



April 19, 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

05V-156  
RECEIVED  
GENERAL INVESTIGATIONS

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 Buick LaCrosse vehicles.

573.6(c)(1): Buick Division 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 Buick LaCrosse vehicles. The clip that secures the brake pushrod to the brake pedal arm pin could have been bent when it was installed. After an undetermined and variable number of brake pedal applications, a bent clip may be pushed off the brake pedal arm pin by the pushrod if sufficient force is applied to the pin to cause it to bend. The brake booster pushrod may then separate from the brake pedal, so that pushing on the pedal will not apply the brakes and a vehicle crash could occur without prior warning.

573.6(c)(6): Oshawa Assembly stopped shipping vehicles on February 2, 2005 after a bent retainer was found on the floor of a vehicle in the plant yard. During February 2005, inspections for properly installed retaining clips were conducted at the Oshawa Assembly facility. Seventeen (17) clips were found to be improperly installed out of approximately 9,702 inspected vehicles.

On February 9, 2005, the GM Brand Quality Manager received a Field Performance Report (FPR) concerning a 2005 LaCrosse stating that a "customer lost brake apply" and the probable cause was the "Master cylinder apply push rod detached from brake pedal." No other field reports have been found.

On February 16, 2005, GM Product Development examined the brake pedal assembly from the vehicle reported in the FPR. The retainer was bent and witness marks indicated that the retainer had been partially installed in the retaining groove. The brake pedal pin bushing was cut and worn indicating that the pushrod had shifted from the design position. The brake pedal pin had significant wear, also indicating that the pushrod had shifted from its design position. The Brake Application Sensor (BAS) actuation pin was bent rearward and the sensor fork was broken.

On February 24, 2005, GM and JCI reviewed JCI's assembly process and discovered that the retainer could be deformed during automated installation to the brake pedal assembly. Subsequently, GM Engineering authorized Temporary Work Order that specified that the bushing be reversed on the pedal arm pin and that the retainer be manually installed. Oshawa implemented brake pedal assemblies with the authorized changes into vehicle production on February 28, 2005.

During March 2005, checks for improperly seated retaining clips were conducted at the Oshawa assembly facility to ensure the changes implemented provided the necessary solutions.

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On April 5, 2005, a GM of Canada Supplier Quality Engineer communicated to GM Purchasing that the third party inspection conducted for JCI to check for a properly inserted retainer was not conducted properly before March 31, 2005, and that properly inspected brake pedal assemblies were implemented into Oshawa vehicle production on March 31, 2005.

The issue was then presented to the Senior Management Committee (SMC) and on April 15, 2005, the Field Action Decision Committee decided to conduct a safety recall.

573.6(c)(8): Dealers are to install a new brake pedal pushrod bushing and retaining clip and, if the clip was missing, a new brake pedal arm assembly.

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.

573.6(c)(9): Attached is the final dealer bulletin and owner letter. GM plans to notify dealers on April 20, 2005 and owners on April 26, 2005.

Sincerely,



Gay P. Kent  
Director

Product Investigations

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Attachments

April 2005

Dear General Motors Customer:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

**Reason For This Recall:** General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 2005 Buick Allure and LaCrosse vehicles. The clip that secures the brake pushrod to the brake pedal arm pin could have been bent when it was installed. A bent clip may come off, allowing the brake booster pushrod to separate from the brake pedal. If this happens, pushing on the pedal will not apply the brakes and a vehicle crash could occur without prior warning.

**What Will Be Done:** Your GM dealer will install a new brake pedal pushrod bushing and retaining clip and, if the clip was missing, a new brake pedal arm assembly. This service will be performed for you at **no charge**.

**How Long Will The Repair Take?** It will take approximately 20 minutes to install the bushing and retaining clip. If the brake pedal arm assembly requires replacement, another 40 minutes will be necessary. However, due to service scheduling requirements, your dealer may need your vehicle for a longer period of time.

