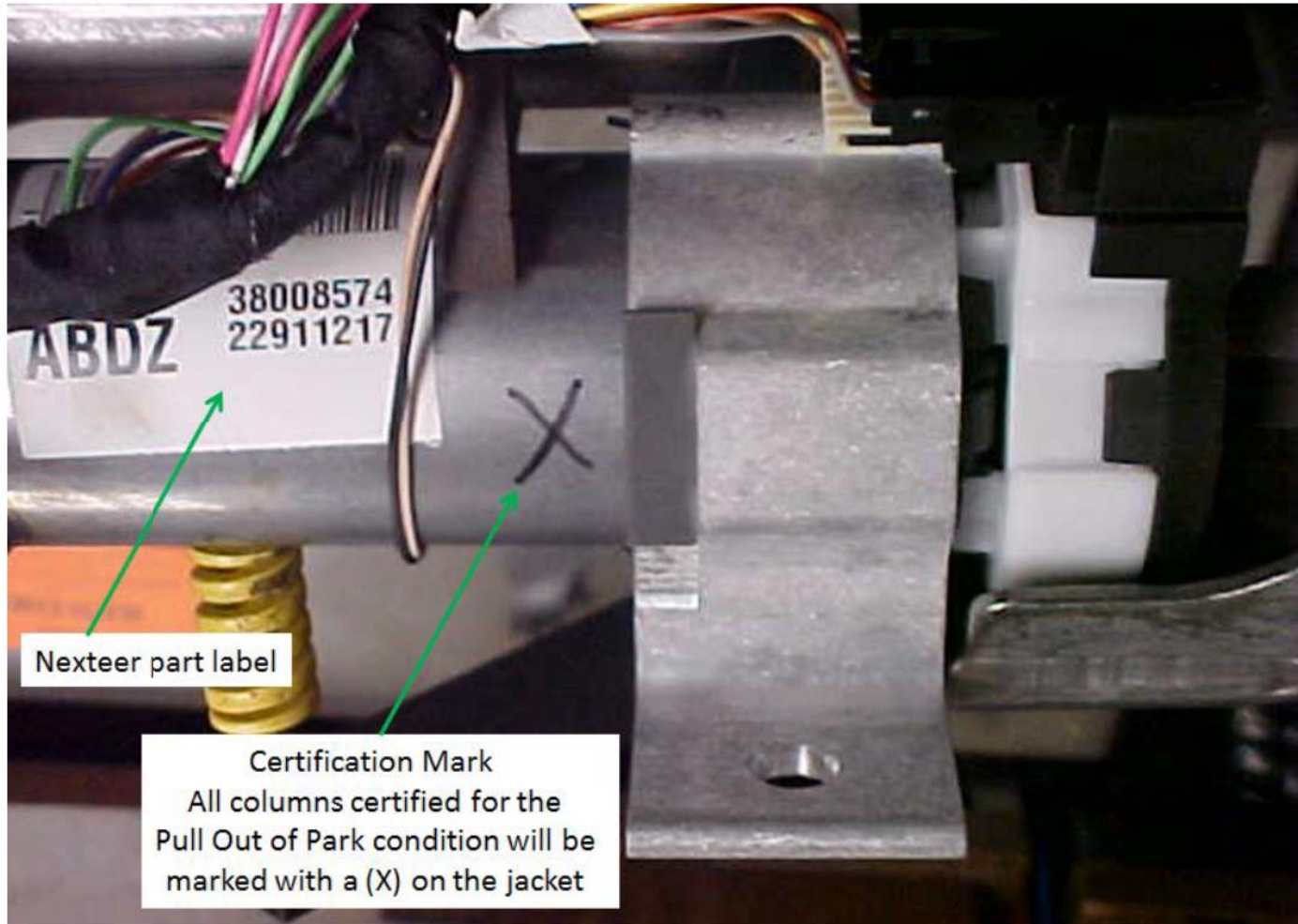
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- { * }

GMT900 C/K Truck & GMT610 G-Van – Shift From Park

Certified Shipments started 17DE12 – Containers marked yellow tags stating 'cert park lock'



Certified Shipments started 17DE12 – Containers marked yellow tags stating ‘cert park lock’



EA11-015

GM

5-14-2013

Q_25

_N-120332 2013 GMT610

Ignition Key Retention FADC-p

Key Retention



2013 Chevrolet Express and GMC Savana
1,035 Vehicles (275 Delivered / 760 Stock)
Locations: US, CAN, MEX, IPC
{ * }

ETQ N120332

Condition:

Certain keys used in production have inadequate retention to the steering column key cylinder.

Effect of the Condition:

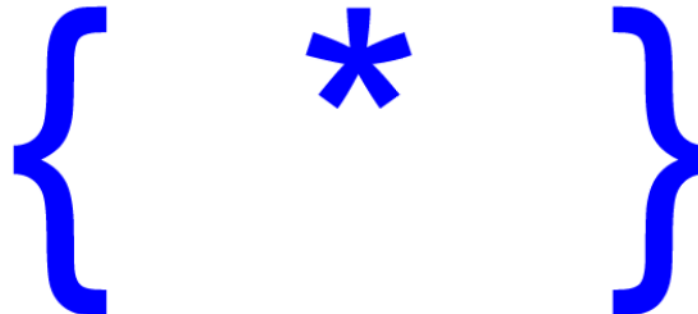
The key can be removed from the cylinder while the key is in any position.



Frequency:

- All of the vehicles, identified by VIN, may contain the condition.
- Affects build dates from November 1, 2012 through December 18, 2012.

Potential Field Action Category: Noncompliance FMVSS/CMVSS 114



Technical Root Cause



2013 Chevrolet Express and GMC Savana
1,035 Vehicles (275 Delivered / 760 Stock)
Locations: US, CAN, MEX, IPC

{ * }

ETQ N120332



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Key Retention

2013 Express and Savana Condition:

The key can be removed from the ignition in any key ignition position and any transmission shift position.

FMVSS114/CMVSS114:

S3. *Application.* This standard applies to all passenger cars, and to trucks and multipurpose passenger vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or less.

S5.1 Theft protection.

S5.1.1 Each vehicle must have a starting system which, whenever the key is removed from the starting system prevents:

- (a) The normal activation of the vehicle's engine or motor; and
- (b) Either steering, or forward self-mobility, of the vehicle, or both.**

S5.2 Rollaway prevention in vehicles equipped with transmissions with a "park" position.

S5.2.1 Except as specified in S5.2.3, the starting system required by S5.1 **must prevent key removal when tested according to the procedures in S6, unless the transmission or gear selection control is locked in "park" or becomes locked in "park" as a direct result of key removal.**

(ie key must be in ignition when the transmission or gear selection control is not locked in "park")

S5.2.2 Except as specified in S5.2.4, the vehicle must be designed such that the transmission or gear selection control cannot move from the "park" position, unless the key is in the starting system. (*Starting system* means the vehicle system used in conjunction with the key to activate the engine or motor.)



EA11-015

GM

5-14-2013

Q_25

_N-120332 2013 GMT610

Ignition Key Retention FPERC-

p

Key Retention



2013 Chevrolet Express and GMC Savana
1,035 Vehicles (275 Delivered / 760 Stock)
Locations: US, CAN, MEX, IPC
{ * }

ETQ N120332

Condition:

Certain keys used in production have inadequate retention to the steering column key cylinder.

Effect of the Condition:

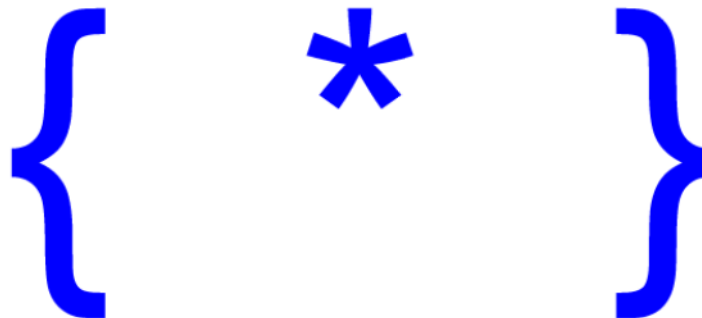
The key can be removed from the cylinder while the key is in any position.



Frequency:

- All of the vehicles, identified by VIN, may contain the condition.
- Affects build dates from November 1, 2012 through December 18, 2012.

Potential Field Action Category: Noncompliance FMVSS/CMVSS 114



Technical Root Cause



2013 Chevrolet Express and GMC Savana
1,035 Vehicles (275 Delivered / 760 Stock)
Locations: US, CAN, MEX, IPC

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ETQ N120332



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Key Retention

2013 Express and Savana Condition:

The key can be removed from the ignition in any key ignition position and any transmission shift position.

FMVSS114/CMVSS114:

S3. *Application.* This standard applies to all passenger cars, and to trucks and multipurpose passenger vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or less.

S5.1 *Theft protection.*

S5.1.1 Each vehicle must have a starting system which, whenever the key is removed from the starting system prevents:

- (a) The normal activation of the vehicle's engine or motor; and
- (b) Either steering, or forward self-mobility, of the vehicle, or both.**

S5.2 *Rollaway* prevention in vehicles equipped with transmissions with a "park" position.

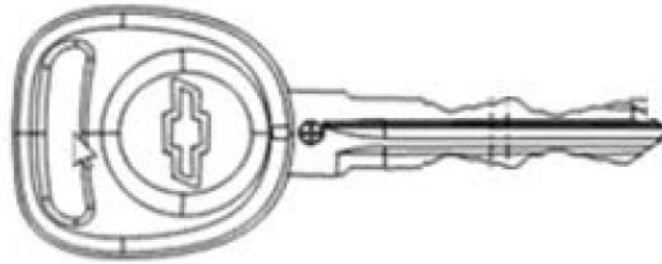
S5.2.1 Except as specified in S5.2.3, the starting system required by S5.1 **must prevent key removal when tested according to the procedures in S6, unless the transmission or gear selection control is locked in "park" or becomes locked in "park" as a direct result of key removal.**

(ie key must be in ignition when the transmission or gear selection control is not locked in "park")

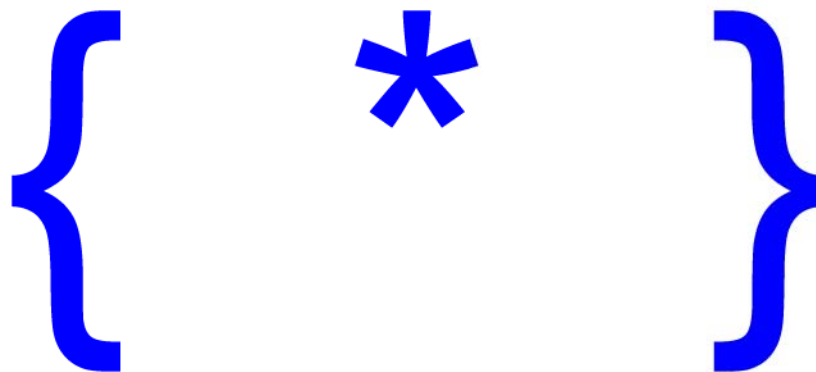
S5.2.2 Except as specified in S5.2.4, the vehicle must be designed such that the transmission or gear selection control cannot move from the "park" position, unless the key is in the starting system. (*Starting system* means the vehicle system used in conjunction with the key to activate the engine or motor.)



Back-Up



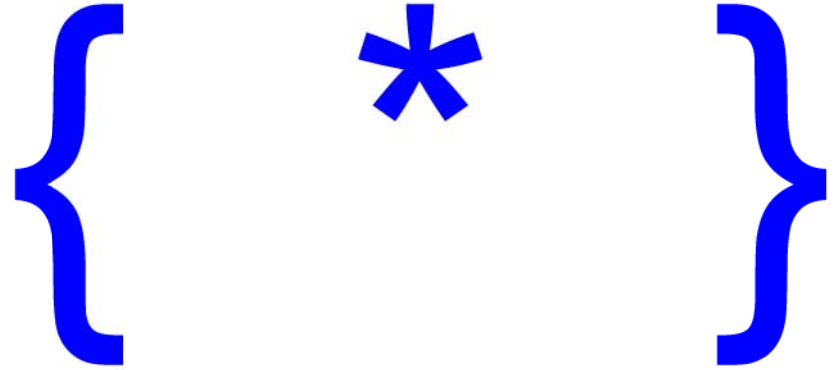
Estimate 01/0/13



Examples of Key Codes

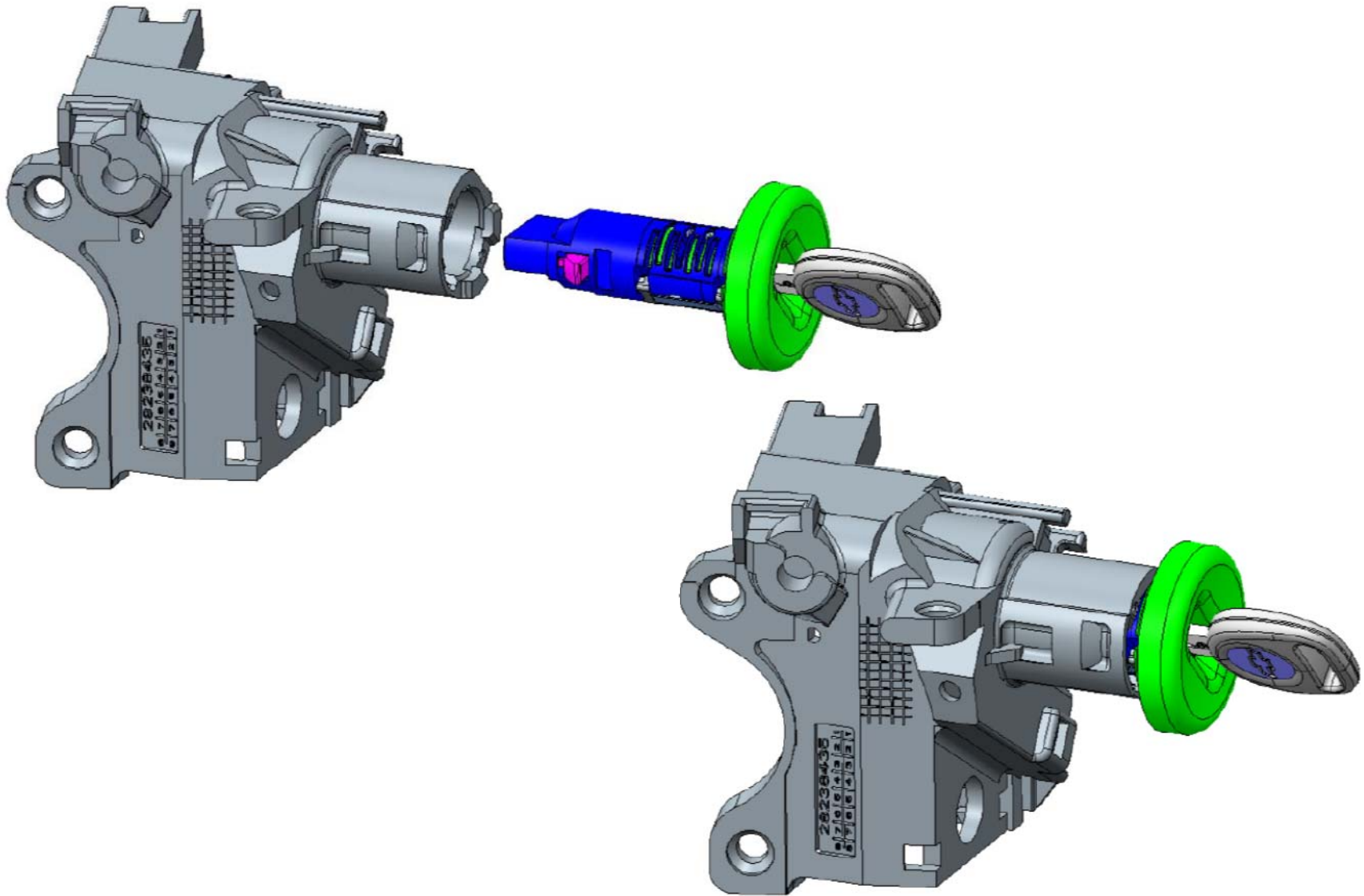
H1227	1232231342	H1276	3124322422	H1325	2213332434	H1374	1311113442	H1423	1343223122
H1228	3432232422	H1277	2443131313	H1326	2242313312	H1375	2334322213	H1424	2442131312
H1229	3311331123	H1278	3112334233	H1327	3133122132	H1376	3242244233	H1425	1243123133
H1230	3331213212	H1279	1131331323	H1328	1234342224	H1377	2213334223	H1426	2443323343
H1231	2113223122	H1280	2231224313	H1329	2442343124	H1378	3244232432	H1427	2344312444
H1232	2444213113	H1281	3312122313	H1330	1243233423	H1379	3133344222	H1428	2244343212
H1233	1311131224	H1282	2234332442	H1331	1132243322	H1380	3112323424	H1429	2132231324
H1234	3111342112	H1283	2113342212	H1332	3331113123	H1381	2423331234	H1430	2224212433
H1235	2422231243	H1284	1322132432	H1333	3221231223	H1382	2434234243	H1431	3123342342
H1236	2312312443	H1285	1231121213	H1334	3242344232	H1383	3422244312	H1432	1224332343
H1237	2133311324	H1286	1242333243	H1335	1331221312	H1384	2131243133	H1433	2432242332
H1238	2231313312	H1287	2324323233	H1336	2431113242	H1385	3221313132	H1434	1232221213
H1239	3131211243	H1288	3231113124	H1337	1224332323	H1386	2132342244	H1435	3432231133
H1240	1232233133	H1289	2133331322	H1338	2432213312	H1387	1332323224	H1436	3312133232
H1241	2434212133	H1290	3234322332	H1339	2324342124	H1388	1242333423	H1437	3211313124
H1242	1233342232	H1291	3131333242	H1340	2231131242	H1389	1131321342	H1438	3224212113
H1243	1123212322	H1292	2444331343	H1341	1344243213	H1390	1213324243	H1439	1322111312
H1244	3313342422	H1293	2421234234	H1342	2131123442	H1391	2243324344	H1440	2421244424
H1245	3212312232	H1294	2431324433	H1343	3113113134	H1392	3134242442	H1441	1134324313
H1246	3231234342	H1295	3342122312	H1344	1132121132	H1393	2113132433	H1442	2423213112
H1247	1322343342	H1296	2113324333	H1345	2344324432	H1394	3211242343	H1443	2313133423

