



April 29, 2005

05V-198

3 pages

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 2003-2004 Isuzu Ascender, Chevrolet TrailBlazer, GMC Envoy, and Oldsmobile Bravada and 2004 Buick Rainier model vehicles.

573.6(c)(1): Isuzu, Chevrolet, GMC, Oldsmobile, and Buick 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 2003-2004 Isuzu Ascender, Chevrolet TrailBlazer, GMC Envoy, and Oldsmobile Bravada, and 2004 Buick Rainier model vehicles. The directional/hazard signals may not operate as designed. The driver may not be able to clearly signal their intentions to turn, change travel lanes, or potentially warn others of an impaired vehicle operating condition. The Instrument Panel Cluster will accurately reflect the state of these exterior signal lights. The signal/hazard lights can be turned "off" as designed.

A driver wishing to signal a turn by moving the directional signal lever, (up or down) may cause the front marker/turn lights and rear turn lights to flash in a manner similar to hazard warning, (rather than flashing on the desired side only).

Actuation of the hazard switch may cause all front marker/turn and rear turn lights to illuminate and remain illuminated (not flash as intended). The hazard indicator also remains lit. Depressing the hazard a second time (de-actuation) to the "off" position turns the signal lights off (functions as designed).

573.6(c)(6): On August 29, 2002, a Problem Resolution Tracking System (PRTS) issue was opened to address sticking contacts on routing relays in flasher modules with AM band noise suppressing circuitry (AMBNSC) causing unwanted hazard flasher activation during turn signal use (approximately 2 incidents per thousand vehicles [IPTV]). The supplier suggested replacing the AMBNSC with a single capacitor to address the routing relay "latching" condition. It was believed that the change would increase the load on the flasher relay, but reduce the load on the routing relays. The change was validated, and an engineering work order (EWO) was implemented in April 2003 to begin producing the new non-AMBNSC design.

The importance of the AMBNSC in protecting both the flashing and routing relays in the vehicle environment was underestimated. Due to an increase in warranty rate (greater than 80 IPTV at 360 day exposure) for vehicles produced with the non-AMBNSC, another EWO was implemented by November 30, 2003, to revert back to the original flasher module with AMBNSC.

In February 2004, the supplier conducted several experiments to evaluate flasher module modes in the vehicle environment, including an experiment of the vehicle lamp socket subjected to typical road vibration and the resulting impact on the flasher modules.

A new flasher module was developed and validated to improve performance and address the original PRTS issue of "latching" routing relays. This new module was put into production in early January 2005.

On February 11, 2005, NHTSA issued GM Preliminary Evaluation (PE05-006) Information Request for MY 2004 GMC Envoy vehicles with alleged defect of the failure of the turn signal lights to operate properly and/or the improper activation of hazard lights during turn signal operation.

On March 17, 2005, this issue was presented to Field Performance Evaluation (FPE) team. On March 23, 2005, GM responded to NHTSA stating that GM is continuing its investigation.

The issue was presented to the Senior Management Committee (SMC) and on April 25, 2005, the Field Action Decision Committee decided to conduct a safety recall.

573.6(c)(8): Dealers are to replace the suspect flasher modules with a new flasher module designed with sealed relays and more durable contact material inside of the relays.

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 provide draft copies of the bulletin and owner letter when available along with mail dates. It is anticipated that GM will have parts in August 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>
Chevrolet	S/T	2003	48,544	04/2003	07/2003	TrailBlazer	All
Chevrolet	S/T	2004	133,022	04/2003	11/2003	TrailBlazer	"
GMC	S/T	2003	21,089	04/2003	07/2003	Envoy	"
GMC	S/T	2004	64,103	04/2003	11/2003	Envoy	"
Isuzu	S/T	2003	365	04/2003	07/2003	Ascender	"
Isuzu	S/T	2004	2,394	04/2003	11/2003	Ascender	"
Buick	S/T	2004	13,428	04/2003	11/2003	Rainier	"
Oldsmobile	S/T	2003	937	04/2003	07/2003	Bravada	"
Oldsmobile	S/T	2004	2,596	04/2003	11/2003	Bravada	"
		GM Total:	286,478				

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