**Contacting Your Dealer:** To limit any possible inconvenience, we recommend that you contact your dealer as soon as possible to schedule an appointment for this repair. By scheduling an appointment, your dealer can ensure that the necessary parts will be available on your scheduled appointment date. Should your dealer be unable to schedule a service date within a reasonable time, you should contact the appropriate Customer Assistance Center at the listed number below. The Customer Assistance Center's hours of operation are from 8:00 AM to 11:00 PM, EST, Monday through Friday.

Division	Number	Text Telephones (TTY)
Buick	1-866-608-8080	1-800-832-8425
Puerto Rico – English	1-800-496-9992	
Puerto Rico – Español	1-800-496-9993	
Virgin Islands	1-800-496-9994	
Guam	1-671-648-8650	

If, after contacting the appropriate Customer Assistance Center, you are still not satisfied that we have done our best to remedy this condition without charge and within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590 or call 1-888-327-4236.

**Customer Reply Form:** The enclosed customer reply form identifies your vehicle. Presentation of this form to your dealer will assist in making the necessary correction in the shortest possible time. If you no longer own this vehicle, please let us know by completing the form and mailing it back to us.

**Courtesy Transportation:** If your vehicle is within the New Vehicle Limited Warranty your dealer may provide you with shuttle service or some other form of courtesy transportation

while your vehicle is at the dealership for this repair. Please refer to your Owner's Manual and your dealer for details on Courtesy Transportation.

**Owner Center Online:** This free online service offers vehicle and ownership related information and tools tailored to your specific vehicle. To get the most personalized information for your vehicle, visit [www.mygmlink.com](http://www.mygmlink.com), and enter your vehicle's 17-character vehicle identification number (VIN) shown on the enclosed customer reply form.

Federal regulation requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

We are sorry to cause you this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products.

General Motors Corporation

Enclosure  
05038

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>
Buick	W	2005	61,594	05/2004	03/2005	LaCrosse	All
		GM Total:	61,594				

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# Recall Bulletin



## PRODUCT SAFETY RECALL

**SUBJECT: BRAKE PEDAL PUSHROD RETAINER**

**MODELS: 2005 BUICK ALLURE, LACROSSE**

### CONDITION

General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 2005 Buick Allure and LaCrosse vehicles. The clip that secures the brake pushrod to the brake pedal arm pin could have been bent when it was installed. A bent clip may come off, allowing the brake booster pushrod to separate from the brake pedal. If this happens, pushing on the pedal will not apply the brakes and a vehicle crash could occur without prior warning.

### CORRECTION

Dealers are to install a new brake pedal pushrod bushing and retaining clip and, if the clip was missing, a new brake pedal arm assembly.

### VEHICLES INVOLVED

Involved are certain 2005 Buick Allure and LaCrosse vehicles built within these VIN breakpoints:

YEAR	DIVISION	MODEL	FROM	THROUGH
2005	Buick	Allure	51117076	51306368
2005	Buick	LaCrosse	51117043	51306383

**IMPORTANT:** Dealers should confirm vehicle eligibility through **GMVIS** (GM Vehicle Inquiry System) prior to beginning recall repairs. [Not all vehicles within the above breakpoints may be involved.]

For US and Canada: For dealers with involved vehicles, a Campaign Initiation Detail Report containing the complete Vehicle Identification Number, customer name and address data has been prepared and will be loaded to the GM DealerWorld (US) Recall Information, GMinfoNet (Canada) Recall Reports. Dealers will not have a report available if they have no involved vehicles currently assigned.

The Campaign Initiation Detail Report may contain customer names and addresses obtained from Motor Vehicle Registration Records. The use of such motor vehicle registration data for any purpose other than follow-up necessary to complete this recall is a violation of law in

several states/provinces/countries. Accordingly, you are urged to limit the use of this report to the follow-up necessary to complete this recall.

