



Bulletin No.: 15176A
Date: March 2015

Recall Bulletin

F/CMVSS NONCOMPLIANCE RECALL

SUBJECT: Sunroof Switch Compliance

MODELS: 2013-2015 Chevrolet Malibu
Equipped with Power-Operated Roof Panel System (RPO CF5)

The software calibration for the 2013-2014 model year Chevrolet Malibu vehicles is now available. Dealers may now proceed with the required reprogramming on all involved vehicles.

This recall is being administered in phases. The first phase is the 2015 model year Chevrolet Malibu vehicles. The software calibration for these vehicles is currently available. The software calibration for the 2013-2014 model year Chevrolet Malibu vehicles will be available in the near future. Do not attempt to reprogram these vehicles with the 2015 software calibration. Dealers will be advised when the 2013-2014 software calibration is available.

It is a violation of Federal law for a dealer to deliver a new motor vehicle or any new or used item of motor vehicle equipment (including a tire) covered by this notification under a sale or lease until the defect or noncompliance is remedied.

Vehicles involved in this recall were placed on stop delivery March 18, 2015. Once the service procedure contained in this bulletin has been performed on the vehicle, the vehicle is released from stop delivery and the vehicle can be delivered to the customer.

All involved vehicles that are in dealer inventory must be held and not delivered to customers, dealer traded, or used for demonstration purposes until the repair contained in this bulletin has been performed on the vehicle.

CONDITION

General Motors has decided that **certain** 2013-2015 model year Chevrolet Malibu vehicles equipped with a power-operated roof panel system (RPO CF5) fail to conform to Federal/Canada Motor Vehicle Safety Standard No. 118, "Power-Operated Window, Partition, and Roof Panel Systems." The roof panels in these vehicles will auto-close when the non-recessed portion of the "Slide" or "Tilt" switches are pressed and the roof panel is open. Because these switches are not fully recessed, they can be actuated when performing the test procedure set forth in S6(a) of Standard No. 118, which results in the roof panel auto-closing when open.

Because the switch fails the test procedure set forth in S6(a) of FMVSS No. 118, the switch may be more susceptible to an inadvertent actuation, which could result in unintended auto-closure of the roof panel, increasing the risk of injury. The roof panel does have an auto-reverse feature intended to prevent injury from unintended closure, but this feature may not protect against all injuries in every circumstance.

CORRECTION

Dealers are to reprogram the body control module and perform sunroof motor initialization.

VEHICLES INVOLVED

All involved vehicles are identified by Vehicle Identification Number on the Investigate Vehicle History screen in GM Global Warranty Management system. Dealership service personnel should always check this site to confirm vehicle involvement prior to beginning any required inspections and/or repairs. It is important to routinely use this tool to verify eligibility because not all similar vehicles may be involved regardless of description or option content.

For dealers with involved vehicles, a listing with involved vehicles containing the complete vehicle identification number, customer name, and address information has been prepared and will be provided to U.S. and Canadian dealers through the GM GlobalConnect Recall Reports, or sent directly to export dealers. Dealers will not have a report available if they have no involved vehicles currently assigned.

The listing may contain customer names and addresses obtained from Motor Vehicle Registration Records. The use of such motor vehicle registration data for any purpose other than follow-up necessary to complete this recall is a violation of law in several states/provinces/countries. Accordingly, you are urged to limit the use of this report to the follow-up necessary to complete this recall.

PART INFORMATION

No parts are required for this recall.

SERVICE PROCEDURE

This recall is being administered in phases. The first phase was the 2015 model year Chevrolet Malibu vehicles. The second phase is the 2013-2014 model year Chevrolet Malibu vehicles. The software calibration for the 2013-2014 model year Chevrolet Malibu vehicles is now available. Dealers may now proceed with the required reprogramming on all involved vehicles.

Body Control Module Programming and Setup

Note: Carefully read and follow the instructions below.

- DO NOT program a control module unless directed to by a service procedure or a service bulletin. If the control module is not properly configured with the correct calibration software, the control module will not control all of the vehicle features properly.
- Ensure the programming tool is equipped with the latest software and is securely connected to the data link connector. If there is an interruption during programming, programming failure or control module damage may occur.
- Stable battery voltage is critical during programming. Any fluctuation, spiking, over voltage or loss of voltage will interrupt programming. When required install the *EL-49642* SPS Programming Support Tool to maintain system voltage. If not available, connect a fully charged 12 V jumper or booster pack disconnected from the AC voltage supply. DO NOT connect a battery charger.
- Turn OFF or disable systems that may put a load on the vehicles battery such as; interior lights, exterior lights (including daytime running lights), HVAC, radio, etc.

- During the programming procedure, follow the SPS prompts for the correct ignition switch position.
- Clear DTCs after programming is complete. Clearing powertrain DTCs will set the Inspection/Maintenance (I/M) system status indicators to NO.

Reference Information

Special Tools

- *EL-49642* SPS Programming Support Tool
- *EL-46079* Tire Pressure Monitor Diagnostic Tool or *EL-50448* Tire Pressure Monitor Sensor Activation Tool

Reprogram Control Module

To program an existing K9 Body Control Module, perform the following procedure:

1. Install *EL-49642* SPS programming support tool.

Note: Make sure the vehicle ignition switch state is in appropriate position for the following step.

- For Key Ignition System, begin with the ignition in the RUN position.
- For Push Button Start System, begin with the vehicle in vehicle ON power mode.

2. Access the Service Programming System (SPS) and follow the on-screen instructions.
3. On the SPS Supported Controllers screen, select K9 Body Control Module - Programming and follow the on-screen instructions.