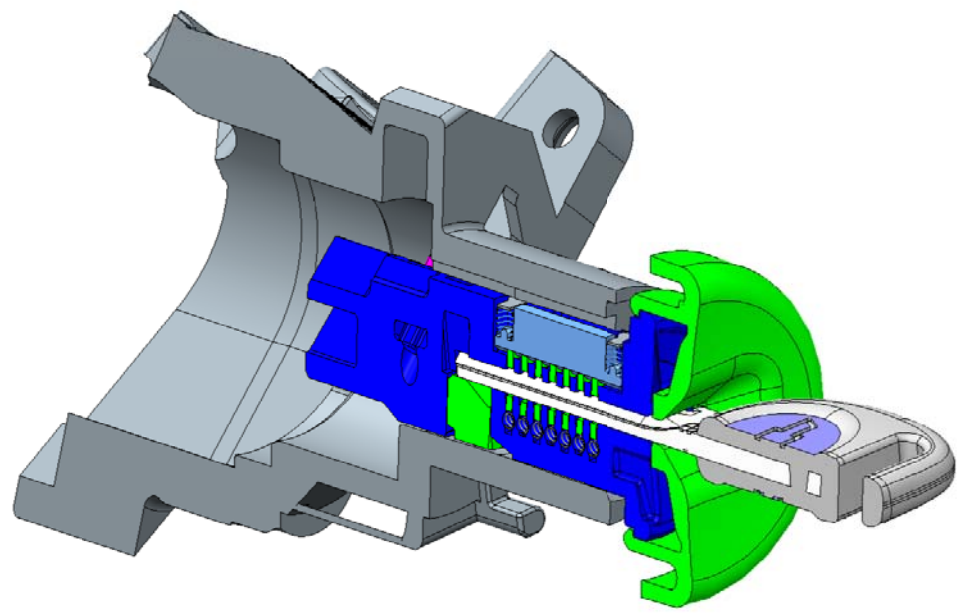
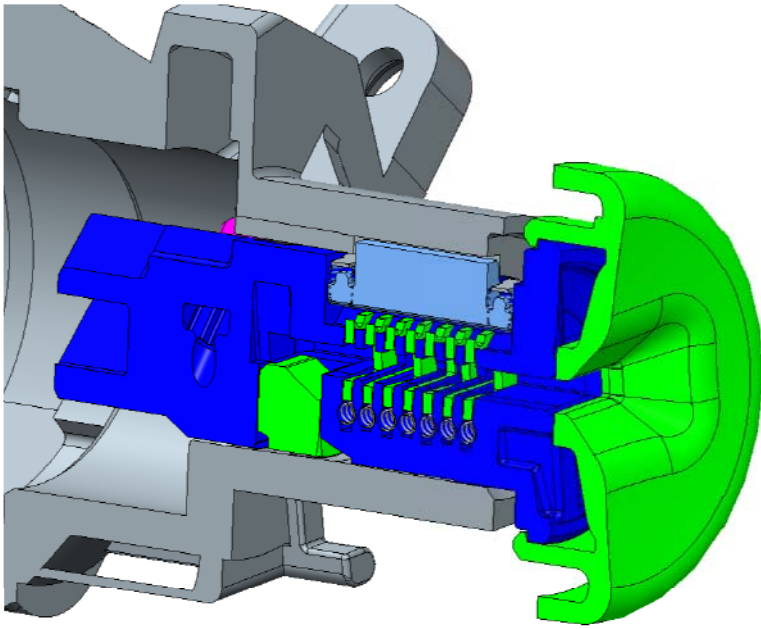
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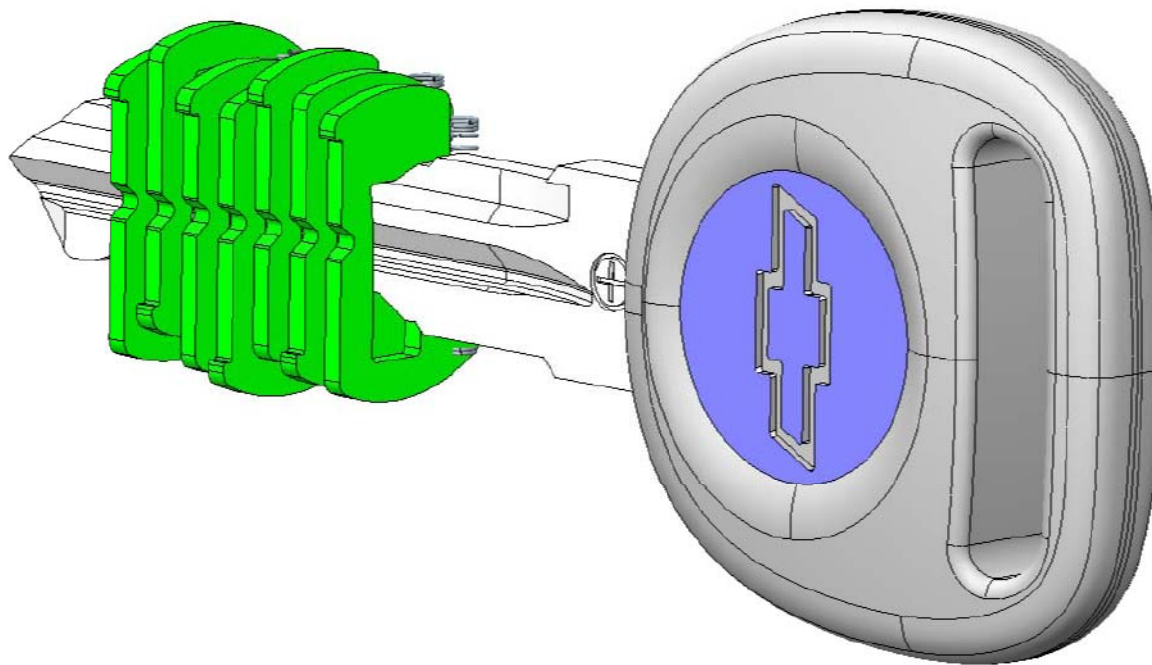


