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By Recall Management Division at 8:37 am, May 22, 2014

May 21, 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-240

Dear Ms. Lewis:

This letter supersedes General Motors' letter of May 7, 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 some 2014 model year Buick Lacrosse and Chevrolet Malibu vehicles equipped with a 17 inch front brake assembly. Specifically, the information submitted pursuant to 49 CFR 573.6(c)(6), 573.6(c)(8) and 573.6(c)(10) below supersedes information included in General Motors' letter of May 7, 2014.

573.6(c)(1): Buick and Chevrolet 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 a defect which relates to motor vehicle safety exists in some 2014 model year Buick Lacrosse and Chevrolet Malibu vehicles equipped with a 17 inch front brake assembly. The front brake assembly on subject vehicles may have been built with the rear brake rotor, which by design, is 7 mm thinner than the front rotor. On new vehicles, brake performance is not initially affected. However, higher heat will be generated by the thinner rear brake rotor and this will significantly shorten the brake pad life. As the pads and rotor wear, the outer brake pad will become disengaged from the caliper bracket, and the diagonal corners of the brake system will lose hydraulic integrity. This will result in reduced brake system performance and illuminate the brake warning light. Additional brake application will result in loss of braking. Reduced performance or loss of brakes will increase the risk of a crash.

573.6(c)(6): On March 31, 2014, an operator at the assembly plant noticed that the rotor in the 17 inch front brake assembly (RPO J61) he was installing was the wrong size and informed the line supervisor. The assembly plant immediately began to inspect all vehicles on the assembly line and all of the remaining stock of completed 17 inch front brake assemblies. In addition, all of the completed vehicles at the assembly plant were put on hold and inspected to ensure the correct brake rotors were installed. Vehicles built with 17 inch front brakes found with the incorrect rotor assembled into the front brake assemblies were repaired with the correct brake rotors.



Concurrently, the Value Added Assembler (VAA) supplier sorted all of their stock of completed brake assemblies and discovered some 17 inch front brake assemblies that were built incorrectly with the rear rotor. The rear rotor part which is 23.1 mm wide, was assembled into the front 17 inch brake assembly in place of the 30.1mm wide front rotor.

On April 1, 2014, a GM Internal Investigator was assigned. It was determined that the brake assemblies were electronically sorted and shipped to the assembly plant for a specific vehicle VIN build. The build dates of the misbuilt brake assemblies were determined to be December 5, 2013 and December 6, 2013. It was also determined that a new VAA supplier had started to ship the front brake assemblies to the plant starting on February 17, 2014. On April 3, two additional vehicles were found with incorrect front rotors with a brake assembly date from the VAA Supplier of November 12, 2013. At this point, all of the front brake assemblies assembled from the new VAA supplier were determined suspect from the first shipment date of February 17, 2014, until March 31, 2014, when the issue was discovered at the assembly plant.

On April 4, 2014, the GM regulatory engineer was consulted and it was determined that vehicle level testing, which would take at least two weeks, would need to be conducted to determine compliance to MVSS requirements 126 and 135. GM Engineering initiated an analysis of the effects on vehicle performance.

On April 16, 2014, the assembly plant completed the suspect vehicle VIN list for all vehicles built between February 17, 2014, and March 31, 2014.

On April 17, 2014, GM Engineering completed its analysis which found that on new vehicles, brake performance is not affected. However, higher heat will be generated by the thinner rear brake rotor and this would significantly shorten the brake pad life. As the brake pads and rotors wear down, the outer brake pad will fall out of the caliper bracket. If the brake pad were to fall out of the caliper bracket, the diagonal corners of the brake system would lose hydraulic integrity.

The issue was presented to the Field Performance Evaluation Review Committee on April 28, 2014, and on April 30, 2014, the Executive Field Action Decision Committee decided to conduct a safety recall.

A stop delivery was sent to dealers on May 1, 2014.

573.6(c)(8): Dealers are to inspect both front brake rotors. If an incorrect rotor is installed, dealers will install a new rotor and replace both brake pads.

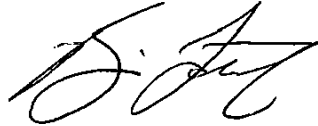
General Motors sent the dealer bulletin on May 7, 2014, and anticipates mailing the owner letters early June 2014.

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 provided the dealer bulletin on May 15, 2014, and will provide the owner letter under separate cover.

573.6(c)(11): General Motors' assigned recall number is 14128.

Sincerely,

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

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>
Buick	G	2014	7,310	01/29/2014	03/31/2014	Lacrosse	*
Chevrolet	1	2014	898	02/07/2014	03/31/2014	Malibu	"
GM Total:			8,208				

* All involved vehicles will be corrected as necessary.

573.6(c)(2)(iv): N/A – This is a manufacturing issue.

14128