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March 10, 2009

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Mr. Daniel C. Smith  
Associate Administrator for Enforcement  
National Highway Traffic Safety Administration  
Recall Management Division (NVS-215)  
1200 New Jersey Avenue, SE – Room W45-306  
Washington, D.C. 20590

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NHTSA

Dear Mr. Smith:

The following information is submitted pursuant to the requirements of 49 CFR 573.7 as it applies to a determination by General Motors of a noncompliance involving certain 2009 model year Buick Enclave; Chevrolet Cobalt, HHR, Malibu and Traverse; GMC Acadia; Pontiac G5 and G6; and Saturn AURA and OUTLOOK vehicles.

573.6(c)(1): Buick, Chevrolet, GMC, Pontiac and Saturn Brands 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 certain 2009 model year Buick Enclave; Chevrolet Cobalt, HHR, Malibu, Traverse; GMC Acadia; Pontiac G5, G6; and Saturn AURA and OUTLOOK vehicles fail to conform to Federal/Canada Motor Vehicle Safety Standard 102, "Transmission Shift Position Sequence, Starter Interlock, and Transmission Braking Effect", and Standard 114, "Theft Protection and Rollaway Prevention". On some of these vehicles, the transmission shift cable adjustment clip may not be fully engaged. If the clip is not fully engaged, the shift lever and the actual position of the transmission gear may not match. With this condition, the driver could move the shifter to PARK and remove the ignition key, but the transmission gear may not be in PARK. The driver may not be able to restart the vehicle and the vehicle could roll away after the driver has exited the vehicle.

573.6(c)(7): The supplier quality issue was first identified at Lansing Delta Township (LDT) on December 10, 2008 and then at Orion Assembly on January 9, 2009. Three cables were found at LDT where the threads of the cable length adjustment slider "screw" had missing teeth and/or contamination, and at Orion Assembly ten cables were found with sliders having malformed threads and flash along one side of the parting line. These quality issues could increase adjustment clip installation effort to the point where the operator thinks the clip is fully engaged when it is not.

The LDT and Orion findings resulted in the start of meetings in early January 2009 with the supplier, GM Engineering, Supplier Quality, and Product Investigations. GM Supplier Quality personnel also visited the supplier assembly plant in Nuevo Laredo, Mexico.

Review of 2009 warranty verbatims indicated there are low mileage incidents where the adjustment clip became disengaged from the slider assembly. Many of those claims resulted in a vehicle that would not start. If the clip becomes disengaged and the shift lever is then put into Park, the transmission may be in Reverse or between Reverse and Park. The ignition key release solenoid for all of the vehicles in this investigation is linked to the shift mechanism and not the transmission. That is why the key could be removed from a vehicle in this condition. However, a vehicle in this condition cannot be started because the ignition system is linked to the transmission.

The issue was presented to the Field Performance Evaluation Review Committee and on March 6, 2009, the Executive Field Action Decision Committee decided to conduct a noncompliance recall.

573.6(c)(8): Dealers are to inspect and ensure that the shift cable adjustment clip is fully engaged. In the event that the clip does not engage, the shift cable must be replaced.

**Product Investigations**

Mail Code: 480-210-G11 • 30001 Van Dyke Road • Warren, MI 48090-9020  
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Pursuant to 577.11(e), GM does not plan to provide notice about reimbursement to owners because all involved vehicles are covered under the new vehicle warranty.

573.6(c)(9): The NHTSA was notified of this decision on March 6, 2009 in a phone conversation between Gay Kent and Kathleen DeMeter. The dealer bulletin and owner letter was provided under separate cover. The dealer bulletin was sent March 10, 2009 and GM anticipates mailing the owner letter on March 24, 2009.

Sincerely,



Gay P. Kent  
Director  
Product Investigations

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Attachment

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	R/V	2009	16,191	04/2008	12/2008	Enclave	*
Chevrolet	A	2009	49,755	04/2008	12/2008	Cobalt	"
Chevrolet	A	2009	28,588	04/2008	12/2008	HHR	"
Chevrolet	Z	2009	59,941	04/2008	12/2008	Malibu	"
Chevrolet	R/V	2009	30,875	06/2008	12/2008	Traverse	"
GMC	R/V	2009	26,670	04/2008	12/2008	Acadia	"
Pontiac	A	2009	7,401	05/2008	12/2008	G5	"
Pontiac	Z	2009	33,043	04/2008	12/2008	G6	"
Saturn	Z	2009	17,130	04/2008	12/2008	AURA	"
Saturn	R/V	2009	7,135	04/2008	12/2008	OUTLOOK	"
GM Total:			276,729				

\* All involved vehicles will be corrected as necessary.

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