



**GENERAL MOTORS NORTH AMERICA**  
Structure & Safety Integration

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NVS-215

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March 10, 2004

OFFICE OF  
DEFECTS INVESTIGATION

Mr. K. N. Weinstein  
Associate Administrator for Safety Assurance  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W., Room 5321  
Washington, D.C. 20590

04V-123 ① or ②

Dear Mr. Weinstein:

The following information is submitted pursuant to the requirements of 49 CFR 573.6 as it applies to a determination by General Motors of a safety defect involving certain 2004 Medium Duty model vehicles.

573.6(c)(1): Chevrolet and GMC Divisions of General Motors Corporation

573.6(c)(2)(3)(4): This information is shown on the attached sheet.

573.6(c)(5): General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain Chevrolet Kodiak and GMC Topkick vehicles. Some of these vehicles are missing a switch retainer that holds the brake booster push rod and the brake pedal together. If the retainer is missing, the push rod and pedal could separate, resulting in a loss of foundation brakes. If this condition occurs where stopping distance is limited, a crash could occur.

573.6(c)(6): On February 13, 2004 two vehicles were discovered at Flint Assembly with the brake booster push-rod switch retainer missing. Vehicle shipping was immediately halted. Flint Assembly immediately began an investigation and discovered that a new operator had been on the job following the year-end holiday shutdown. This operator had not been installing the brake booster push-rod switch retainer on every vehicle as specified on the Product Assembly Document (PAD). The inspection of all held vehicles resulted in 9 vehicles missing the retainer, out of a population of 733 vehicles.

The PAD was modified on February 23, 2004, to add a statement that drives a Customer Acceptance Review and Evaluation (CARE) line check. Specifically, an Engineering note was added on to PAD requiring a check to ensure the retainer is installed by audible, visual or tactile check. It also requires a secondary visual or tactile check of the retainer installation.

On March 3, 2004 the issue was presented to the FPE Director and on March 4, 2004, the FPE Director reviewed the issue with the GMNA Senior Management Committee. On March 5, 2004 GM made the decision to conduct a safety recall.

573.6(c)(8): This information was included in the service procedure of the dealer bulletin.

Pursuant to 577.11(e), GM does not believe notification about reimbursement is required for this recall. Involved vehicles are covered by the new vehicle warranty.

**Product Investigations**

Mail Code: 480-106-304 • 30500 Mound Road • Warren, MI 48090-8055  
Phone: (588) 988-8029 • Fax: (588) 847-2318  
2135 - 04010 575 Letter.doc



573.6(c)(9): I notified Kathy Demeter on March 5, 2004, by telephone, of a decision to conduct a safety recall. Final copies of the dealer bulletin and owner notification have already been provided to NHTSA by e-mail. General Motors released this safety recall and notified owners on March 5, 2004.

Sincerely,  
  
Gay P. Kent  
Director  
Product Investigations

2133 - 04010  
Attachments

VEHICLES POTENTIALLY AFFECTED BY MAKE, MODEL, AND MODEL YEAR  
PLUS INCLUSIVE DATES OF MANUFACTURE

<u>MAKE</u>	<u>MODEL SERIES</u>	<u>MODEL YEAR</u>	<u>NUMBER INVOLVED</u>	<u>INCLUSIVE MANUFACTURING DATES</u> <u>(FROM) (TO)</u>		<u>DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.</u>	<u>EST. NO. W/CONDITION</u>
Chevrolet	C Truck	2004	1,060	01/04	02/04	Kodiak	* Unknown
GMC	C Truck	2004	<u>877</u>	01/04	02/04	Topkick	*
Grand Total:			2,037				

\* All involved vehicles will be corrected.