



May 6, 2009

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

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 Chevrolet Traverse vehicles.

573.6(c)(1): Chevrolet 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 certain 2009 model year Chevrolet Traverse vehicles fail to conform to Federal/Canada Motor Vehicle Safety Standard 135 for park brake performance. These vehicles may have a park brake cable link (connector) that is not to GM's specification. This connector may fracture when the park brake pedal is depressed. If this happens, the driver should notice that the park brake pedal moves easily to the full-down position. If the transmission shift lever is in the PARK position, there will be no unintended vehicle movement. However, if the keys are left in the ignition, the transmission shift lever is in any position other than PARK, and the vehicle is parked on a sufficient slope, it could result in unintended vehicle movement.

573.6(c)(7): Analysis of three early warranty returns, completed on February 6, 2009, March 6, 2009 and March 23, 2009, show that the carbon content is higher than expected, which makes the links more brittle.

In early March 2009, a vise test was developed which could discriminate brittle links from non-brittle links. This test method was then incorporated into a tensiometer which quantified the link crush strength. On March 19, 2009, the first test report was issued comparing brittle links with non-brittle links. During this same time frame a number of link samples were obtained from GM company vehicles and unsold vehicles and were subjected to the tensiometer. The initial test report was issued on March 23, 2009. In early April, GM was able to relate the link crush strength results from the tensiometer test to vehicle performance in the field based on the receipt of two additional parts through the GM warranty return parts center.

The issue was presented to the Field Performance Evaluation Review Committee and on April 29, 2009, the Executive Field Action Decision Committee decided to conduct a noncompliance recall.

573.6(c)(8): Dealers are to replace the park brake cable link (connector).

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.

Product Investigations

Letter to Mr. Daniel C. Smith
N090045
May 6, 2009
Page 2

573.6(c)(9): The NHTSA was notified of this decision on May 1, 2009 in a phone conversation between Gay Kent and Kathleen DeMeter. The dealer bulletin and owner letter was provided under separate cover. GM anticipates that the dealer bulletin will be sent May 6, 2009 and owner letters will be mailed in June 2009.

Sincerely,



Gay P. Kent
Director

Product Investigations

N090045
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>
Chevrolet	R/V	2009	15,393	11/2008	12/2008	Traverse	*
GM Total:			15,393				

* All involved vehicles will be corrected as necessary.

N090045