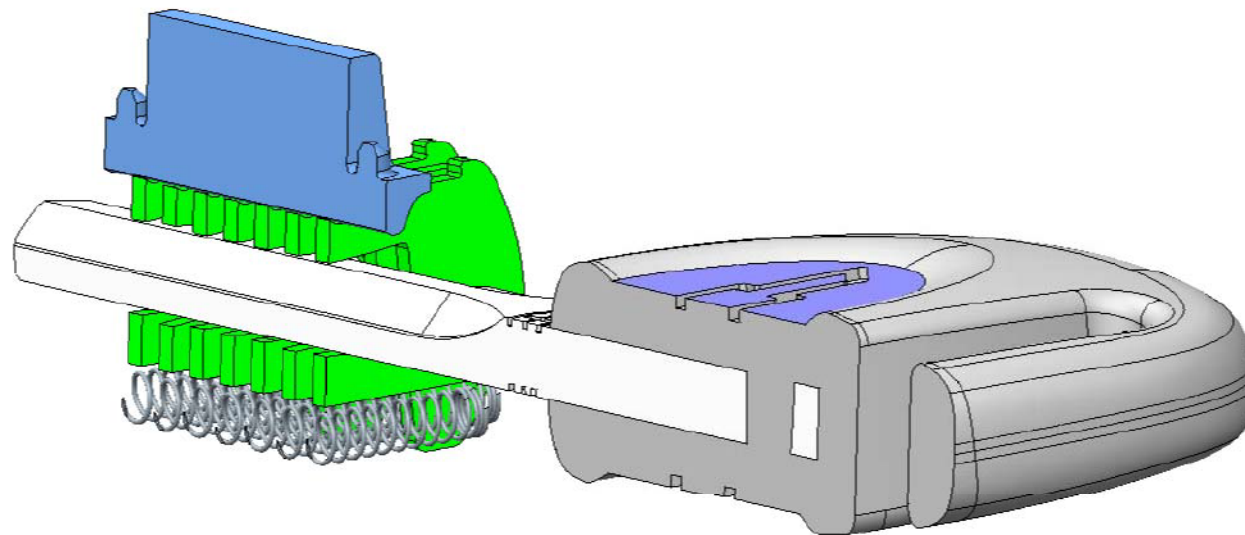
GMT 610 Ignition visuals

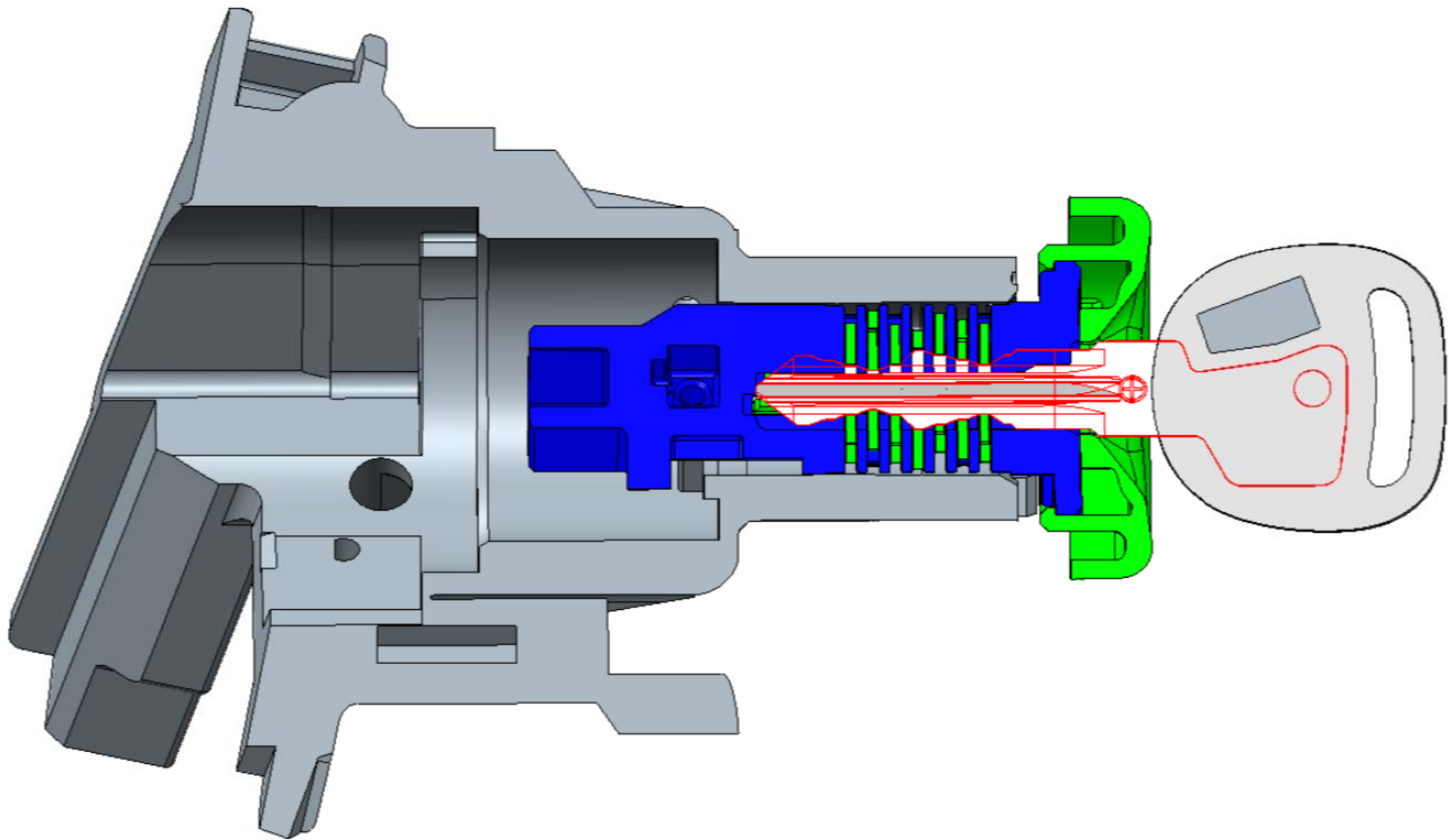
January 2, 2013

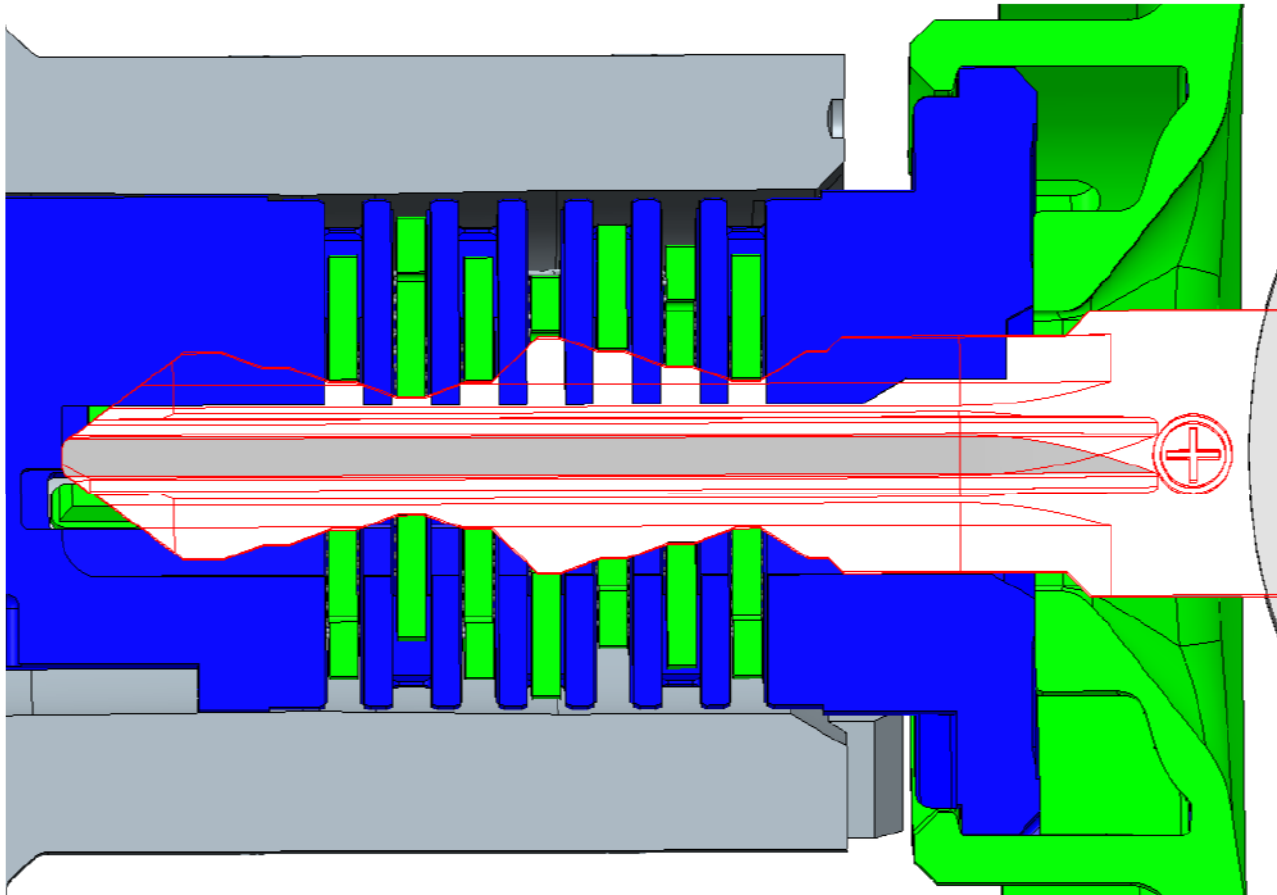


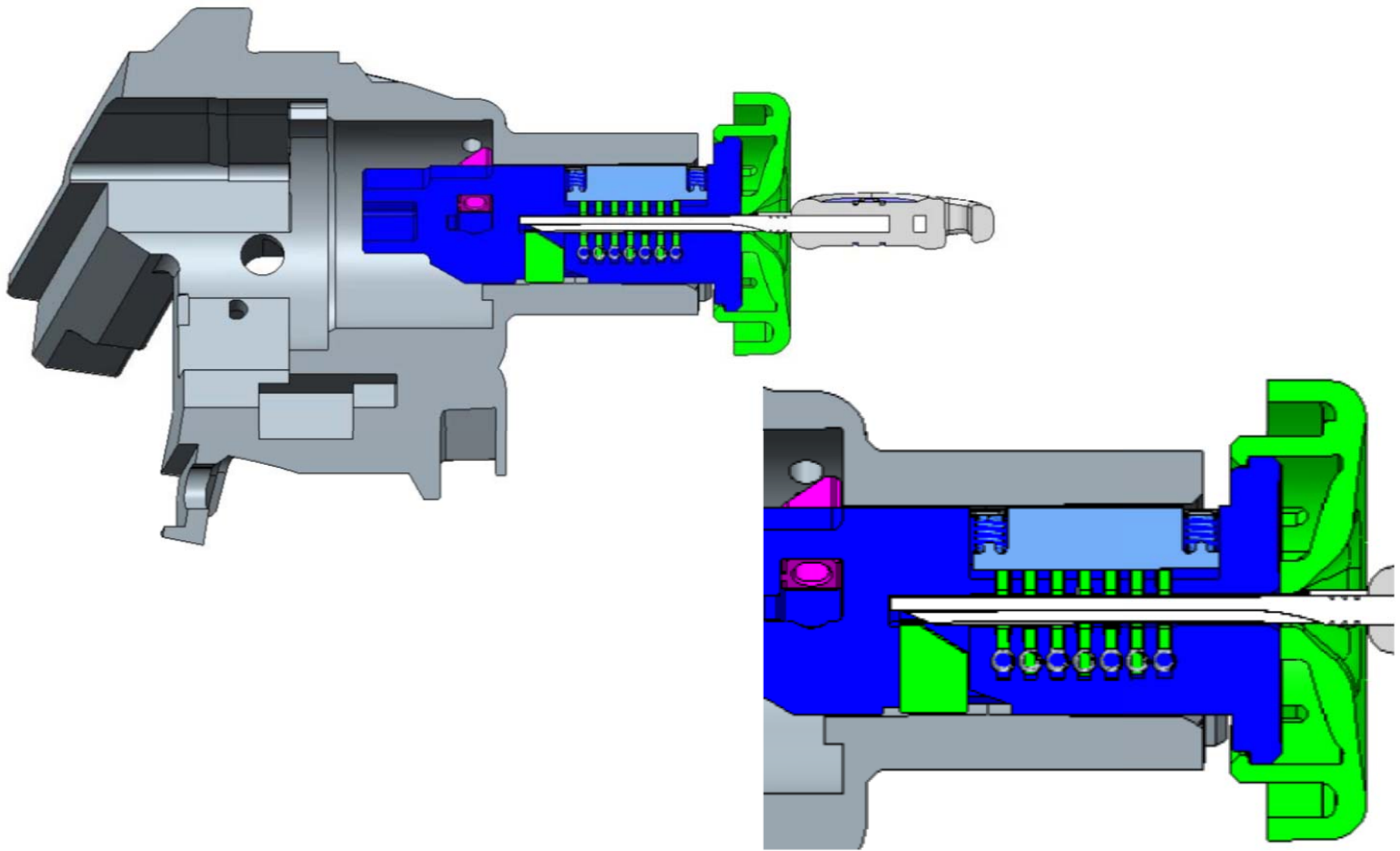














EA11-015

GM

5-14-2013

Q_28

_N-120106 Kongsberg Shift
Cable FPERC mailout-p

2008-2010 Malibu, Aura, G6 Automatic Transmission Shift Cable



2008-2010 MY Malibu (386), Aura, G6 w/4-spd auto trans (ME7 & MN5)

564,500 Vehicles

Cost Estimate: (\$ { ** } Cust Sat, Safety) (\$ { ** } Spec Cov)

N-120106

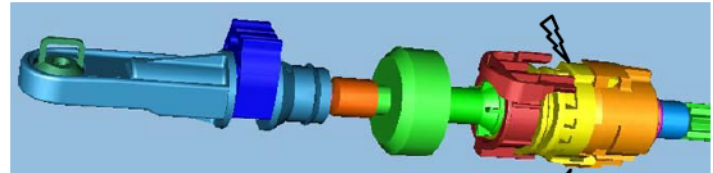
Condition:

Some vehicles with 4-speed transmissions have a shift cable with conduit end locking tabs near the transmission bracket that could fracture. (Supplier: Kongsberg Automotive)

Effect of the Condition:

Fractured locking tabs may occur without warning, resulting in a reduction of cable travel at the transmission as the shifter is moved into the Park position. The most significant effects of this reduced cable travel are as follows:

- 1-The transmission gear position may not match the gear indication on the shifter. When transmission is not in 'Park': Auto door locks don't unlock, vehicle won't start or may roll.
- 2-The operator would be able to remove the key from the ignition with shifter in Park position, while the transmission is not in Park (vehicle may roll).



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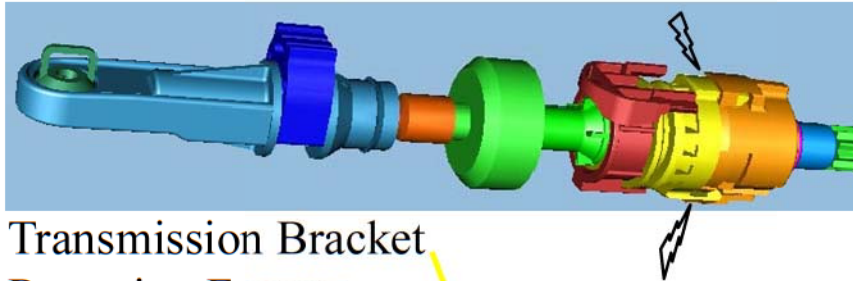
Frequency:

Regular Warranty, Cable Replace: 3.56 IPTV
 Rolls + UM: 0.45/1000 vehicles
 Unintended Motion: 0.02/1000 vehicles

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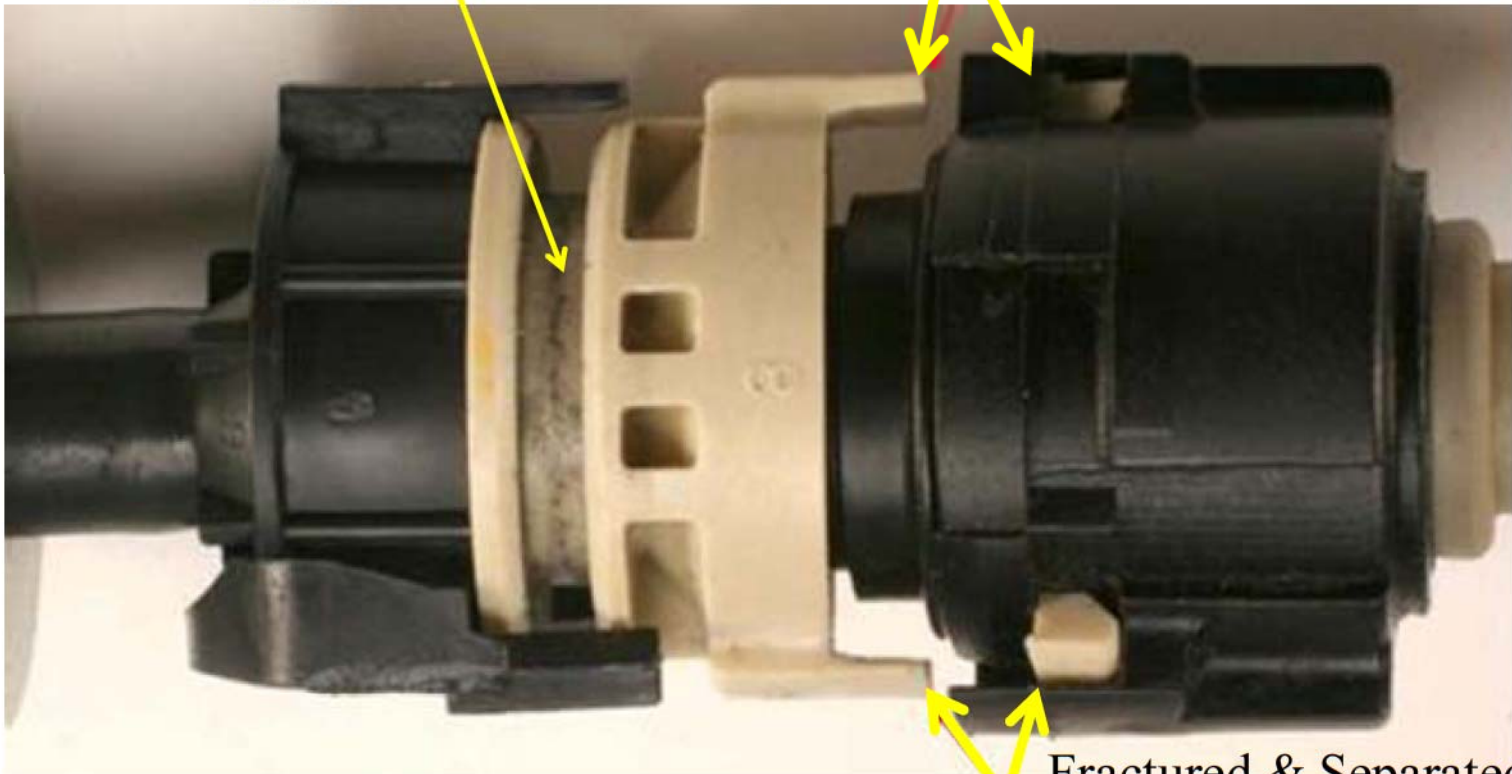
2008-2010 Malibu, Aura, G6 Automatic Transmission Shift Cable

A [Red-X Study](#) demonstrated how locking tabs can fracture and separate after multiple cycles.



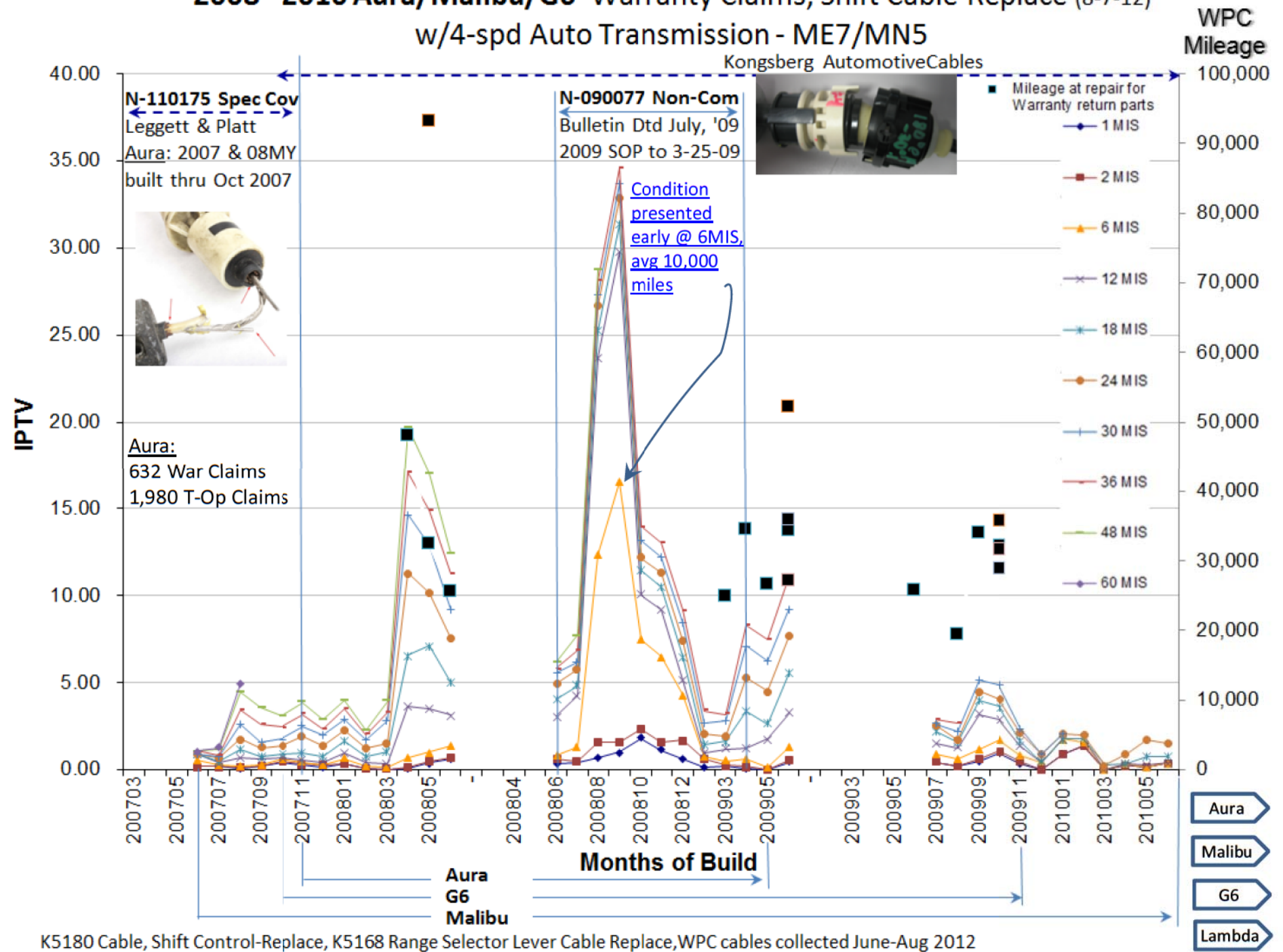
Transmission Bracket
Retention Feature

Fractured & Separated
Locking Tabs



Fractured & Separated
Locking Tabs

2008 - 2010 Aura/Malibu/G6- Warranty Claims, Shift Cable Replace (8-7-12) w/4-spd Auto Transmission - ME7/MN5



**2008 - 2010 Aura/Malibu/G6- Warranty Claims, Shift Cable Replace (8-7-12)
w/4-spd Auto Transmission - ME7/MN5**

Warranty Claim Verbatims

- Other Complaints: Broken, Loose, Key stuck, Doors don't unlock, Transmission, Noise underhood
- No Start/ or only in Neutral
- Difficulty with D/N/Reverse
- Won't go into Park
- Vehicle Rolled while in Park
- Unintended Motion

EOVP:
Fractured locking tabs may occur without warning, resulting in a reduction of cable travel at the transmission as the shifter is moved into the Park position.

