



GENERAL MOTORS NORTH AMERICA
Structure & Safety Integration

March 9, 2005

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OFFICE OF DEFECTS
INVESTIGATION

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

05V-099
(3 pages)

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 safety defect involving certain 2000-01 model year Chevrolet Astro and GMC Safari vans.

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 2001-02 model years Chevrolet Astro and GMC Safari vans. The malfunction switch may develop an open circuit condition in the stop lamp or hazard lamp circuit that results in the stop lamps and hazard lamps becoming inoperative. The CHMSL (Center High Mounted Stop Lamp) and turn signal lamp functions are not affected. The loss of stop lamps and rear hazard lamps could fail to warn a following driver that the vehicle is braking and/or is stopped and could lead to a vehicle crash.

573.6(c)(6): On October 10, 2004 General Motors received a Preliminary Evaluation Information Request PE04-072 / GM-867 from NHTSA Office of Defects Investigation regarding the loss of stop lamp function for 2001 ML-vans.

The GM investigation revealed that the combined effects of the material and lubrication changes resulted in increased resistance in the hazard switch. The brass contactor generates more resistance during electrical load than a copper contactor due to the difference in the electrical conductivity. Increased electrical resistance in the hazard switch may cause the brass contactor to stick in a position that does not allow one or more of the three dimples to contact the mating grid within the hazard-switch contactor carrier. The result is an open circuit condition in the stop lamp or hazard lamp circuit. General Motors responded to the ODI investigation on December 15, 2004 and notified the agency that GM was continuing its investigation.

On January 20, 2005 the issue was presented to the FPE Director. The issue was then presented to the Senior Management Committee (SMC) and additional failure rate information was requested by the SMC to make a recommendation. After a review of the additional data the SMC recommended that field action be taken. On March 3, 2005, the Field Action Decision Committee decided to conduct a safety recall.

573.6(c)(8): Dealers are to replace the hazard-warning flasher switch and apply special grease to the contactors at the time of installation of the module. This repair would be used in vehicles in which the hazard slider button is still movable. If a vehicle has a hazard slider button that is not movable (frozen), the corrective action would be to replace the entire multifunction switch.

Product Investigations

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Pursuant to 577.11(e), GM will provide reimbursement to owners for repairs completed on or before ten days after the owner mailing is completed, according to the plan submitted on January 14, 2005.

573.6(c)(9): GM will submit a draft copy of the dealer bulletin and owner letter and scheduled mailing dates when available.

Sincerely,



Gay P. Kent
Director
Product Investigations

05013
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>
Chevrolet	M/L Vans	2001	51,632	03/2000	06/2001	Astro	Unknown
Chevrolet	M/L Vans	2002	5,893	03/2001	08/2001	Astro	"
GMC	M/L Vans	2001	17,383	03/2000	06/2001	Safari	"
GMC	M/L Vans	2001	2,147	03/2001	08/2001	Safari	"
GM Total:			77,055				

* All affected vehicles will be corrected.

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