



06V-125  
(3 pages)

April 19, 2006

Mr. Daniel C. Smith  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
400 Seventh Street, S.W., Room 5321, MC: NVS-200  
Washington, D.C. 20590

RECEIVED  
2006 APR 20 A 8:51  
OFFICE OF DEFECTS  
INVESTIGATION

Dear Mr. Smith:

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 model year Cadillac STS and SRX model vehicles.

573.6(c)(1): Cadillac Brand 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 model year Cadillac STS and SRX model vehicles. Some of these vehicles have a condition in which a left or right rear suspension toe link assembly could separate because of a weld that was not to specification. If this were to occur, the affected rear wheel would be able to turn in or out, and would affect vehicle control.

573.6(c)(6): On January 9, 2006, a chassis engineer informed GM Product Investigations about eight complaints and warranty claims received about toe link weld separations.

A warranty part with inadequate weld penetration was also received February 20, 2006. The serial number on this part confirmed it was built by the supplier on July 27, 2004. Review of records from that time determined that there was a weld tip adjustment on that day after the returned part was welded. Parts welded before the tip change may not meet specifications because the sectioning of a part at the end of the shift showed the welding was correct.

Analysis and product review took place from February 2006 through the end of March 2006 between the supplier and GM to confirm how many parts were affected and from which part build dates. A Weibull analysis was also completed. On April 10, 2006, a vehicle was driven with a disconnected toe link to evaluate the effect on vehicle performance.

It was determined there are two days of part production by the supplier, July 27, 2004 and August 21, 2004, where production quality was suspect because of weld tip adjustment problems and inadequate process controls.

There were a total of 853 parts built on July 27, 2004 and August 21, 2004. Based on eight parts replaced, the Weibull analysis projects there could be eleven separations by the time the vehicles reach 100,000 miles. These eleven parts are among 845 parts built on July 27, 2004 and August 21, 2004 and were installed in vehicles from approximately September 1, 2004 through December 31, 2004 and not replaced to date.

The issue was presented to the Field Performance Evaluation Review Committee (FPERC) and on April 18, 2006, the Executive Field Action Decision Committee (EFADC) decided to conduct a safety recall.

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573.6(c)(8): Dealers are to inspect the right and left toe link for the affected serial numbers and replace as required. If a toe link is replaced, the dealer will perform a wheel alignment.

Pursuant to 577.11(e), GM does not plan to provide notice about reimbursement to owners because all vehicles are covered under the new vehicle warranty.

573.6(c)(9): General Motors plans to send dealer bulletins early May 2006 and mail owner letters the following week. General Motors will send copies of the dealer bulletin and owner letter when available along with actual mail dates.

Sincerely,



Gay P. Kent  
Director  
Product Investigations

06029  
Attachment

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	E	2005	15,561	09/2004	12/2004	STS	.04%
Cadillac	D	2005	7,516	09/2004	12/2004	SRX	"
Grand Total:			23,077				