2008-2010 Aura/Malibu/G6 (excluding previous recall populations)

1,357 Total related verbatims: **3.56 IPTV**

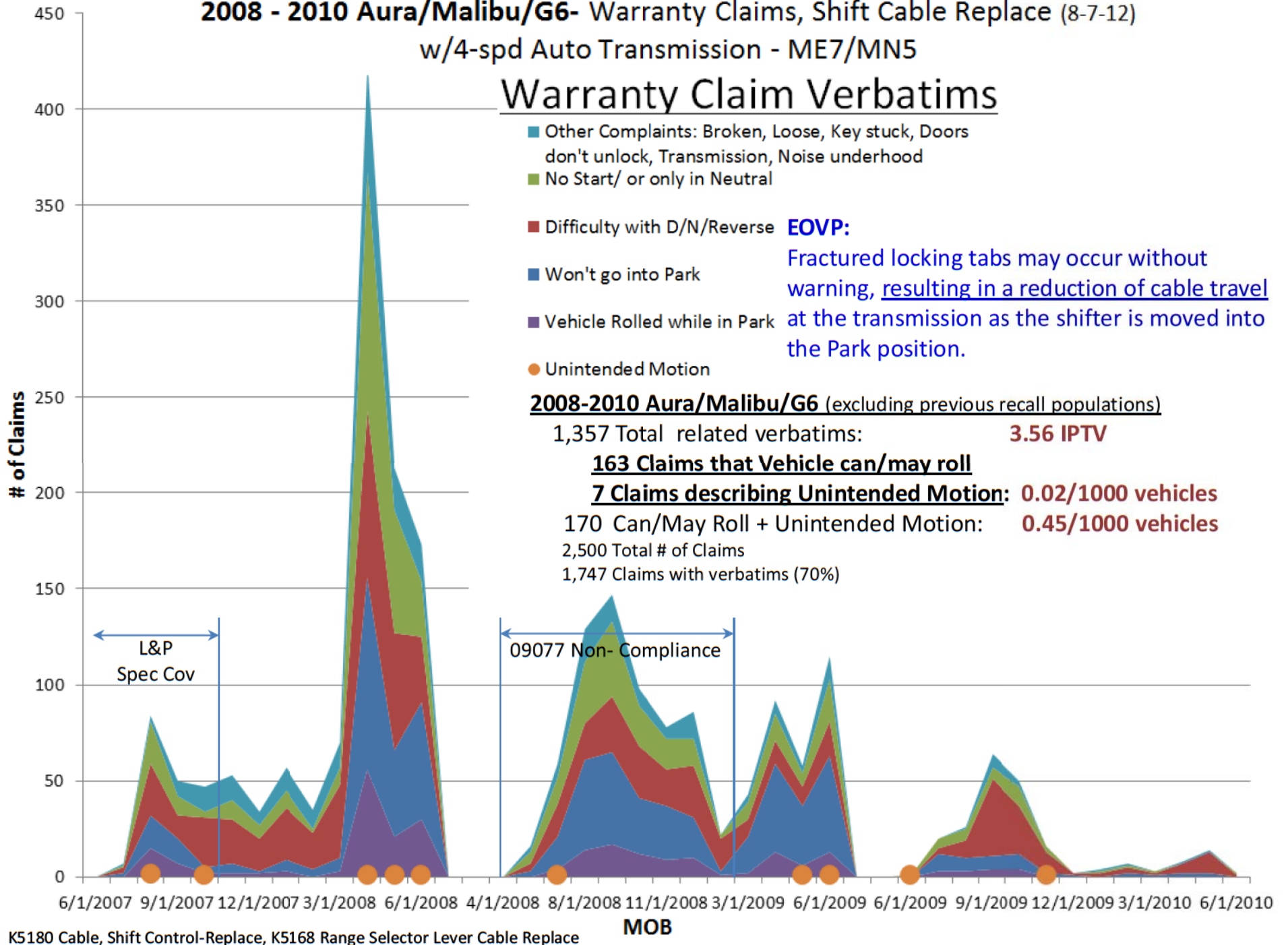
163 Claims that Vehicle can/may roll

7 Claims describing Unintended Motion: 0.02/1000 vehicles

170 Can/May Roll + Unintended Motion: **0.45/1000 vehicles**

2,500 Total # of Claims

1,747 Claims with verbatims (70%)

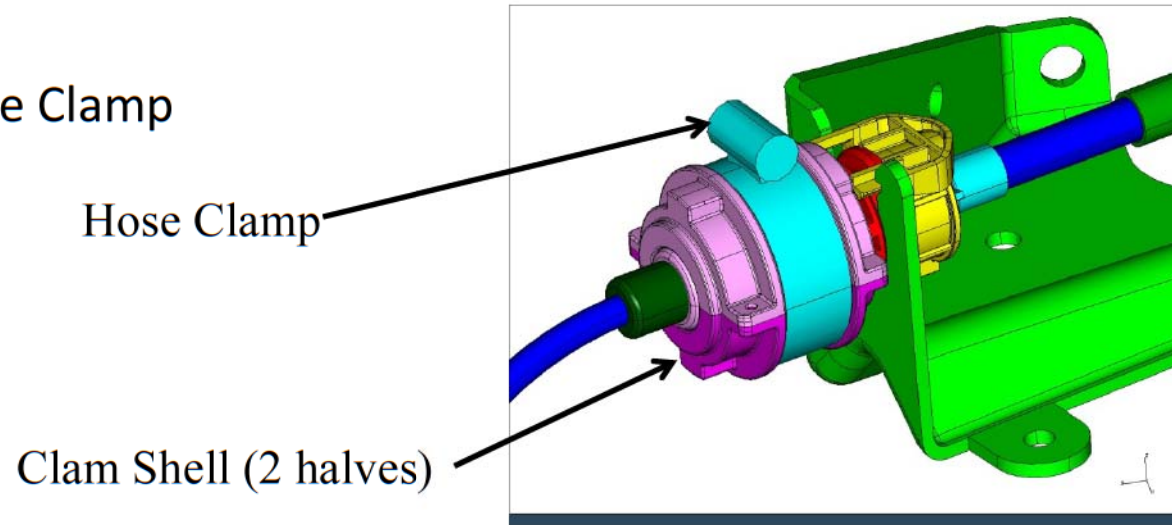


K5180 Cable, Shift Control-Replace, K5168 Range Selector Lever Cable Replace

2008-2010 Malibu, Aura, G6 Automatic Transmission Shift Cable

Proposed Field Fix:

Split Halves with Hose Clamp



Service kit P/N 19210732

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Responsibility: Chassis SMT

2008-2010 Malibu, Aura, G6 Automatic Transmission Shift Cable

Backup

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GM CONFIDENTIAL

Model Year

2008

Model

Malibu, Aura, G6 Automatic
w/4-spd Trans ME7 & MN5

EA11-015

GM

5-14-2013

Q_28_

N-120106 Kongsberg Shift
Cable, EFADC 9-12-12

2008-2010 Malibu, Aura, G6 Automatic Transmission Shift Cable



2008-2010 MY Malibu (386), Aura, G6 w/4-spd auto trans (ME7 & MN5)
600,100 Vehicles

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N-120106

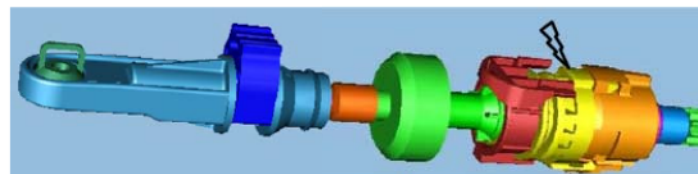
Condition:

Some vehicles with 4-speed transmissions have a shift cable with conduit end locking tabs near the transmission bracket that could fracture. (Supplier: Kongsberg Automotive)

Effect of the Condition:

Fractured locking tabs may occur without warning, resulting in a reduction of cable travel at the transmission as the shifter is moved into the Park position. The most significant effects of this reduced cable travel are as follows:

1-The transmission gear position may not match the gear indication on the shifter. When transmission is not in 'Park': Auto door locks don't unlock, vehicle won't start or may roll. 2-The operator would be able to remove the key from the ignition with shifter in Park position, while the transmission is not in Park (vehicle may roll).

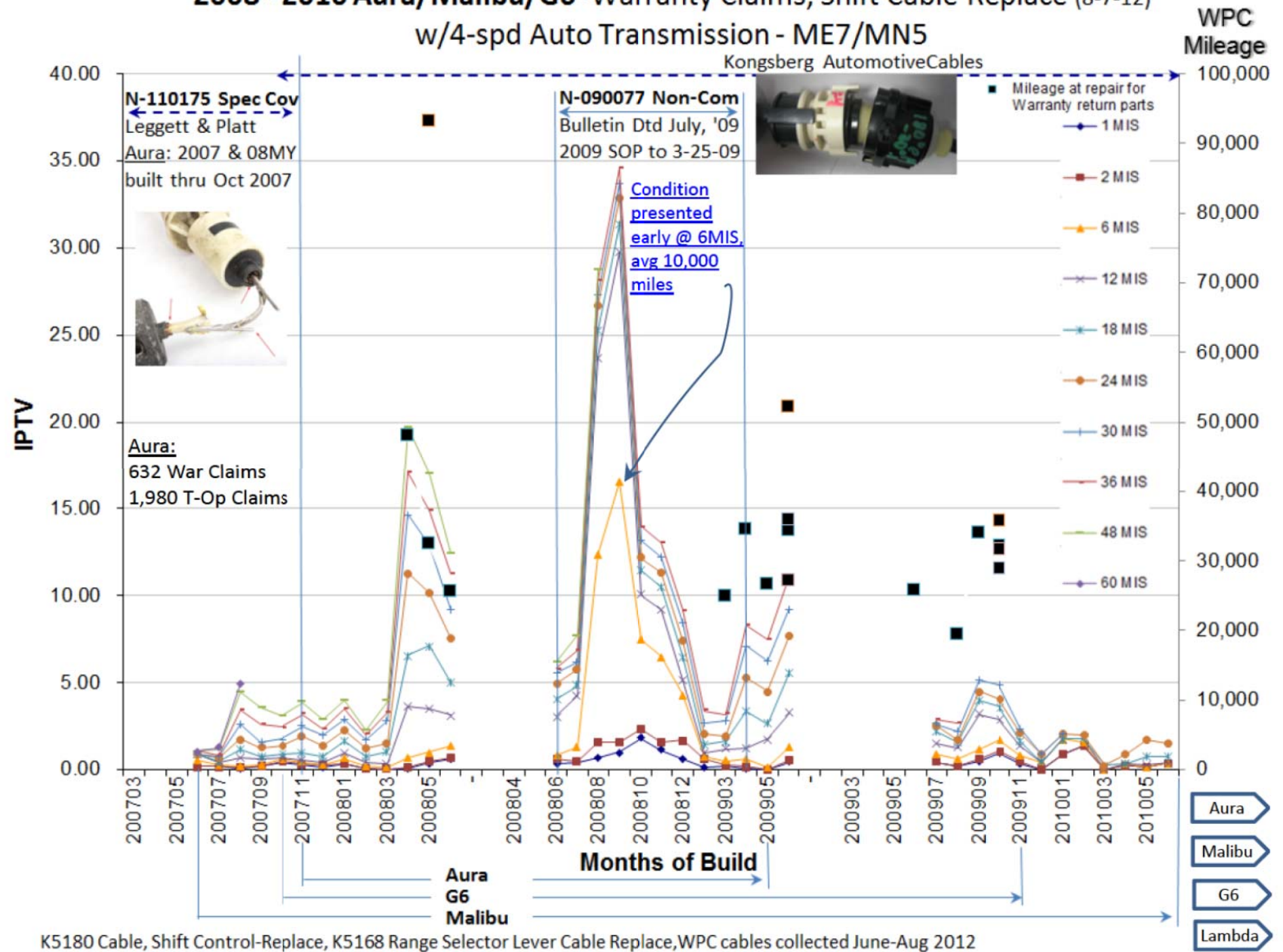


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Frequency: Regular Warranty, Cable Replace: 3.56 IPTV
Rolls + UM: 0.45/1000 vehicles
Unintended Motion: 0.02/1000 vehicles

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2008 - 2010 Aura/Malibu/G6- Warranty Claims, Shift Cable Replace (8-7-12) w/4-spd Auto Transmission - ME7/MN5



K5180 Cable, Shift Control-Replace, K5168 Range Selector Lever Cable Replace, WPC cables collected June-Aug 2012

**2008 - 2010 Aura/Malibu/G6- Warranty Claims, Shift Cable Replace (8-7-12)
w/4-spd Auto Transmission - ME7/MN5**

Warranty Claim Verbatims

- Other Complaints: Broken, Loose, Key stuck, Doors don't unlock, Transmission, Noise underhood
- No Start/ or only in Neutral
- Difficulty with D/N/Reverse
- Won't go into Park
- Vehicle Rolled while in Park
- Unintended Motion

EOVP:
Fractured locking tabs may occur without warning, resulting in a reduction of cable travel at the transmission as the shifter is moved into the Park position.

2008-2010 Aura/Malibu/G6 (excluding previous recall populations)

1,357 Total related verbatims: **3.56 IPTV**

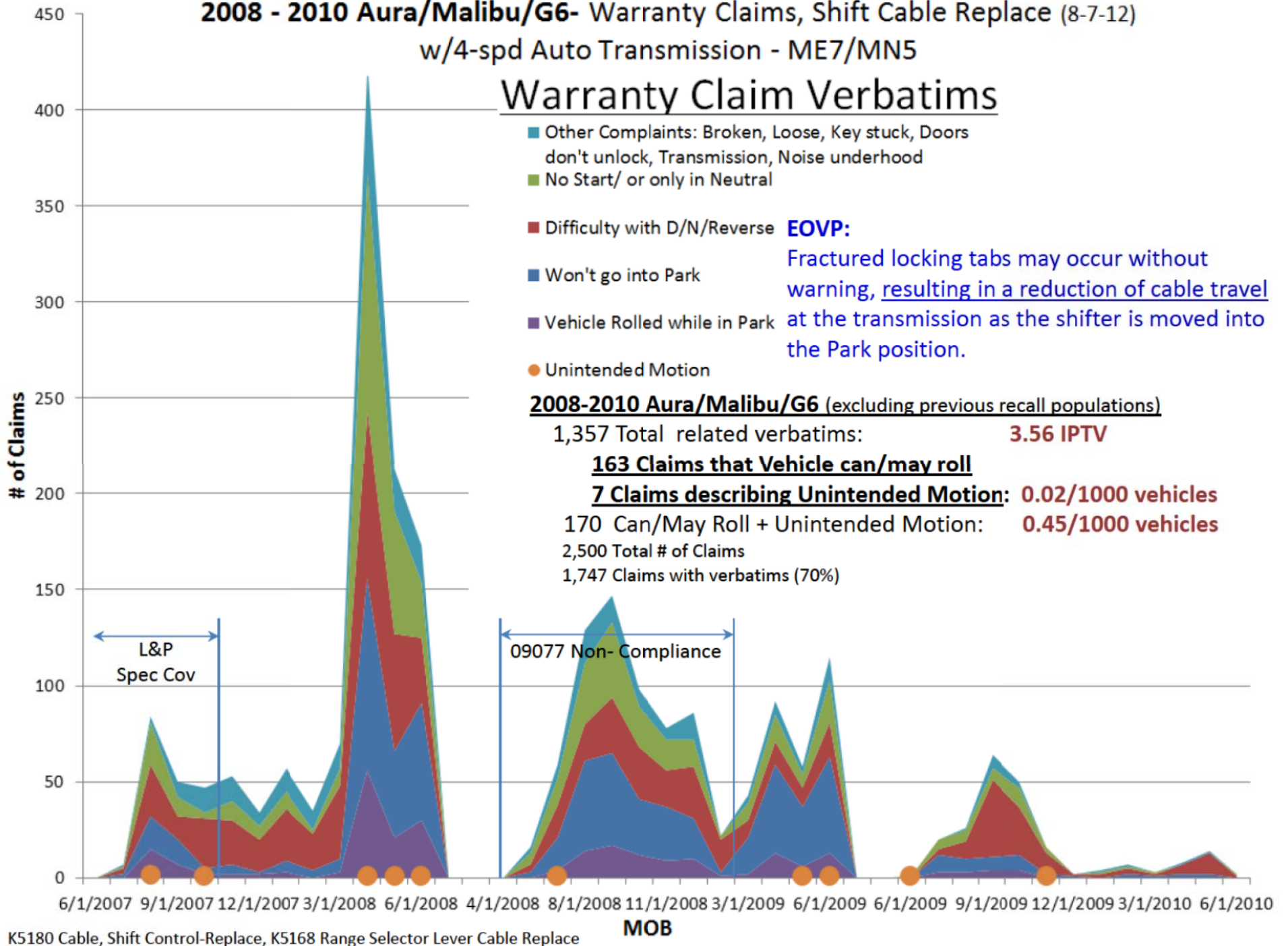
163 Claims that Vehicle can/may roll

7 Claims describing Unintended Motion: 0.02/1000 vehicles

170 Can/May Roll + Unintended Motion: **0.45/1000 vehicles**

2,500 Total # of Claims

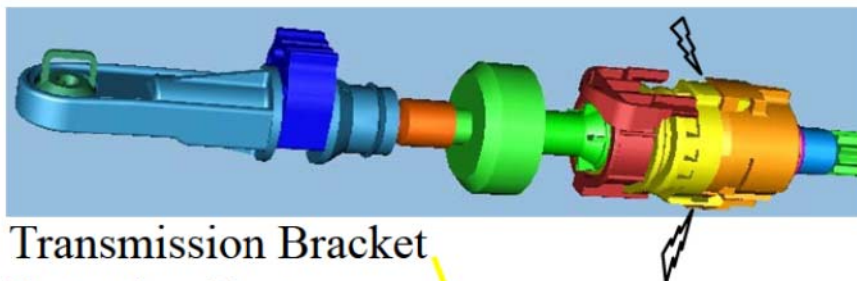
1,747 Claims with verbatims (70%)



