

Part 573 Safety Recall Report**15V-245****Manufacturer Name :** General Motors LLC**Submission Date :** APR 23,2015**NHTSA Recall No. :** 15V-245**Manufacturer Recall No. :** 12162**Manufacturer Information :**

Manufacturer Name : General Motors LLC

Address : 30001 VAN DYKE

MAIL CODE 480-210-2V WARREN MI 48090

Company phone : 999

Population :

Number of potentially involved : 3,690

Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2013-2013 Chevrolet Malibu

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Certain 2013 Chevrolet Malibu vehicles

Production Dates : APR 10, 2012 - AUG 02, 2012

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : General Motors has decided that certain 2013 model year Chevrolet Malibu vehicles fail to conform to Federal Motor Vehicle Safety Standard 102. The console shift indicator, in rare circumstances, may not illuminate the shift position selected and the positions in relation to each other during a key cycle. The illumination returns with a new key cycle. The selected gear position is always displayed on the instrument panel cluster when the ignition is on. On vehicles equipped with up-level instrument clusters, the cluster also displays the positions in relation to each other for 3 seconds each time the transmission is shifted.

Description of the Safety Risk : If the console shift indicator does not illuminate the shift position selected, a driver could inadvertently select a transmission position other than the position the driver intended, increasing the risk of a crash.

Description of the Cause : The PRNDM display module flash memory may be corrupted during momentary fluctuations in voltage.

Identification of Any Warning that can Occur : NR

Supplier Identification :**Component Manufacturer**

Name : AGM Automotive, Inc.

Address : 1708 Northwood Drive
Troy MICHIGAN 48084

Country : United States

Chronology :

On June 11, 2012, a CTF (Captured Test Fleet) driver reported that the primary shift lever position backlight was not illuminated. Engineering tested the same vehicle but were unable at that time to replicate the condition to determine the root cause. On July 16, 2012, a second CTF driver reported the condition. Because the condition could not be replicated with the second CTF vehicle, all CTF operators of Chevrolet Malibu vehicles were requested on July 20, 2012, to look for and report if the similar condition existed. On the same day, testing on several CTF vehicles was initiated to try to replicate the condition. As a result, additional vehicles were reported with the condition on July 23, 2012.

As part of the investigation, warranty claims were searched and reviewed, and it was also discovered there had been a separate Manufacturing Validation Build (CTF) vehicle report with the similar condition on December 5, 2011.

The issue was presented to the Field Performance Evaluation Review Committee and on July 27, 2012, the Executive Field Action Decision Committee decided that the subject vehicles were not in compliance with FMVSS 102.

On August 17, 2012, General Motors submitted a petition for exemption from the notification and remedy requirements of the Motor Vehicle Safety Act on the grounds that the noncompliance in the affected vehicles was inconsequential to motor vehicle safety. On March 2, 2015, NHTSA granted the petition as it related to all vehicles other than those that have base-level instrument panel clusters. For vehicles that have the base-level instrument-panel clusters, which constitutes about 15% of the total vehicle population, NHTSA denied GM's petition for exemption.

On March 6, 2015, GM submitted a revision to the 573 report originally filed August 17, 2012. On April 20, 2015, NHTSA requested GM resubmit the information as new 573 report to separately address vehicles that were denied exemption.

Description of Remedy :

Description of Remedy Program : On Malibu vehicles with the base-level instrument panel cluster, dealers will replace the bezel assembly, which contains the PRNDM control module. Pursuant to 577.11, GM will provide reimbursement to owners for repairs according to the plan submitted on May 23, 2013.

How Remedy Component Differs from Recalled Component : Software is revised in the PRNDM control module.

Identify How/When Recall Condition was Corrected in Production : Software was revised in the PRNDM control module.

Recall Schedule :

Description of Recall Schedule : Dealers were notified on April 13, 2015. Owner letters were mailed on April 20, 2015.

Planned Dealer Notification Date : NR - NR

Planned Owner Notification Date : NR - NR

* NR - Not Reported