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By Recall Management Division at 12:38 pm, May 28, 2014

May 27, 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-246

Dear Ms. Lewis:

This letter supersedes General Motors' letter of May 13, 2014, and is submitted pursuant to the requirements of 49 CFR 573.6 as it applies to a determination by General Motors to conduct a safety related recall involving 2014 model year Chevrolet Silverado and GMC Sierra and 2015 model year Chevrolet Tahoe vehicles. 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 13, 2014.

573.6(c)(1): Chevrolet and GMC 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 Chevrolet Silverado and GMC Sierra and 2015 model year Chevrolet Tahoe vehicles. The tie rod threaded attachment to the steering gear rack in these vehicles may not be tightened to specification. With this condition, the tie rod can separate from the steering rack and a crash could occur without prior warning.

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 chronology of principal events that were the basis for the determination that the defect related to motor vehicle safety.

On April 4, 2014, while conducting a steering gear toe set operation, an operator at the GM assembly plant in Fort Wayne, IN noticed the torque required to adjust the toe setting was lower than normal. During the post alignment inspection it was determined the right side inner tie rod was disconnected from the steering rack. Because the steering gear comes preassembled from the supplier, Nexteer, it was immediately determined the steering gear was improperly torqued before receipt. Nexteer was contacted by GM Supplier Quality and Nexteer launched a quality alert. Nexteer immediately implemented a 100% manual containment with a torque check.



On April 5, 2014, Nexteer met with GM and identified the root cause in their assembly electronic shift register sequencing logic. The assembly station operation sequence is supposed to capture the steering gear assembly build data and create traceability between the steering gear and the vehicle VIN. This logic sequence was updated on April 4 and implemented as the corrective action. On April 7, 2014, Nexteer had completed their logic sequencing check from start of production through the corrective action implementation to identify the population of suspect parts.

On April 23, 2014, Nexteer provided GM the list of 538 suspect part serial numbers.

On April 24, 2014 GM correlated the suspect part population with the vehicle VINs. 15 of the original suspect parts were contained and not installed on a vehicle.

The issue was presented to the Field Performance Evaluation Review Committee on May 12, 2014, and on May 12, 2014, the Executive Field Action Decision Committee decided to conduct a safety recall.

573.6(c)(8): Dealers will inspect the vehicle's inner tie rods for correct torque and, if necessary, replace the steering gear assembly.

General Motors mailed the dealer bulletin on May 14, 2014, and owner letter on May 14, 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 and owner letter under separate cover.

573.6(c)(11): General Motors' assigned recall number is 14204.

Sincerely,

A handwritten signature in black ink, appearing to read "B. Latouf", written in a cursive style.

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>
Chevrolet	C/K	2014	198	05/23/2013	03/25/2014	Silverado LD Crew	*
Chevrolet	C/K	2014	48	06/07/2013	03/20/2014	Silverado LD Crew LTZ	"
Chevrolet	C/K	2014	68	07/16/2013	03/21/2014	Silverado LD Ext	"
Chevrolet	C/K	2014	15	08/06/2013	11/25/2013	Silverado LD Ext LTZ	"
Chevrolet	C/K	2014	17	08/21/2013	12/09/2013	Silverado LD Reg	"
Chevrolet	C/K	2015	7	01/29/2014	03/27/2014	Tahoe LTZ	"
GMC	C/K	2014	95	05/25/2013	03/31/2014	Sierra LD Crew	"
GMC	C/K	2014	2	02/28/2014	03/21/2014	Sierra LD Crew Denali	"
GMC	C/K	2014	21	07/29/2013	10/31/2013	Sierra LD Ext	"
GMC	C/K	2014	6	09/07/2013	01/11/2014	Sierra LD Reg	"
GM Total:			477				

* All involved vehicles will be corrected as necessary.

573.6(c)(2)(iv): Nexteer
3900 Holland Rd.
Saginaw, MI 48601
(989) 757-5882

The parts are manufactured in USA.