K5180 Cable, Shift Control-Replace, K5168 Range Selector Lever Cable Replace

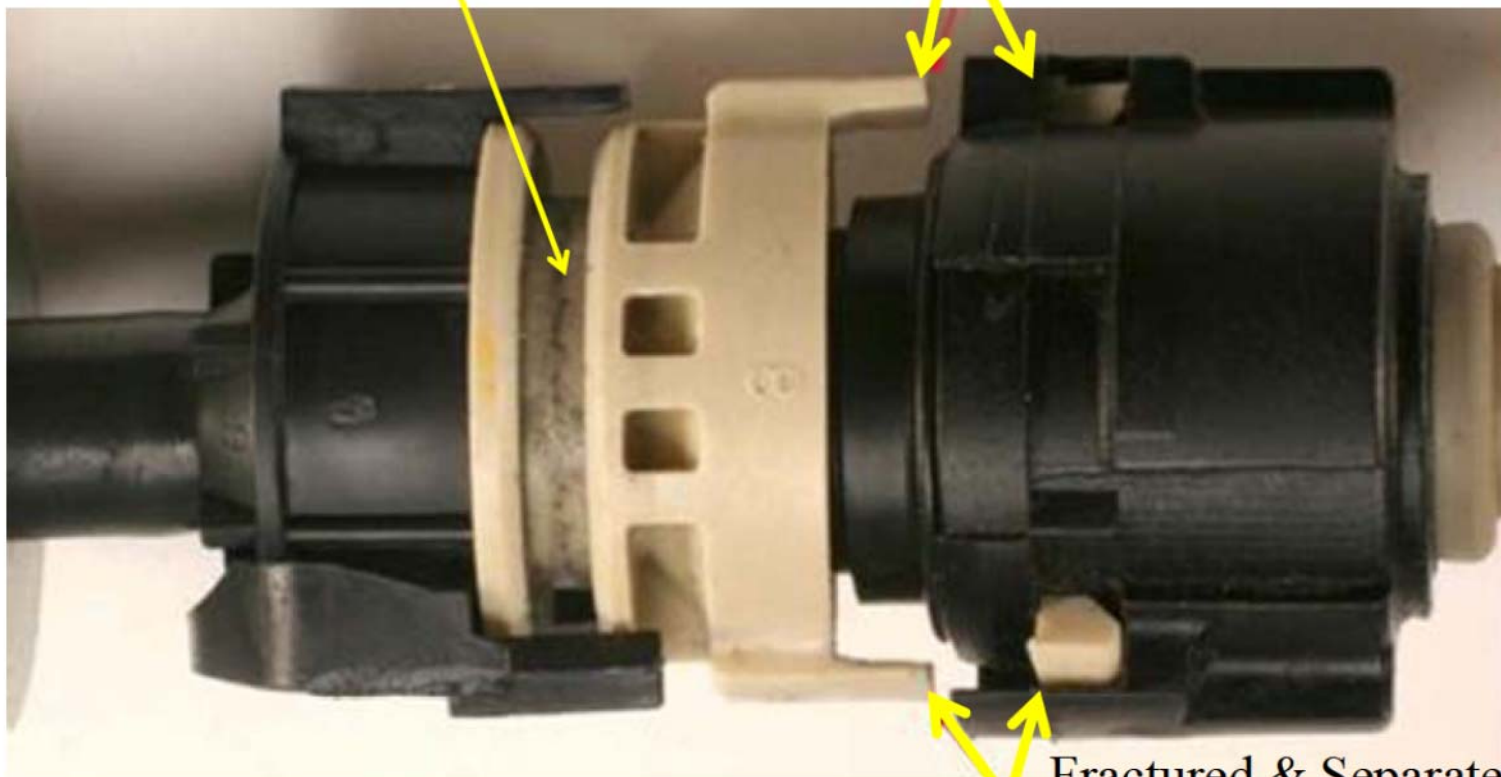
2008-2010 Malibu, Aura, G6 Automatic Transmission Shift Cable

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Transmission Bracket
Retention Feature

Fractured & Separated
Locking Tabs

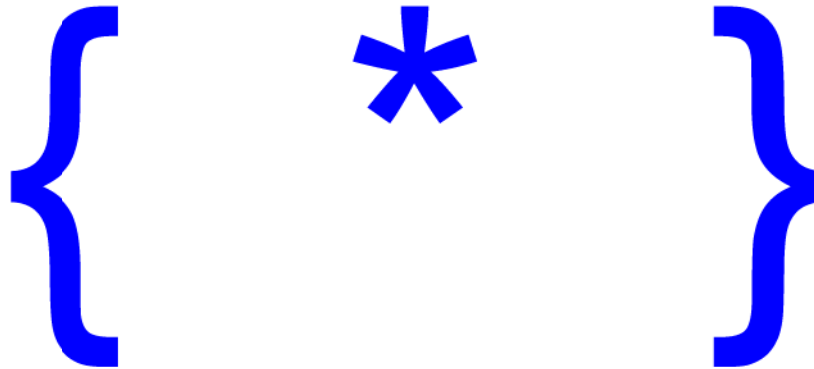
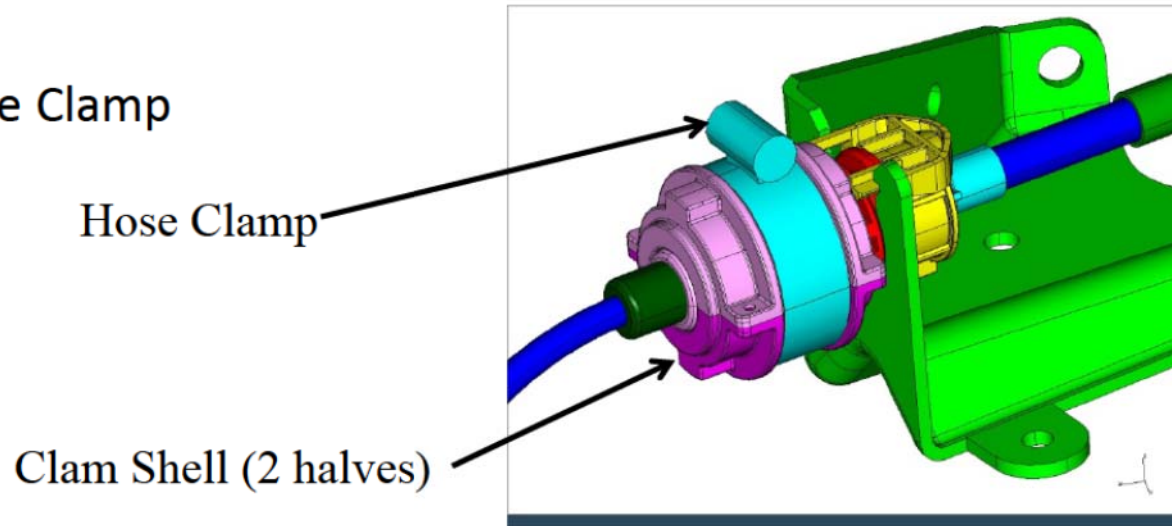


Fractured & Separated
Locking Tabs

2008-2010 Malibu, Aura, G6 Automatic Transmission Shift Cable

Proposed Field Fix:

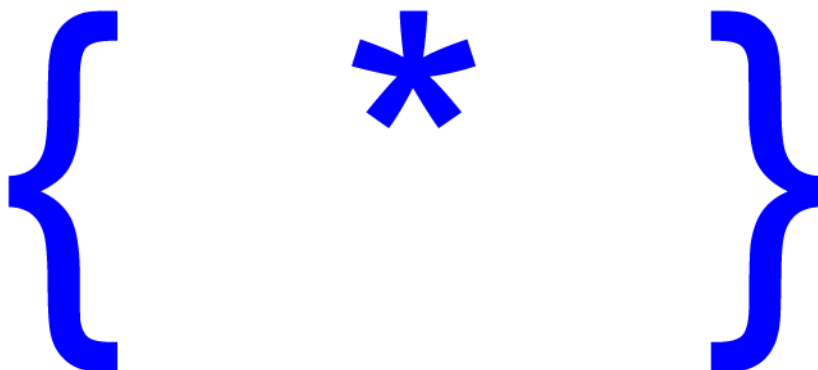
Split Halves with Hose Clamp




Responsibility: Chassis SMT

2008-2010 Malibu, Aura, G6 Automatic Transmission Shift Cable

Backup



	<p>Model Year 2008</p> <p>Model Malibu, Aura, G6 Automatic w/4-spd Trans ME7 & MN5</p>
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2008-2010 Malibu, Aura, G6 Automatic Transmission Shift Cable

History :

June 2009: 09V077 Non-compliance recall, 2009 4-Spd Malibu/Aura/G6 (twist lock regrind condition)

Nov 2011: Discovered additional 2008 MY Kongsberg claims during NHTSA IR investigation (Leggett & Platt cable, 2007-2008 Aura)

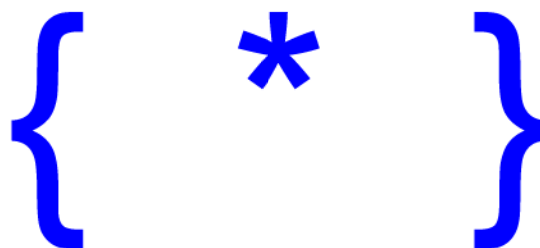
June 2012: Discovered additional 2010 MY Kongsberg claims during an warranty audit of Kongsberg clean quality breakpoint post builds

Current Status:

- Beginning March, 2009, end fittings for shift cables were molded with 100% virgin material
- Recent warranty claim peaks indicate the broken tab condition is presenting prior to and after the 2009 MY non-compliance recall population.
- EA11-015, 'All 2007-2008 Malibu/Aura/G6' received 3-20-12, remains open. EA response was sent 5-7-12.

Immediate Improvement /Containment:

- None required. 4-spd transmissions were discontinued after 2010 MY. 6-spd transmissions in the current Malibu do not exhibit the condition due to lower cable loading.



2008-2010 Malibu, Aura, G6 Automatic Transmission Shift Cable

Summary

VOQs: (2008-2010 Malibu/Aura/G6)

20 complaints of vehicle rolled while in 'park': **0.04 VOQs/1000 Vehs**

4 of the 20 reported a crash

0 injuries, 0 deaths

Warranty Claims:

Regular Warranty (Filtered), Cable Replace: **3.56 IPTV**

Rolls + UM: **0.45/1000 vehicles**

Unintended Motion: **0.02/1000 vehicles**

Suspect Vehicles with Kongsberg Transmission Shift Cable:

2008-2010 MY Vehicles with 4-spd automatic transmissions (ME7 & MN5):

- **Aura:** Nov, 2007 thru 2010 MY (excluding 09077 recall population, plus units serviced before 11-1-07)

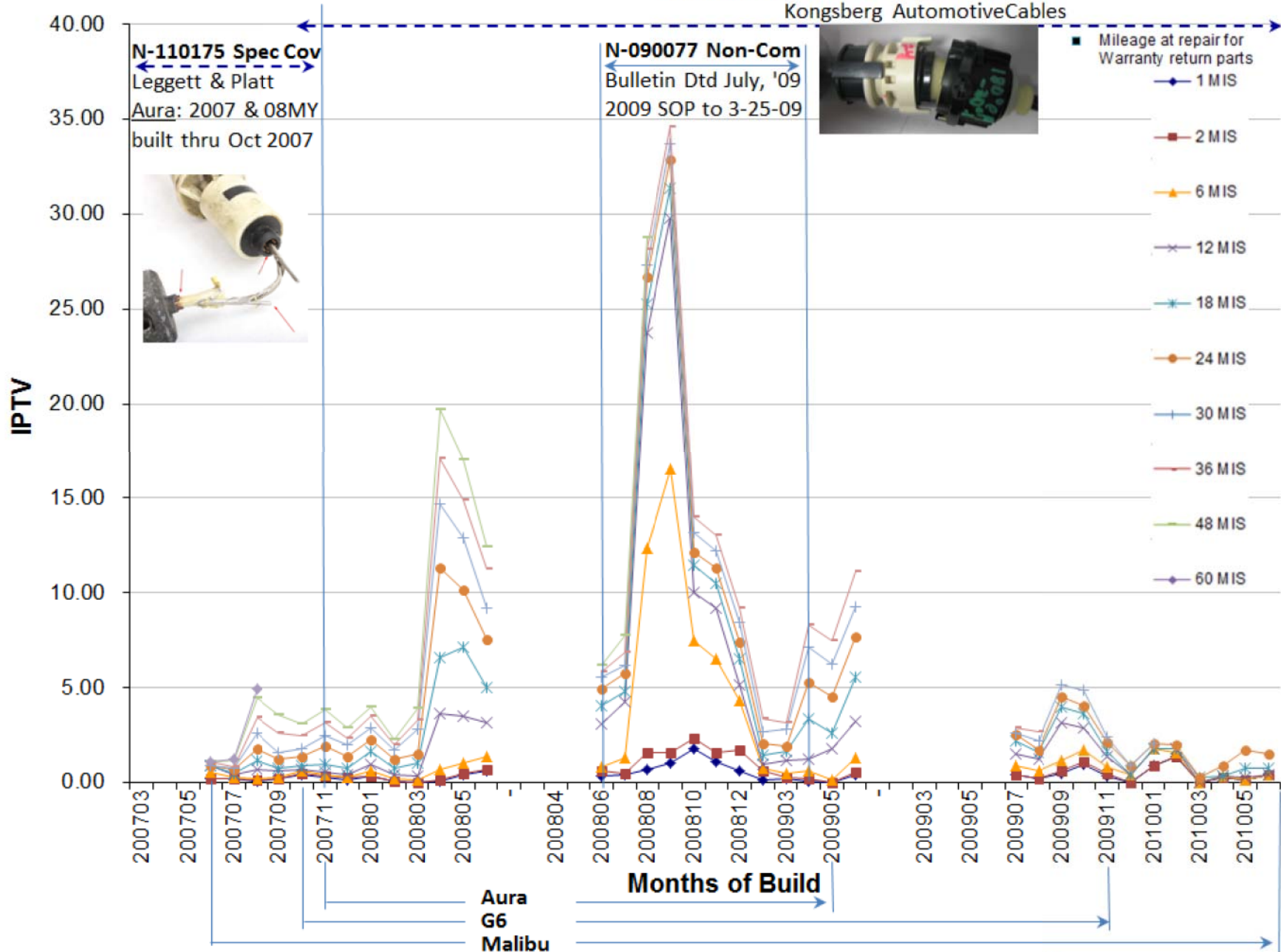
- **G6:** Oct, 2007 thru 2010 MY (excluding 09077 recall population)

- **Malibu:** 2008 MY thru 2010 MY (excluding 09077 recall population)