## PARTS INFORMATION

Parts required to complete this recall are to be obtained from General Motors Service Parts Operations (GMSPO). Please refer to your "involved vehicles listing" before ordering parts. Normal orders should be placed on a DRO = Daily Replenishment Order. In an emergency situation, parts should be ordered on a CSO = Customer Special Order.

Part Number	Description	Quantity/Vehicle
11588251	Retainer, Brk Ped Push Rod	1
10434956	Bushing, Brk Ped Push Rod	1
89047685	Sensor Kit, Brk Ped Posn	1

## SERVICE PROCEDURE

### Inspection Procedure

1. Remove the insulator panel on left side.
2. Inspect for the presence of the brake rod retaining clip.
  - o If the clip is present, the bushing between the brake pedal and the activation rod must be replaced, along with the retaining clip and brake pedal position sensor. Proceed to the Brake Bushing Replacement Procedure.
  - o If the clip is missing, the brake pedal assembly, retaining clip, and the brake pedal position sensor must be replaced. Proceed to the Brake Pedal Assembly Replacement Procedure (very few vehicles will require brake pedal assembly replacement).

### Brake Bushing Replacement Procedure

1. Unplug and remove the brake pedal position sensor.
2. Remove the brake pedal pushrod retaining clip from the brake pedal.
3. Remove the brake pedal pushrod and bushing from the brake pedal.
4. Coat the new bushing with white lithium grease (P/N 12345996) before installation.
5. Install a new bushing into the brake pedal pushrod from the outboard side.

**Important: This is opposite the way that the original bushing was installed. The retaining flange should be on the retaining clip side of the brake pedal pushrod.**

6. Install the brake pedal pushrod and bushing to the brake pedal.
7. Install a new brake pedal pushrod retaining clip to the brake pedal.
8. Install a new brake pedal position sensor.

#### **Tighten**

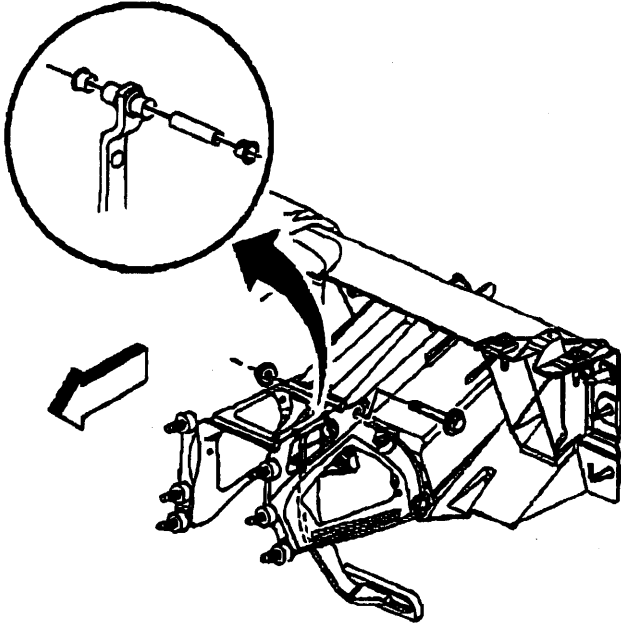
Tighten the screw to 2.0 N·m (18 lb in).

9. Install the insulator panel.
9. Calibrate the new brake pedal position sensor by turning ON the ignition, with the engine OFF.
10. Install a scan tool, select the proper vehicle and options.

11. Navigate to the BCM menu.
12. Select Special Functions menu item.
13. Select the BPPS sensor calibration procedure and follow the directions displayed on the screen.

### Brake Pedal Assembly Replacement Procedure

1. Unplug and remove the brake pedal position sensor.
2. Remove the brake pedal pushrod and bushing from the brake pedal.



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3. Remove the brake pedal nut and bolt.

**Important: It is not necessary to completely remove the bolt from the bracket. Leaving the bolt slightly engaged will assist in re-assembly.**

4. Remove the brake pedal and bushings.
5. Install the new brake pedal and bushings.
6. Install the brake pedal nut and bolt.

