



05 V- 055

February 14, 2005

Mr. Ronald Medford
Senior Associate Administrator, Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5321
Washington, D.C. 20590

Dear Mr. Medford:

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 noncompliance involving certain 2005 model year Cadillac Escalade, Escalade ESV and Escalade EXT; Chevrolet Avalanche, Silverado, Suburban, and Tahoe; GMC Sierra, Yukon, and Yukon XL model vehicles.

573.6(c)(1): Cadillac, 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 certain 2005 Cadillac Escalade, Escalade ESV, Escalade EXT; Chevrolet Avalanche, Silverado, Suburban, Tahoe; and GMC Sierra, Yukon, Yukon XL vehicles equipped with an automatic transmission fall to conform to Federal Motor Vehicle Safety Standard 102 requirements for location, identification, illumination of displays. Under certain vehicle starting conditions, the shift lever position indicator located in the instrument panel cluster may not illuminate. In subsequent vehicle start-ups, this condition may or may not occur again. If the shift lever position indicator does not illuminate, the driver may not know which gear the vehicle is in and the vehicle may move in an unintended direction, resulting in possible injury to others outside of the vehicle.

573.6(c)(6): After implementation of interim 2005 model year instrument panel cluster revisions beginning January 31, 2005, the Flint, Fort Wayne, Janesville, Pontiac, and Silao Assembly Plants began to identify the "blank PRNDL" anomaly on vehicles during various in-plant electrical tests, Dynamic Vehicle Testing, and audits.

On February 3, 2005, Delphi received initial feedback regarding the assembly plant failures and GM issued a "Stop Ship" order. On February 4, 2005, root cause was identified and cluster and vehicle level corrective action reflash to allow proper re-enabling of the PRNDL interrupt timer was initiated at all the affected assembly plants, assembly plant yards, and sequencers.

On February 4, 2005, a "stop delivery" order was sent to all dealers to hold and not deliver the involved vehicles to customers.

Investigation identified that the PRNDL indicator behavior is only induced with a very specific battery voltage waveform and is dependent on vehicle level characteristics, although the vehicle is operating normally.

The GMNA Senior Management Committee recommended a field action and on February 11, 2005, the Field Action Decision Committee decided to conduct a noncompliance recall.

573.6(c)(6): Dealers are to reprogram the instrument panel cluster.

Pursuant to 577.11(e), GM does not believe notification about reimbursement is required for this recall. The involved vehicles are current model vehicles and are covered by the new car warranty.

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573.6(c)(9): On February 11, 2005, GM Product Investigations notified NHTSA of this recall in a telephone conversation. Attached is the final dealer bulletin and owner letter. GM notified dealers on February 11, 2005 and owner letters will be mailed on February 18, 2005.

Sincerely,



Gay P. Kent
Director
Product Investigations

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Attachments

573.6(c)(2),(3),(4)

**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 (FROM) (TO)</u>		<u>DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.</u>	<u>EST. NO. W/CONDITION</u>
Cadillac	C/K	2005	600	01/2005	02/2005	Escalade, Escalade EXT, Escalade ESV	*Unknown
Chevrolet	C/K	2005	3,290	01/2005	02/2005	Tahoe, Avalanche, Suburban	*
Chevrolet	C/K	2005	2,020	01/2005	02/2005	Silverado	*
GMC	C/K	2005	961	01/2005	02/2005	Sierra	*
GMC	C/K	2005	1,043	01/2005	02/2005	Yukon, Yukon XL	*
GM Total:			7,914				

* All affected vehicles will be corrected.

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