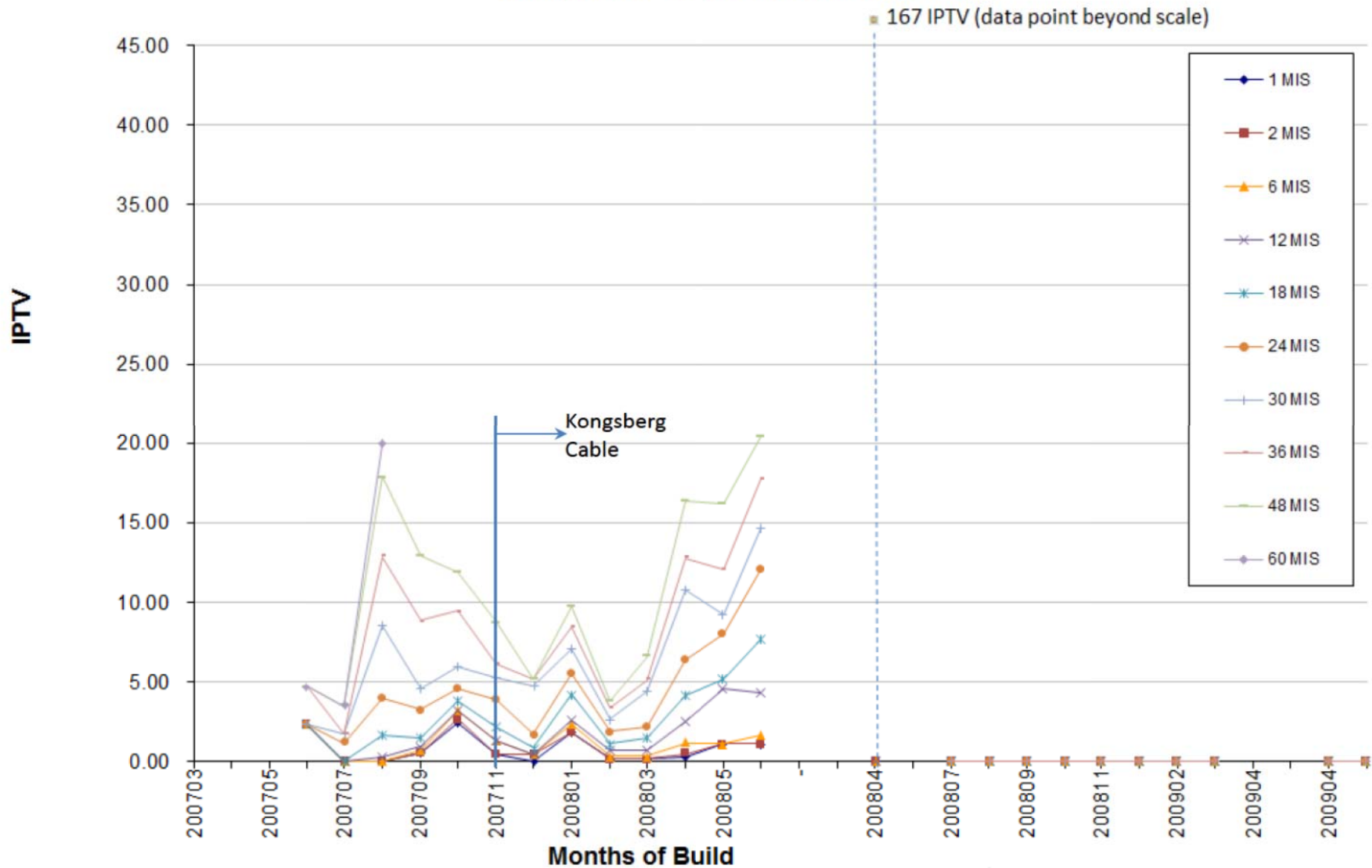
- 386 Malibu 4&5 Digit = ZF, ZG, ZH, ZJ, ZK

(Exclude 380 Malibu 4&5 Digit = ZS, ZL, ZU, ZW)

2008 - 2010 Aura/Malibu/G6- Warranty Claims, Shift Cable Replace (8-7-12) w/4-spd Auto Transmission - ME7/MN5

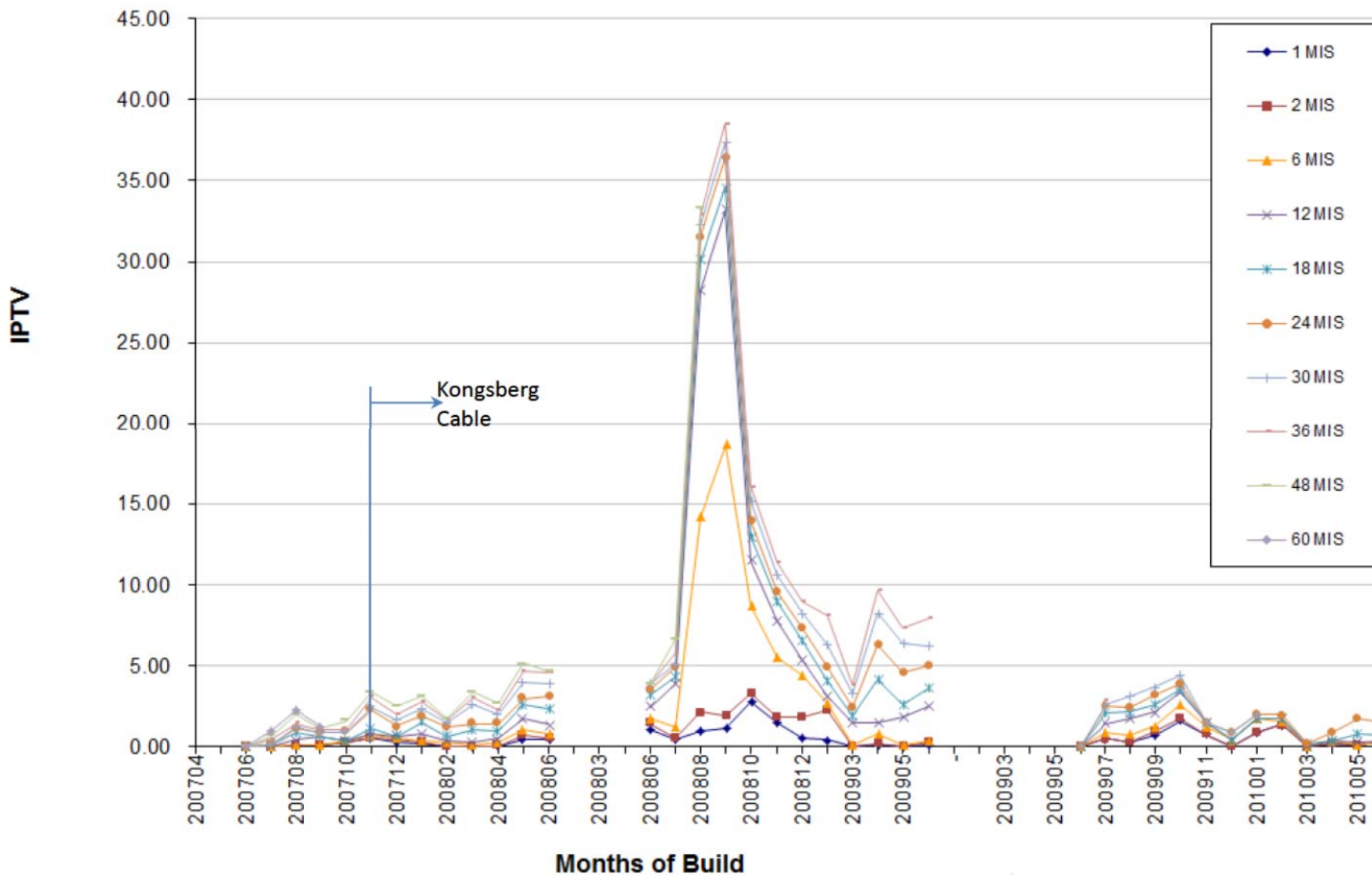


2008 - 2010 Saturn Aura - Warranty Claims, Shift Cable Replace (8-7-12) ME7/MN5: 4-spd Auto Transmission



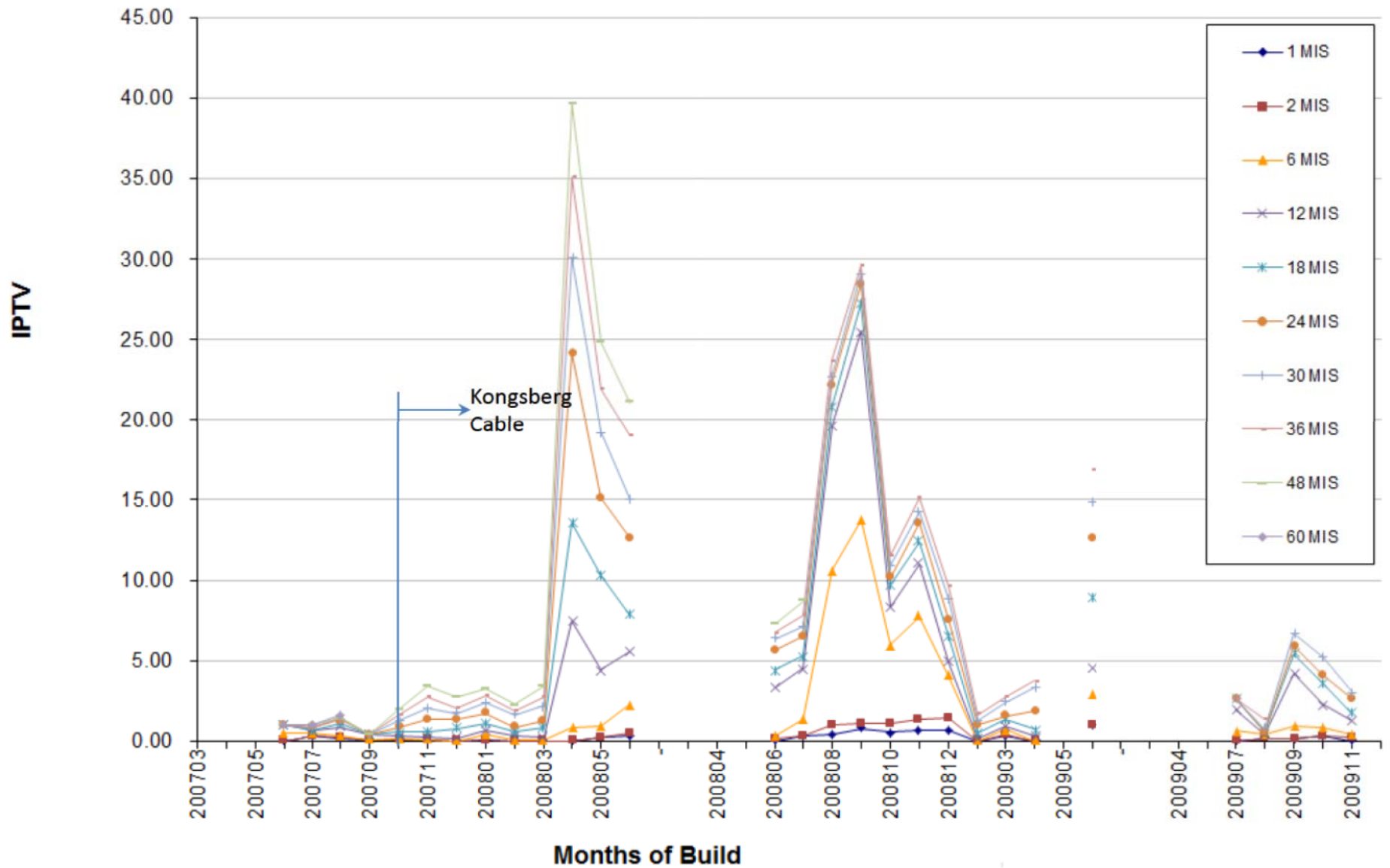
back

2008 - 2010 Chevrolet Malibu - Warranty Claims, Shift Cable Replace (8-7-12) ME7/MN5: 4-spd Auto Transmission



back

2008 - 2010 Pontiac G6 - Warranty Claims, Shift Cable Replace (8-7-12) ME7/MN5: 4-spd Auto Transmission



back

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2008 Malibu, Aura, G6 Automatic Transmission Shift Cable

Comparisons

- 2009 Epsilon Kongsberg (w/o warning) – Noncompliance field action
- 2008 Epsilon Kongsberg (w/o warning) – tbd field action
- 2007-8 Aura L&P (with warning) – Special Coverage field action (pending)

Vehicle Line	Cable Mfg	Prod Vol	VOQs w/UM IPTV	Warranty w/UM IPTV	Review/ Decision Date	Ave Exposure Years	Incidents/ Exp Yr/ 100,000	Field Action	Avg Miles to Claim	Warning
2009 Epsilon, 4-spd	KA	172,626	0.00	0.02	5/2009	1.0	13	Non-Comp	9,610	No
-> 2008 Epsilon, 4-spd	KA	213,622	0.04	0.89	5/2012	5.0	83	tbd	27,768	No
2007-8 Aura, 4-spd	L&P	89,540	0.17	0.54	5/2012	5.5	109	Spec Cov	38,595	Yes

[Back](#)

2008 Malibu, Aura, G6 Automatic Transmission Shift Cable

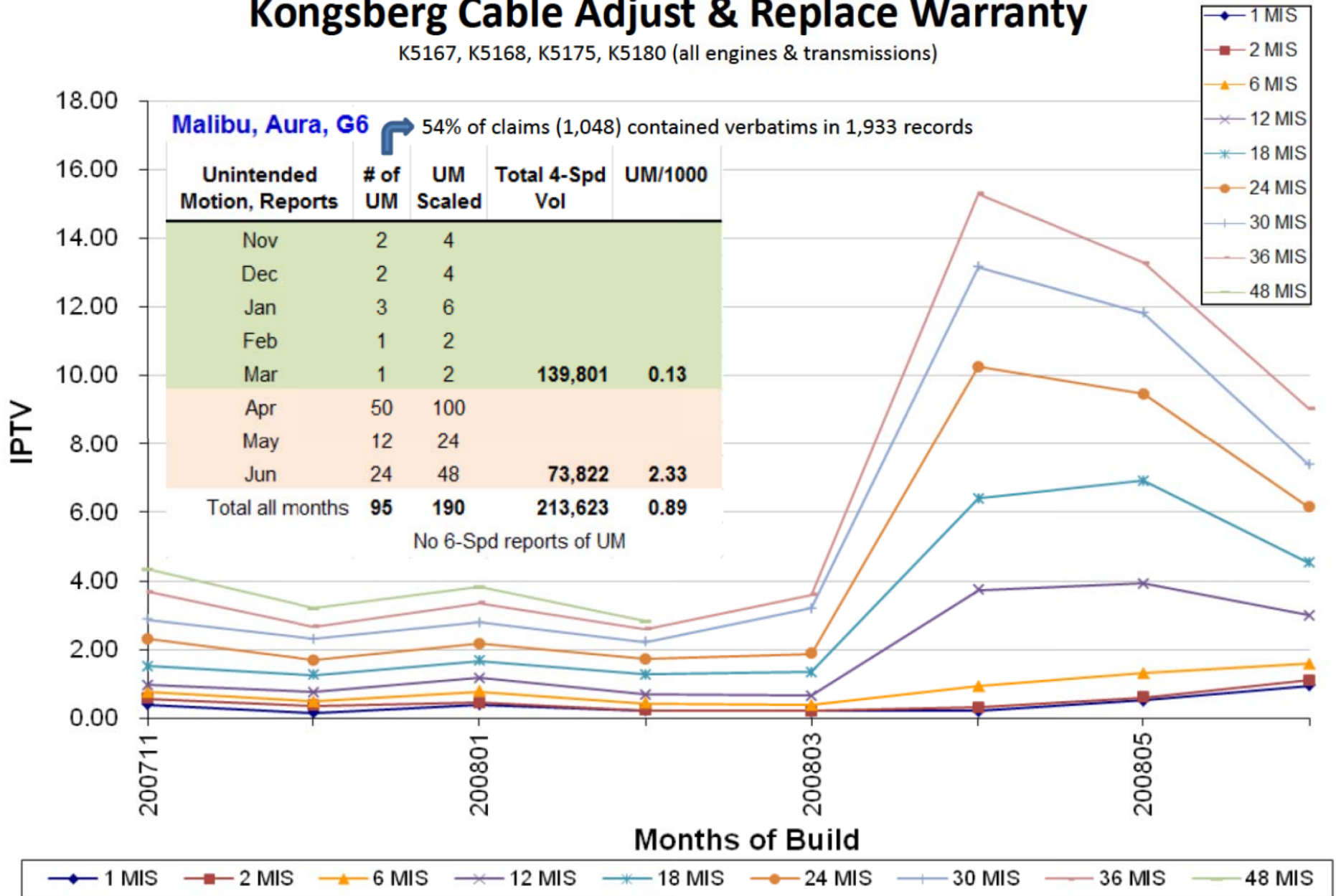
VOQs – L&P Compared to Kongsberg

VOQs	2007-2008MY Vehicles with Legett Platt cable: built through 10/31/2007				2008 MY Vehicles with Kongsberg cable: Aura & G6 built on/after 11/1/2007 Malibu-386 built on/after 2008 SOP			
Vehicle	Total Responsive VOQ's	Unintended Motion	US Production 4-Spd Volume	Engine/Trans with Unintended Motion	Kongsberg VOQs	Unintended Motion	US Production 4-Spd Volume	Engine/Trans with Unintended Motion
Aura	21	15	58,757	All <u>4-Spd</u> Transmission MN5-LZ4	4	4	30,572	All <u>4-Spd</u> Transmission (3) MN5-LZ4, (1) MN5-LE5
Malibu	3	2	156,943	All <u>4-Spd</u> Transmission MN5-LZ4	1	1	96,162	All <u>4-Spd</u> Transmission MN5-LE5
G6	1	1	219,741	All <u>4-Spd</u> Transmission MN5-LZ4	5	4	86,888	All <u>4-Spd</u> Transmission All MN5-LZ4
Total	25	18	435,441		10	9	213,622	

