



March 31, 2014

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

Re: NHTSA Notification Campaign No. 14V-116

Dear Ms. Lewis:

This letter supersedes General Motors' letter of March 17, 2014, and is submitted pursuant to the requirements of 49 C.F.R. 573.6 as it applies to a determination by General Motors to conduct a safety-related recall for 2013 and some 2014 model year Cadillac XTS vehicles. Specifically, the information submitted pursuant to 49 C.F.R. 573.6(c)(6), 573.6(c)(8) and 573.6(c)(10) below supersedes information included in General Motors' letter of March 17, 2014.

573.6(c)(1): Cadillac Brand of General Motors Company

573.6(c)(2)(3)(4): This information is shown on Attachment A.

573.6(c)(5): General Motors has decided that a defect which relates to motor vehicle safety exists in 2013 and some 2014 model year Cadillac XTS vehicles. Pressure within the brake booster pump harness may cause a brake booster pump cavity plug to dislodge from the connector. This could allow contamination which may cause corrosion of the brake booster pump relay connector. If there is sufficient corrosion of the relay connector, it may cause a resistive short and melt the connector, which could cause a fire.

573.6(c)(6): As permitted by the provisions of 49 C.F.R. 573.6(b), and pursuant to the requirements of 49 C.F.R. 573.6(c)(6), General Motors now submits the attached chronology of principal events that were the basis for the determination that the defect related to motor vehicle safety. See Attachment B. General Motors is prepared to share with NHTSA upon request any documentation related to this recall.

573.6(c)(8): Dealers are to ensure that the vacuum pump vent hose is re-routed so it cannot be restricted. Silicone sealer will be applied to increase the retention of the connector cavity plugs, and where necessary, dealers are to replace the front body wiring harness.



General Motors sent the dealer bulletin on March 19, 2014, and anticipates mailing owner letters on April 7, 2014.

Pursuant to 577.11(e), General Motors 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): General Motors has provided the dealer bulletin to NHTSA and the owner letter will be provided under separate cover.

573.6(c)(11): General Motors' assigned recall number is 14062.

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

14062
Attachment

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>
Cadillac	1	2013	41,966	02/14/2012	06/21/2013	XTS	*
Cadillac	1	2014	21,937	02/12/2013	03/07/2014	XTS	"
GM Total Vehicles:			63,903				

* All involved vehicles will be corrected as necessary.

573.6(c)(2)(iv): Not applicable – this is a vehicle integration issue.

14062

Attachment B – 573.6(c)(6)

2013. On June 25, 2013, GM employees were alerted to a fire that occurred in a 2013 Cadillac XTS vehicle while it was being transported between car dealerships on June 24, 2013. No one was injured as a result of the fire. GM employees began the process to repurchase the vehicle, and on July 30, 2013, the vehicle was delivered to a GM garage for inspection. The next day, GM employees, including the Brand Quality Manager (“BQM”) for the Cadillac XTS, the Design Release Engineer for the brake booster pump assembly, a Field Performance Assessment engineer, and a Technical Integration engineer for electrical architecture examined the vehicle. The GM employees determined that the fire originated near the brake booster pump relay connector (“relay connector”), but could not determine the root cause of the fire due to the extent of fire damage. As part of their continuing investigation into the fire, GM employees began to regularly monitor relevant databases for similar incidents in Cadillac XTS vehicles.

GM notified the supplier of the relay connector, Hella KGaA Hueck & Co. (“Hella”), of the June 24, 2013 fire. Hella conducted its own investigation into the root cause of the fire and issued a report of its findings on August 22, 2013. The Hella report concluded that the root cause of the fire could not be identified.

A second vehicle fire involving a 2013 Cadillac XTS occurred on September 16, 2013. The vehicle caught fire while being moved from one part of the dealership to the other. No injuries were reported. The GM employees who were investigating the June 2013 Cadillac XTS fire were notified of the second fire the same day it happened. GM then began the process of repurchasing the vehicle from the dealership. In the meantime, GM sent a contract investigator to the dealership to photograph the vehicle for purposes of analysis by GM employees. The GM employees who were investigating the first 2013 Cadillac XTS fire began to hold regular meetings to discuss the progress of their investigation into both fires. In November 2013, the second vehicle arrived at a GM facility, and GM engineers and representatives from Hella inspected the vehicle, but could not determine the root cause of the fire due to the extent of the fire damage to the parts.

In December 2013, the BQM for the Cadillac XTS identified two warranty claims submitted by dealers related to complaints by customers about vibrations in the braking system of their vehicles. The GM team investigating the two prior 2013 Cadillac XTS fires was notified of these warranty claims. An inspection of the parts revealed that the relay connector in both vehicles had melted. No injuries were reported as a result of either incident.

2014. On January 9, 2014, a GM Product Investigation engineer was asked to join the team investigating the root cause of the two fires and two warranty claims. The GM team continued to conduct field experiments and to search relevant databases in an effort to gather more data for their investigation. On January 23, 2014, the Product Investigation engineer met with Lear Corporation, the supplier of the forward lamp harness attached to the relay connector, to conduct further investigation into the root cause. At the meeting, the GM Product Investigation engineer discovered that pressure in the relay connector increased when the brake booster pump vent hose (“vent hose”) was obstructed or

pinched. Through additional experiments in late January and February, the GM Product Investigation engineer found that pressure from an obstructed vent hose could force out the cavity plugs in the relay connector, and determined that in the absence of the plugs, water and other contaminants can enter and corrode the relay connector, which could cause a short, leading to a fire or melting.

The Product Investigation engineer presented the XTS issue to the Field Performance Evaluation Recommendation Committee ("FPERC") on March 10, 2014 and to the Executive Field Action Decision Committee ("EFADC") on March 11, 2014. On March 11, 2014, the EFADC approved a safety recall of 2013 and some 2014 Cadillac XTS vehicles.

14062