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**49 CFR Part 573 – Defect Information Report
Recall No. XXXX – 2011 Model Year “THINK City” Vehicles for
Adjustment of Transmission PARK Linkage**

**11V-104
(2 Pages)**

Pursuant to Part 573 of Title 49 of the Code of Federal Regulations, Defect and Noncompliance Responsibility and Reports, Think North America submits the following information concerning its determination of a defect potentially related to motor vehicle safety.

573.6 (c) (1) – Manufacturer

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573.6 (c) (2) – Potentially Affected Vehicles

Certain 2011 Model Year THINK City vehicles shipped from the Elkhart, IN Final Assembly Plant during the period December 8 – 22, 2010

573.6 (c) (3) – Population of Vehicles Potentially Affected

Twenty three, all in the continental United States. VINs are provided in Attachment 2.

573.6 (c) (4) – Percentage of Affected Vehicles with the Condition

13 percent (3 out of 23).

573.6 (c) (5) – Description of Defect

The linkage connecting the gear shift selector lever and the transmission PARK mechanism may be improperly adjusted, resulting in lack of engagement of the PARK pawl of the transmission. This could result in the vehicle failing to hold when the gear shift selector lever is placed in the PARK position.

573.6 (c) (6) – Chronology of Events for Determination of Safety Defect

On December 21, 2010 Think received a report from a dealer that a vehicle being prepared for delivery rolled freely when the transmission gearshift selector lever was in the PARK position. The vehicle was inspected by a Think representative and the transmission PARK actuation mechanism was adjusted before delivery to the owner.

On January 5, 2011 Think received two reports from owners indicating that their vehicles failed to hold in PARK. The vehicles were inspected and found to have transmission PARK actuating mechanisms out of adjustment. The vehicles were repaired before they were returned to owners.

At a pre-delivery orientation meeting for a fleet of 18 vehicles on January 7, 2011, Think representatives inspected and tested the vehicles onsite. None were found to evidence the condition.

Two vehicles in possession of a Think supplier were inspected on and found to be in proper working order.

Because of accessibility, Think representatives inspected the remainder of the suspect vehicles and found all to be in proper working order. All inspections were conducted on or before January 28, 2011.

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A review of manufacturing process records and the deployment of revised inspection protocol in the assembly plant indicate that the suspect population is confined to vehicles shipped during the period of December 8 – 22, 2010.

573.6 (c) (8) – Service Program

As indicated in the previous section, all suspect vehicles had been inspected and functionally verified by Think service representatives on or before January 28, 2011. Owners and dealers were orally informed of the nature of the defect. Think considers that it has satisfied its obligations to owners effectively and in good faith – albeit somewhat unconventionally. All inspections and services pertaining to this matter have been provided to owners without charge.

573.6 (c) (10) – Dealer and Owner Letters

Think will provide to NHTSA copies of sample owner and dealer letters in a communication to follow. As indicated previously, Think will also furnish a copy of repair instructions to the dealer for its files. Because all suspect vehicles have been inspected and, as necessary, serviced, Think considers that a written letter to owners at this time would likely be more confusing than enlightening. We would be happy to discuss with a NHTSA representative the matter of sending a post-remedy written notice to owners, should she or he wish.

573.6 (c) (11) – Campaign Number

Think has assigned recall number 11-104 to this action.