Notes: Malibu 380 4&5 Digit = ZS, ZL, ZU, ZW
 Malibu 386 4&5 Digit = ZF, ZG, ZH, ZJ, ZK
 VOQ's sent by NHTSA with EA11-015, Nov 11, 2011

2008 Malibu, Aura, G6 Automatic Transmission Shift Cable Kongsberg Cable Adjust & Replace Warranty

K5167, K5168, K5175, K5180 (all engines & transmissions)



Analysis Date:02/02/2012, 08 malibu aura g6 after 11 1 07 us, Claim Filter:K5167 68 75 80, Beg. MOB:2007-11 To End MOB:2012-02
PRO_DET_Sue_08_malibu_aura_g6_after_11_1_07_us_K5167_68_75_80, 02-02-12.xls

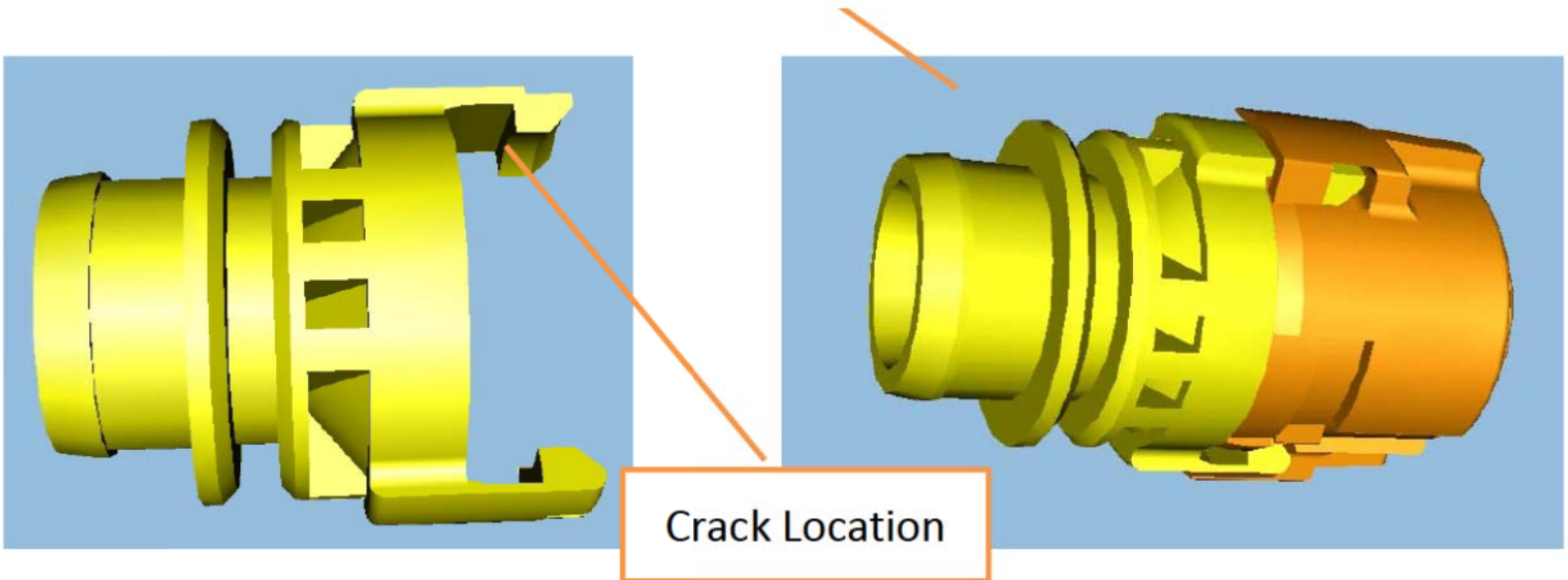
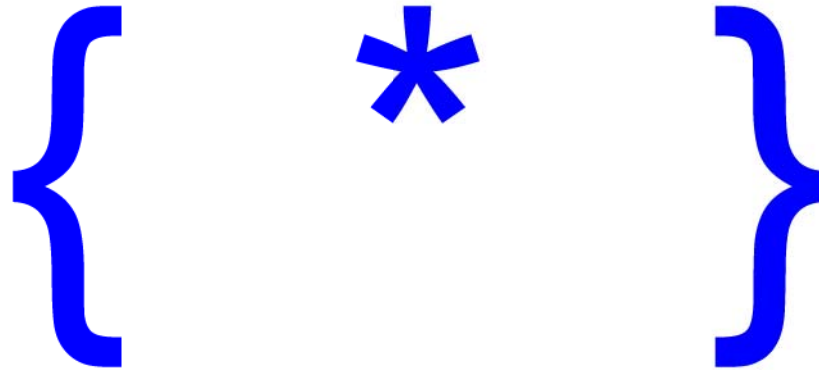
2008 Malibu, Aura, G6 Automatic Transmission Shift Cable Kongsberg Cable Adjust & Replace Warranty

Claims for Cable Adjust/Replace (with Total Cost >{ ** })

2008 MY: Vehicles built on or after 11/1/2007 (Kongsberg cable)																			
Engine	Trans	2008 Malibu GMX386					2008 G6					2008 Aura					2008 All		
		Cable Replace Claims	Cable Replace Claims IPTV	UM Claims	UM claims IPTV	Prod'n Vol	Cable Replace Claims	Cable Replace Claims IPTV	UM Claims	UM claims IPTV	Prod'n Vol	Cable Replace Claims	Cable Replace Claims IPTV	UM Claims	UM claims IPTV	Prod'n Vol	Cable Replace Claims IPTV	UM claims IPTV	
LAT I-4: 2.4 L Ecotec Hybrid	ME7: 4 spd	5	2.62	1	0.52	1,907						0	0.00	0	0.00	222			
LZ4 V6: 3.5 L High Value	MN5: 4 spd	87	22.47	1	0.26	3,872	842	19.85	64	1.51	42,421	270	19.83	21	1.54	13,615			
LES I-4: 2.4 L Ecotec	MN5: 4 spd	144	1.59	2	0.02	90,383	57	1.28	3	0.07	44,467	53	3.17	3	0.18	16,735			
Totals (VOQs scaled 2x)	All 4-Spd	236	2.45	8	0.08	96,162	899	10.35	134	1.54	86,888	323	10.57	48	1.57	30,572	6.83	0.89	
LY7 V6: 3.6 L High Feature	MH2: 6 spd	16	0.5	0	0.0	30,045	2	0.5	0	0.0	4,012	3	0.6	0	0.0	5,452	0.53	0.00	

[More Detail](#)

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2008 Malibu, Aura, G6 Automatic Transmission Shift Cable Kongsberg Cable Adjust & Replace Warranty

Claims for Cable Adjust/Replace (with Total Cost >{ ** })

2008 MY: Vehicles built on or after 11/1/2007 (Kongsberg cable)																	
Engine	Trans	Claims sorted by build window	2008 Malibu GMX386					2008 G6					2008 Aura				
			Cable Replace Claims	Cable Replace Claims IPTV	UM Claims	UM claims IPTV	Prod'n Vol	Cable Replace Claims	Cable Replace Claims IPTV	UM Claims	UM claims IPTV	Prod'n Vol	Cable Replace Claims	Cable Replace Claims IPTV	UM Claims	UM claims IPTV	Prod'n Vol
LAT I-4: 2.4 L Ecotec Hybrid	ME7: 4 spd	Nov 2007 - March 2008	1	1.3	0	0.00	788						0	0.0	0	0.00	104
	ME7: 4 spd	April - June 2008	4	3.6	1	0.89	1,119						0	0.0	0	0.00	118
LZ4 V6: 3.5 L High Value, replaced the LX9	MN5: 4 spd	Nov 2007 - March 2008	22	7.8	1	0.35	2,817	121	4.2	2	0.07	28,708	84	9.8	2	0.23	8,538
	MN5: 4 spd	April - June 2008	65	61.6	0	0.00	1,055	721	52.6	62	4.52	13,714	186	36.6	19	3.74	5,077
LE5 I-4: 2.4 L Ecotec	MN5: 4 spd	Nov 2007 - March 2008	77	1.3	0	0.00	58,987	36	1.2	2	0.07	30,555	27	2.9	2	0.21	9,304
	MN5: 4 spd	April - June 2008	67	2.1	2	0.06	31,396	21	1.5	1	0.07	13,912	26	3.5	1	0.13	7,431
LY7 V6: 3.6 L High Feature	MH2: 6 spd	Nov 2007 - March 2008	2	0.1	0	0.0	18,365	2	0.7	0	0.0	2,995	0	0.0	0	0.0	3,900
	MH2: 6 spd	April - June 2008	14	1.2	0	0.0	11,680	0	0.0	0	0.0	1,017	3	1.9	0	0.0	1,552

[Less Detail](#)



Previous Field Action – Malibu/Aura/G6 Kongsberg Cable

2009 MY Shift Cable Non-compliance recall due to "Shift Lever Indicator May Not Display Correct Gear"						
Bulletin Number	Date	Subject	Subject vehicles	Build dates	Comments	Repair procedure
09041	Mar-09	Shift cable adjustment clip, or "slider", may not fully engage due to molding short-shot issue. Occurred at low mileage.	Enclave, Traverse, Acadia, Outlook, Cobalt, G5, HHR, Malibu, G6, Aura, all transmission RPO's.	MY 2009 vehicles built from April 2008 to December 2008	Included all unsold vehicles and those with < 3 months in service -- all transmission RPO's.	Dealer is to inspect and test for adjuster lock engagement. Replace cable if necessary.
09041A	Jun-09	Conduit end tabs breaking due to unauthorized regrind material	Added 4-speed Malibu-G6-Auras built through March 2009	June 2008 - March 2009	Supplier admitted to using regrind material starting June 5, 2008.	If tabs are not broken, install "clam-shell" retainer over the shift cable end fitting. If tabs are broken, replace the cable.
09077	Jul-09	Conduit end tabs breaking due to unauthorized regrind material	4-speed Malibu-G6-Auras built after December 2008	2009 MY vehicles built after December 2008		If tabs are not broken, install "clam-shell" retainer over the shift cable end fitting. If tabs are broken, replace the cable.
09077A	Aug-09	Revise population	Added 3000 VIN's to the quoted range			If tabs are not broken, install "clam-shell" retainer over the shift cable end fitting. If tabs are broken, replace the cable.
GMService Parts DCS2306: Retraction Letter for 09041A/09077A	Oct-09	Revise population; some vehicles were not built with the subject shift cables	Rmove 8000 VIN's: mailed retraction letter to customers.			











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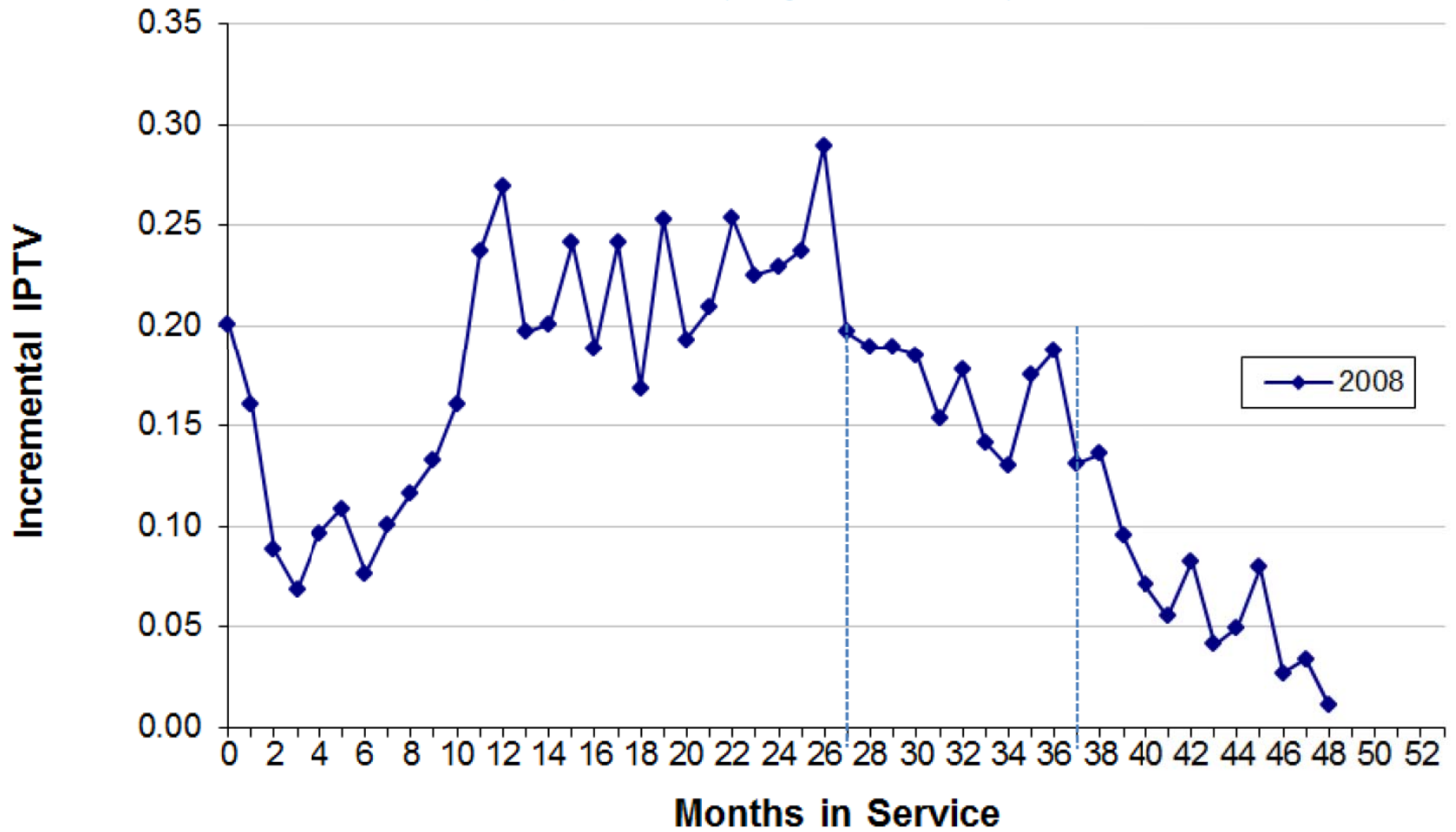


