



RECEIVED

By Recall Management Division at 11:52 am, May 09, 2014

May 8, 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-212

Dear Ms. Lewis:

This letter supersedes General Motors' letter of April 24, 2014, and is submitted pursuant to the requirements of 49 CFR 573.6 as it applies to a determination by General Motors of a safety defect for 2013 model year Cadillac SRX vehicles equipped with a 3.6L engine (LFX). Specifically, the information submitted pursuant to 49 CFR 573.6(c)(6) below supersedes information included in General Motors' letter of April 24, 2014.

573.6(c)(1): Cadillac 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 a defect which relates to motor vehicle safety exists in 2013 model year Cadillac SRX vehicles equipped with a 3.6L engine (LFX). The transmission control module (TCM) calibration may cause a three to four second lag in acceleration if the following sequence occurs within two seconds: during an upshift from first to second gear (8 – 10 mph), the driver then brakes the vehicle to less than 5 mph, and then accelerates again. Under some circumstances, a three to four second lag in acceleration could result in an increased risk of a crash.

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.

On October 24, 2013, a transmission system safety engineer advised the transmission calibration group of an incident involving hesitation in a company owned vehicle. The subject vehicle was obtained and a data logger installed to investigate the hesitation complaint. The vehicle was driven under various conditions in an effort to reproduce the reported hesitation.

After driving the vehicle to replicate the condition, one possible event was recorded showing a one second hesitation.



A hesitation longer than one second was not observed on that vehicle.

In early December 2013, additional reports of hesitation were identified from the GM company owned vehicle driver fleet. Similar VOQs were identified by GM Product Investigations that involved complaints of hesitation.

As part of the root cause analysis, GM investigated whether the differential score protection algorithm (this algorithm reduces engine power to protect the differential under some driving conditions) was the possible root cause of the transmission hesitation. Based on further analysis, GM determined this differential score protection algorithm was not the root cause. GM Product Investigations obtained and reviewed additional VOQs over the subsequent weeks that related to transmission hesitation in the 2013 SRX vehicles.

In mid February 2014, the transmission calibration team obtained additional company vehicles and repurchased customer vehicles that were reported to have transmission hesitation. The GM transmission calibration team installed data loggers into these additional vehicles and began driving to attempt to reproduce the hesitation as reported. On February 20, 2014 a longer hesitation event was captured in the data logger using a customer vehicle that replicated the longer transmission hesitation consistent with customer reports. On February 27, 2014 the GM transmission calibration team was able to reproduce the longer hesitation in a vehicle. The GM transmission calibration team replicated the hesitation profile which led to an understanding of the root cause of the hesitation.

Based on the result of the investigation, the issue was presented to the Field Performance Evaluation Review Committee on April 14, 2014, and on April 17, 2014, the Executive Field Action Decision Committee decided to conduct a safety recall.

573.6(c)(8): Dealers are to reflash the transmission control module (TCM).

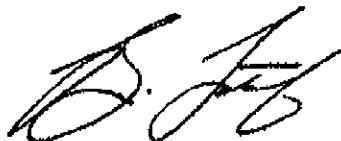
General Motors will provide the dealer bulletin and owner letter mailing dates when available.

Pursuant to 577.11, 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 will provide the dealer bulletin and owner letter under separate cover.

573.6(c)(11): General Motors' assigned recall number is 14132.

Sincerely,



Brian Latouf, Director
Field Product Investigations & Evaluations

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>
Cadillac	N	2013	50,571	05/29/2012	07/26/2013	SRX	*
	GM Total:		50,571				

* All involved vehicles will be corrected as necessary.

573.6(c)(2)(iv): N/A General Motors programs the calibration.

14132