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OFFICE OF DEFECTS  
INVESTIGATION

05V-103  
(3 pages)

March 17, 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 safety defect involving certain 2005 Chevrolet Suburban and Tahoe, and GMC Yukon and Yukon XL 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 2005 Chevrolet Suburban and Tahoe, and GMC Yukon and Yukon XL vehicles. Some of these vehicles have a condition in which the brake pedal pushrod retainer may be missing. If the retainer is missing, the brake booster pushrod could disengage from the brake pedal, resulting in a loss of brakes and a possible vehicle crash without prior warning.

573.6(c)(6): On March 3, 2005 the Janesville Assembly holding yard reported that a vehicle had experienced a loss of braking. Janesville Assembly discovered a second vehicle with the same condition. Examination of these vehicles revealed that the brake pedal clip that retains the brake pedal push rod to the brake pedal was missing.

The investigation determined the tasks assigned to the person who installed the brake pedal clip at Janesville Assembly changed beginning on Monday February 28, 2005. The second shift operator did not follow standardized work instruction resulting in the clip not being installed 100% of the time. Containment data confirmed that only vehicles built on the second shift were found with clips missing.

On March 7, 2005 the GM Spill manager reported the issue to the FPE Director. The issue was then presented to the Senior Management Committee (SMC) and on March 10, 2005, the Field Action Decision Committee decided to conduct a safety recall. As of the March 10, 2005 FADC Decision and subsequent launch of this Safety Recall, only five suspect vehicles had been delivered to customers.

573.6(c)(8): Dealers will inspect all involved vehicles for the brake pedal pushrod retainer, and install one if it is missing.

Pursuant to 577.11(e), General Motors does not plan to notify owners about reimbursement because all involved vehicles are within the new vehicle warranty coverage.

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573.6(c)(9): GM notified NHTSA of this Safety Recall Decision by telephone on March 10, 2005. GM notified dealers via an electronic dealer communication and also began contacting owners by telephone on March 10, 2005. Copies of these notifications have been supplied to the agency.

Sincerely,



Gay P. Kent  
Director  
Product Investigations

05039  
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</u> <u>(FROM) (TO)</u>		<u>DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.</u>	<u>EST. NO. W/CONDITION</u>
Chevrolet	CK	2005	292	02/2004	03/2005	Tahoe, Suburban	Unknown
GMC	CK	2005	<u>415</u>	02/2004	03/2005	Yukon, Yukon XL	"
GM Total:			707				

\* All affected vehicles will be corrected.

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