2008 Malibu, Aura, G6 Automatic Transmission Shift Cable

Current Investigation, As of 02-02-12

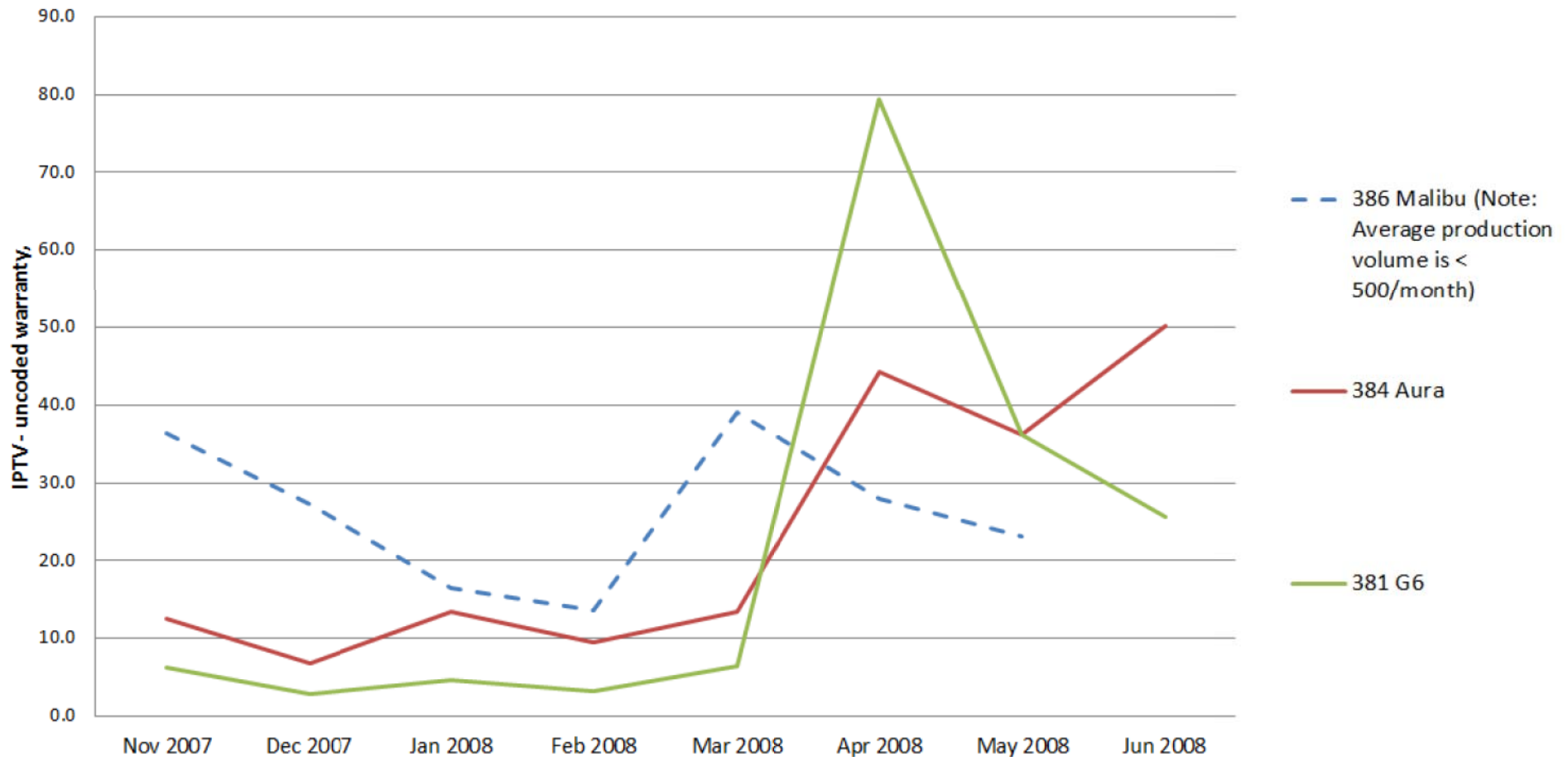
Kongsberg Cable Adjust & Replace Warranty

K5167, K5168, K5175, K5180 (all engines & transmissions)



2008 Malibu, Aura, G6 Automatic Transmission Shift Cable

**IPTV by Build Month:
For All Shift Cable Adjust and Replace:
2008 MY vehicles built w/Kongsberg Shift Cables and LZ4 6-Cyl, MN5 4-Spd Trans**



Analysis Date:02/02/2012 |
Claim Filter:K5167 68 75 80
Beg. MOB:2007-11 To End MOB:2012-02 |

386Malibu-384Aura-381G6_Kongsberg 2008 MY shift cable warranty analysis, 3-2-12, R1.xlsx

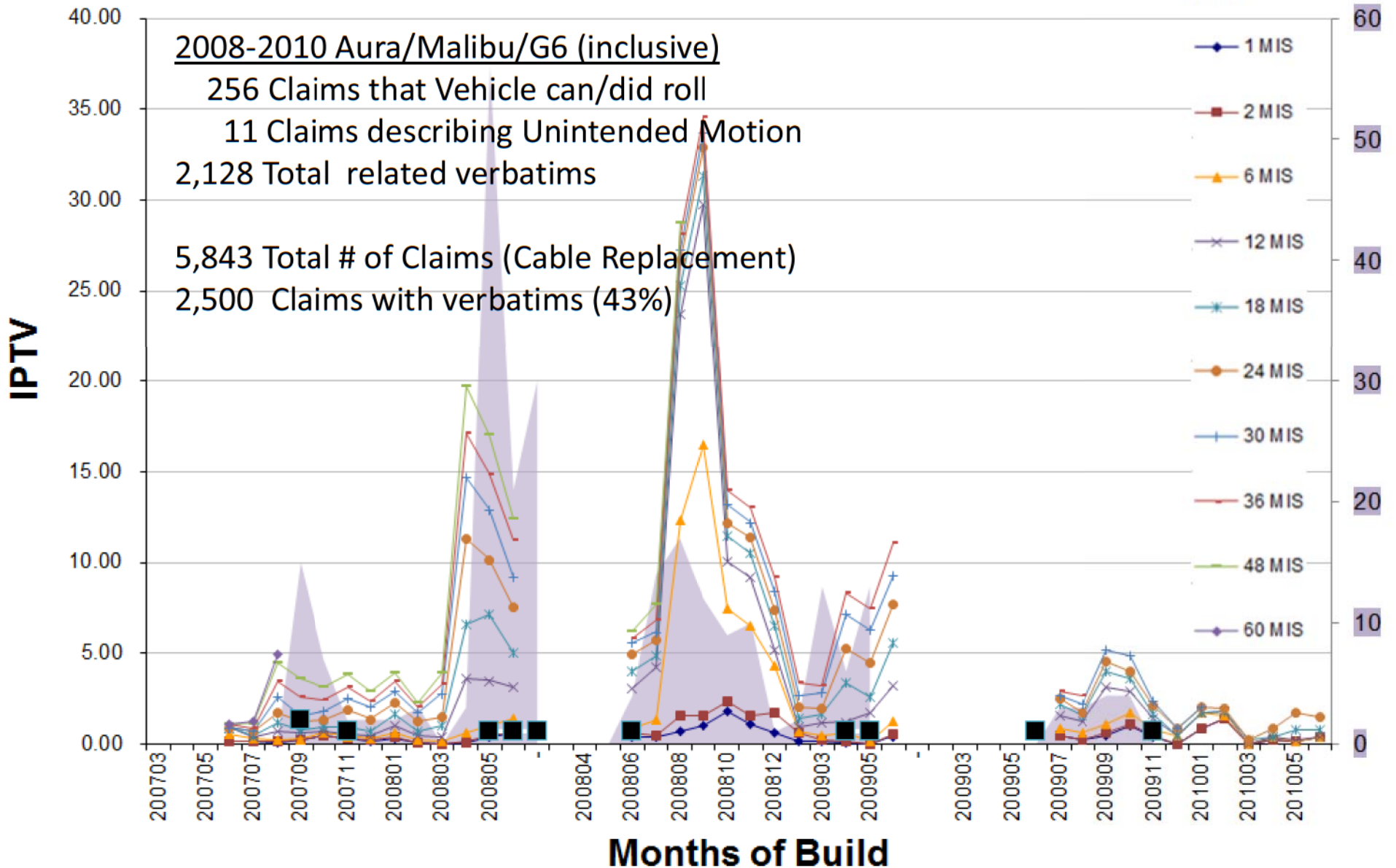
Noncompliance Recall:

Summary of documents and vehicles affected

2009 MY Shift Cable Non-compliance recall due to "Shift Lever Indicator May Not Display Correct Gear"						
Bulletin Number	Date	Subject	Subject vehicles	Build dates	Comments	Repair procedure
9041	Mar-09	Shift cable adjustment clip, or "slider", may not fully engage due to molding short-shot issue. Occurred at low mileage.	Enclave, Traverse, Acadia, Outlook, Cobalt, G5, HHR, Malibu, G6, Aura, all transmission RPO's.	MY 2009 vehicles built from April 2008 to December 2008	Included all unsold vehicles and those with < 3 months in service -- all transmission RPO's.	Dealer is to inspect and test for adjuster lock engagement. Replace cable if necessary.
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9077	Jul-09	Conduit end tabs breaking due to unauthorized regrind material	4-speed Malibu-G6-Auras built after December 2008	2009 MY vehicles built after December 2008		If tabs are not broken, install "clam-shell" retainer over the shift cable end fitting. If tabs are broken, replace the cable.
09077A	Aug-09	Revise population	Added 3000 VIN's to the quoted range			If tabs are not broken, install "clam-shell" retainer over the shift cable end fitting. If tabs are broken, replace the cable.
GMService Parts DCS2306: Retraction Letter for 09041A/09077A	Oct-09	Revise population; some vehicles were not built with the subject shift cables	Rmove 8000 VIN's: mailed retraction letter to customers.			

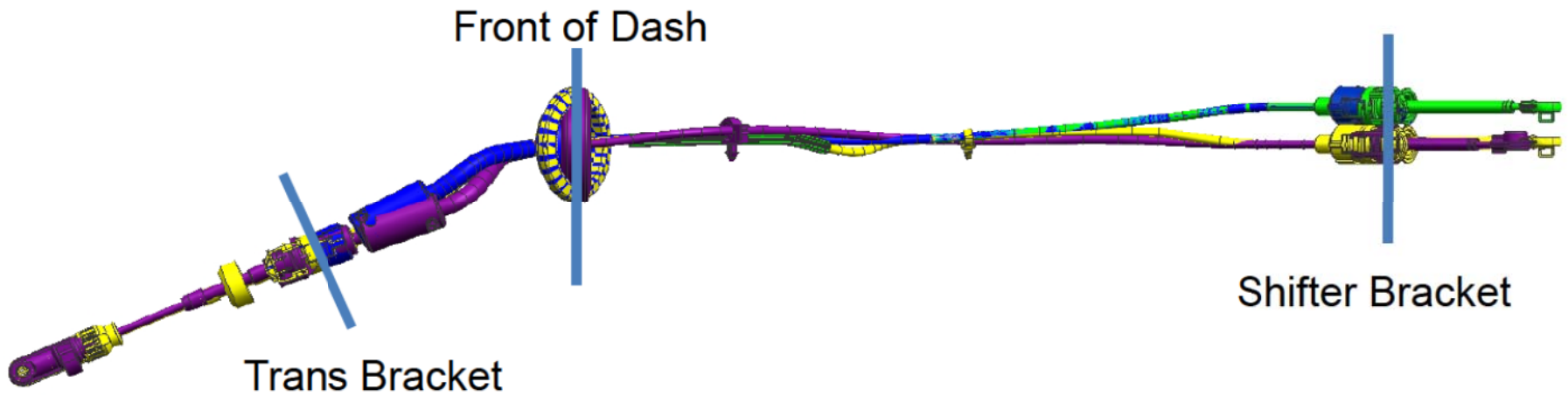
**2008 - 2010 Aura/Malibu/G6- Warranty Claims, Shift Cable Replace (8-7-12)
w/4-spd Auto Transmission - ME7/MN5**

- Warranty claims citing Vehicle Rolled in Park
- Warranty claims citing Unintended Vehicle Motion



4 Cables PV

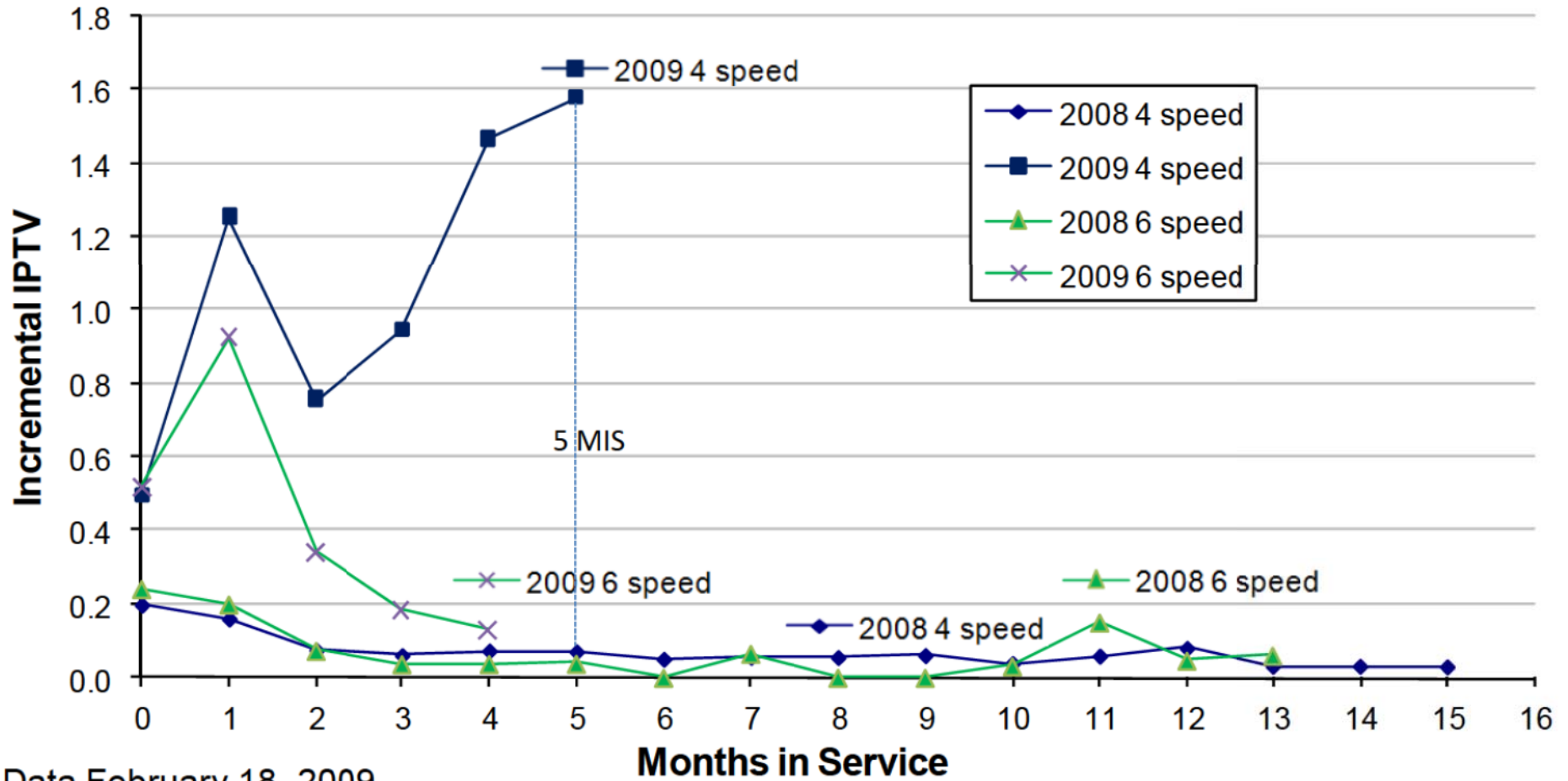
Purple 2004-2007 Malibu Cable (Note: 2008 Cable changes grommet orientation only)
Blue 2007-2010 Aura Worst Case Routing
Green 2007-2010 Aura Nominal Routing
Yellow 2006-2010 G6



TOP WORK Camera TOP

Previous Field Action N-090077, As of 02-18-09

2008-9 Malibu/Aura/G6
Shift Cable Warranty (Claims K5167,8, 75, 80)
For 4 & 6 Speed Transmissions



Data February 18, 2009

[Back to Slide 4](#)

2008 Malibu, Aura, G6 Automatic Transmission Shift Cable

Current Investigation, As of 02-02-12

Kongsberg Cable Adjust & Replace Warranty

K5167, K5168, K5175, K5180 (all engines & transmissions)