#### **Tighten**

Tighten the brake pedal nut and bolt to 40 N·m (30 lb ft).

7. Coat the new bushing with white lithium grease (P/N 12345996) before installation.
8. Install a new bushing into the brake pedal pushrod from the outboard side.

**Important: This is opposite the way that the original bushing was installed. The retaining flange should be on the retaining clip side of the brake pedal pushrod.**

9. Install the brake pedal pushrod and bushing to the brake pedal.
10. Install a new brake pedal pushrod retaining clip to the brake pedal.



11. Install a new brake pedal position sensor.

**Tighten**

Tighten the screw to 2.0 Nm (18 lb in).

12. Install the insulator panel
13. Calibrate the new brake pedal position sensor by turning ON the ignition, with the engine OFF.
15. Install a scan tool, select the proper vehicle and options.
16. Navigate to the BCM menu.
17. Select Special Functions menu item.
18. Select the BPPS sensor calibration procedure and follow the directions displayed on the screen.

### COURTESY TRANSPORTATION

The General Motors Courtesy Transportation Program is intended to minimize customer inconvenience when a vehicle requires a repair that is covered by the New Vehicle Limited Warranty. The availability of courtesy transportation to customers whose vehicles are within the warranty coverage period and involved in a product recall is very important in maintaining customer satisfaction. Dealers are to ensure that these customers understand that shuttle service or some other form of courtesy transportation is available and will be provided at no charge. Dealers should refer to the General Motors Service Policies and Procedures Manual for courtesy transportation guidelines.

### CLAIM INFORMATION

Submit a Product Recall Claim with the information indicated below:

REPAIR PERFORMED	PART COUNT	PART NO.	PARTS ALLOW	CG-FC	LABOR OP	LABOR HOURS
Replace Clip, Bushing, & BAS Sensor (includes inspection)	3	---	*	MA-96	V1347	0.3
Add: Replace Brake Pedal Asm.	1					0.6
Courtesy Transportation for Vehicles Within the New Vehicle Limited Warranty (US & Canadian Dealers)	N/A	N/A	N/A	MA-96	**	N/A

\* The "Parts Allowance" should be the sum total of the current GMSPO Dealer net price plus applicable Mark-Up for the retaining clip and bushing, and if required, the brake pedal assembly needed to complete the repair.

\*\* Submit courtesy transportation using normal labor operations for courtesy transportation as indicated in the GM Service Policies and Procedures Manual for vehicles within the New Vehicle Limited Warranty.

Refer to the General Motors WINS Claims Processing Manual for details on Product Recall Claim Submission.

### CUSTOMER NOTIFICATION

General Motors will notify customers of this recall on their vehicle (see copy of customer letter included with this bulletin).

**DEALER RECALL RESPONSIBILITY – For US (US States, Territories, and Possessions)**

The US National Traffic and Motor Vehicle Safety Act provides that each vehicle that is subject to a recall of this type must be adequately repaired within a reasonable time after the customer has tendered it for repair. A failure to repair within sixty days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within a reasonable time, the customer may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation. To avoid having to provide these burdensome remedies, every effort must be made to promptly schedule an appointment with each customer and to repair their vehicle as soon as possible. In the recall notification letters, customers are told how to contact the US National Highway Traffic Safety Administration if the recall is not completed within a reasonable time.

**DEALER RECALL RESPONSIBILITY - ALL**

All unsold new vehicles in dealers' possession and subject to this recall must be held and inspected/repaired per the service procedure of this recall bulletin before customers take possession of these vehicles.

Dealers are to service all vehicles subject to this recall at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. A copy of the customer letter is provided in this bulletin for your use in contacting customers. Recall follow-up cards should not be used for this purpose, since the customer may not as yet have received the notification letter.

In summary, whenever a vehicle subject to this recall enters your vehicle inventory, or is in your dealership for service in the future, you must take the steps necessary to be sure the recall correction has been made before selling or releasing the vehicle.

