GENERAL MOTORS LLC
Vehicle Safety and Crashworthiness

RECEIVED
By Recall Management Division at 8:44 am, Jun 27, 2013

June 26, 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 four 2012 model year Chevrolet Volt vehicles.

573.6(c)(1): Chevrolet Brand 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 four 2012 model year Chevrolet Volt vehicles fail to conform to Federal Motor Vehicle Safety Standards 135 and 126 for vehicle braking and electronic stability control. The electronic brake control module (EBCM) in these vehicles does not relieve the brake fluid pressure from the front brakes during an anti-lock brake system (ABS), electronic stability control, or traction control event, which will cause one or both front brakes to lock up and not release. This could cause a loss of steering control and/or increased stopping distance, resulting in a crash. The front brakes will release upon ABS, stability control, or traction control deactivation. Non-ABS braking is not affected by this condition.

573.6(c)(7): On May 30, 2013, a Product Investigations Engineer was assigned to investigate this issue identified through an analysis of a returned warranty service part for a like vehicle manufactured in the US and sold in another market. The investigation found that the condition was caused when the brake pressure modulator valve (BPMV) was loaded into the incorrect computer numerical control (CNC) machine during the manufacturing process. A hole that connects the front dump valves to the master cylinder reservoir was drilled in the wrong location. As a result it could not relieve the brake fluid pressure from either of the front brakes during an ABS, traction control, or stability control event. A review of manufacturing records discovered four additional improperly drilled BPMVs that were built into completed EBCM assemblies and installed in vehicles.

The issue was presented to the Field Performance Evaluation Review Committee and on June 19, 2013, the Executive Field Action Decision Committee decided to conduct a noncompliance recall.

Mail Code: 480-210-2V1
30001 Van Dyke Road • Warren, MI 48090-9020
N130184 573 Letter.docx

573.6(c)(8): Dealers are to install a new brake pressure modulator valve.

GM sent the dealer bulletin on June 20, 2013, and started calling customers on June 21, 2013. GM anticipates mailing the owner a letter on July 12, 2013, for any vehicle that is not repaired prior to that time.

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,

M. Carmen Benavides, Director
Product Investigations and Safety Regulations

13184
Attachment

573.6(c)(2),(3),(4)

VEHICLES POTENTIALLY AFFECTED BY MAKE, MODEL, AND MODEL YEAR
PLUS INCLUSIVE DATES OF MANUFACTURE

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES (FROM)	(TO)	DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.	EST. NO. W/CONDITION
Chevrolet	R	2012	4	03/01/2012	04/17/2012	Volt	100%
	GM Total:		4				

573.6(c)(2)(iv): TRW
9475 Center Rd.
Fenton, MI 48430
810-750-1036

The Brake Pressure Modulator Valve is produced in the USA.

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