



March 13, 2013

Ms. Nancy Lewis
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE – Room W45-306
Washington, DC 20590

Dear Ms. Lewis:

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 2013 model year (MY) Buick LaCrosse and Cadillac SRX vehicles.

573.6(c)(1): Buick and Cadillac 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 2013 model year Buick LaCrosse and Cadillac SRX vehicles fail to conform to the Transmission Braking Effect requirements in §3.1.2 of Federal Motor Vehicle Safety Standard 102, Transmission Shift Lever Sequence, Starter, Interlock and Transmission Braking Effect.

These vehicles are equipped with the Driver Shift Control (DSC) feature, commonly called Manual Mode, that allows the driver to shift the automatic transmission similar to a manual transmission. The transmission software in these vehicles may cause the transmission to shift from DSC (manual) mode to Sport mode (automatic shifting) unexpectedly. If the driver had used the DSC (manual) mode to achieve engine braking, engine braking would be cancelled. DSC mode can be re-engaged by moving the shift lever to Drive and then back to the DSC mode.

573.6(c)(7): The issue was discovered on January 9, 2013, on a 2014 MY SRX engineering development vehicle. On February 6, 2013, a GMNA Product Investigations Engineer was assigned.

Bench simulations and vehicle testing analyses were conducted during the next few weeks to understand the condition for the SRX.

On February 14, 2013, it was confirmed that the 2013 MY SRX was involved. Changes to the software to address this condition were added to a calibration update that was already in process, and was put into production on February 18, 2013. On March 4, 2013, based on vehicle testing and data analysis, it was determined that base level 2013 MY SRX vehicles did not have the subject condition, even though they received the updated software in production.



From February 11 through March 4, Engineering conducted testing and bench simulation analysis to determine whether other platforms were potentially affected by this same condition.

On February 23, 2013, the issue was confirmed to exist on certain high-content level 2013 MY LaCrosse vehicles.

The issue was presented to the Field Performance Evaluation Review Committee and on March 7, 2013, the Executive Field Action Decision Committee decided to conduct a noncompliance recall.

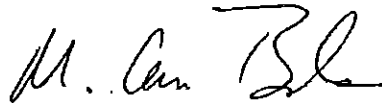
573.6(c)(8): Dealers are to reprogram the Transmission Control Module.

GM sent the dealer bulletin on March 7, 2013, and anticipates mailing owner letters on March 28, 2013.

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 will provide copies of the dealer bulletin and owner letter under separate cover.

Sincerely,

A handwritten signature in black ink, appearing to read "M. Carmen Benavides". The signature is fluid and cursive, with a large, stylized initial "M" and "B".

M. Carmen Benavides, Director
Product Investigations and Safety Regulations

13053
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	G/H	2013	1,861	04/25/2012	03/06/2013	LaCrosse	*
Cadillac	G/H	2013	24,752	05/29/2012	02/18/2013	SRX	"
GM Total:			26,582				

* All involved vehicles will be corrected as necessary.

573.6(c)(2)(iv): N/A

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