



June 28, 2011

11V-337
(3 Pages)

Mr. Claude Harris
Acting 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. Harris:

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 noncompliance involving certain 2011 model year Chevrolet Colorado and GMC Canyon vehicles.

573.6(c)(1): Chevrolet and GMC Brands of General Motors Company

573.6(c)(2)(3)(4): This information is shown on the attached sheet.

573.6(c)(5): General Motors has decided that certain 2011 model year Chevrolet Colorado and GMC Canyon vehicles, equipped with a 2.9L or 3.7L gas engine (LLV/LLR) and a 4-speed automatic transmission (M30), 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 Protection. These vehicles may have been built with an automatic transmission adjustment clip that was not to GM's specification. The adjustment clip may not retain the shift cable in the correct position. If the shift cable is not in the correct position, the PRNDL shift lever may not accurately reflect the position of the transmission gear. 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, resulting in a possible crash without prior warning.

573.6(c)(7): On May 11, 2011, Quality Control personnel at the General Motors vehicle assembly plant notified Product Investigations of a vehicle that would not start due to a shift cable that came out of adjustment during a quality drive audit. It was discovered that the automatic transmission shift cable adjustment clip did not retain the shift cable in the correct position. Further investigation yielded that adjustment clips from one of the three mold cavities used by the supplier did not meet specifications because a molding tool had recently been damaged. The GM assembly plant and supplier stock was inspected to sort out the suspect adjustment clips, and a clean assembly breakpoint was established.



Between May 16, 2011 and June 14, 2011 shift cable adjustment clip pull-out forces were studied on the discrepant clips and on production vehicles to determine the extent of the suspect condition. Warranty and field reports at this time indicated two additional warranty claims allegedly related to the clip condition.

The issue was presented to the Field Performance Evaluation Review Committee and on June 27, 2011, the Executive Field Action Decision Committee decided to conduct a noncompliance recall.

573.6(c)(8): Dealers are to install a new automatic transmission adjustment clip.

GM anticipates sending the dealer bulletin on June 30, 2011 and mailing owner letters on July 19, 2011.

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)(10): GM provided copies of the dealer bulletin and owner letter under separate cover.

Sincerely,



M. Carmen Benavides
Director, Product Investigations
and Safety Regulations

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)</u> | <u>INCLUSIVE MANUFACTURING DATES (TO)</u> | <u>DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.</u> | <u>EST. NO. W/CONDITION</u> |
|-------------|---------------------|-------------------|------------------------|---|---|--|-----------------------------|
| Chevrolet | S/T | 2011 | 5,621 | 02/21/2011 | 05/11/2011 | Colorado | * |
| GMC | S/T | 2011 | 1,147 | 02/21/2011 | 05/11/2011 | Canyon | " |
| GM Total: | | | 6,768 | | | | |

* All involved vehicles will be corrected as necessary.

573.6(c)(2)(iv): The supplier of the automatic transmission shift cable assembly is Changsha Pangeo Cable Industries LT.

Changsha Pangeo Cable Industries LT
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