Note: When performing the Tire Pressure Monitor Sensor Learn during BCM setup, the *EL-46079* tire pressure monitor diagnostic tool must be used to activate each tire pressure sensor for vehicles with UJM.

4. On the SPS Supported Controllers screen, select K9 Body Control Module - Setup (or K9 Body Control Module - Configuration & Setup) and follow the on-screen instructions.
5. Check the driver information center display for additional messages regarding further calibration instructions. If there are no additional driver information center instructions present, programming is complete.
6. At the end of programming, choose the "Clear DTCs" function on the SPS screen.
7. If ABS, Traction Control and/or Stabilitrak indicators are ON and DTC C0161 is set in the K17 Electronic Brake Control Module after performing BCM programming and setup, do the following:
 - 7.1 Disconnect the scan tool from the X84 Data Link Connector.
 - 7.2 Ignition OFF, all access doors closed, all vehicle systems OFF, and all keys at least 3 m (9.8 ft.) away from the vehicle. It may take up to 2 min to power down.
 - 7.3 Ignition ON, verify DTC C0161 is in history. If not, repeat the above step to make sure the vehicle is in sleep mode.
 - 7.4 Use the scan tool to clear the DTCs.

Unsuccessful Programming Recovery

In the event of an interrupted or unsuccessful programming event, perform the following steps:

1. Ignition ON. Ensure the control module, DLC and programming tool connections are secure and the SPS software is up to date.
2. Verify the control module can be reprogrammed.

If the control module cannot be reprogrammed

- 2.1 Ignition OFF for one minute, ignition ON.
- 2.2 Verify the control module can be reprogrammed.
 - If the control module cannot be reprogrammed, replace the control module.
 - If the control module can be reprogrammed. All OK.

Sunroof Motor/Actuator Initialization/Teach Process

Important: The Initialization/Teach Process must be restarted if the procedure is not carried out completely. "Manual" indicates the first switch detent. "Express" indicates the second switch detent.

1. Ensure that the electrical harness on the headliner is connected to the sunroof window motor.

Note: Calibration file will be automatically downloaded by Body Control Module, BCM.

Note: "Manual close" is allowed and limited "manual open" is allowed.
2. Put the ignition in the RUN position.
3. Initialization (Normalization) - Press the "manual close switch" until window finds the hard stop and moves slightly back. After initialization "express open" is allowed but not "express close".
4. Learn Process:
 - 4.1 Open the sunroof window with the express or manual open switch to the full open position and release the switch.
 - 4.2 Press the "Manual Open Switch" and hold for more than 10 seconds, DO NOT release the switch. The sunroof window will automatically begin to move to the full close position.
5. During this time it is necessary to keep the switch active until the process completes.
6. Verify the operation of the sunroof window.
7. The Initialization/Teach Process is not complete if any of the following actions take place before the initialization cycle is done.
 - 7.1 The sunroof window switch is not held in the close position.
 - 7.2 The ignition and/or battery power has been removed.
 - 7.3 The window panel has not reached the closed position.

FLOOR PLAN REIMBURSEMENT

Dealers in possession of vehicles included in the Stop Delivery are eligible for reimbursement of floor plan expense upon completion of this recall. This reimbursement is limited to the number of days from the Stop Delivery message to receipt of the recall parts and/or repair procedures. Floor plan reimbursement beyond these dates is not allowed. The amount of reimbursement should be charged as a net amount expense using the recall labor operation provided.

COURTESY TRANSPORTATION – For U.S. and Canada

The General Motors Courtesy Transportation program is intended to minimize customer inconvenience when a vehicle requires a repair that is covered by the New Vehicle Limited Warranties. The availability of courtesy transportation to customers whose vehicles are within the warranty coverage period and involved in a product program is very important in maintaining customer satisfaction. Dealers are to ensure that these customers understand that shuttle service or some other form of courtesy transportation is available and will be provided at no charge. Dealers should refer to the General Motors Service Policies and Procedures Manual for Courtesy Transportation guidelines.

WARRANTY TRANSACTION INFORMATION

Submit a transaction using the table below. All transactions should be submitted as a ZFAT transaction type, unless noted otherwise.

Note: To avoid having to "H" route the floor plan transaction for approval, it must be submitted prior to the repair transaction.

Labor Code	Description	Labor Time	Net Item
9101375	BCM Reprogram and Sunroof Motor Initialization	0.6	N/A
9101411	Floor Plan Reimbursement	N/A	*

* The amount identified in the "Net Item" column should represent the product of the average daily interest rate (see table below) multiplied by the actual number of days the vehicle was in dealer inventory and not available for sale. This reimbursement is limited to the number of days from the date of the stop delivery message (March 18, 2015) to the date the repair is completed and the vehicle is ready for sale (not to exceed 14 days):

Vehicle	U.S. Reimbursement Amount	Canadian Reimbursement Amount
2015 Malibu	\$ 2.95	\$ 4.39
2014 Malibu	\$ 3.02	\$ 4.31
2013 Malibu	\$ 3.38	\$ 4.61

CUSTOMER NOTIFICATION – For U.S. and Canada

General Motors will notify customers of this recall on their vehicle.

CUSTOMER NOTIFICATION – For Export

Letters will be sent to known owners of record located within areas covered by the U.S. National Traffic and Motor Vehicle Safety Act. For owners outside these areas, dealers should notify customers using the attached sample letter.

DEALER RECALL RESPONSIBILITY – For U.S. and Export (U.S. States, Territories, and Possessions)

It is a violation of Federal law for a dealer to deliver a new motor vehicle or any new or used item of motor vehicle equipment (including a tire) covered by this notification under a sale or lease until the defect or noncompliance is remedied.

The U.S. National Traffic and Motor Vehicle Safety Act provides that each vehicle that is subject to a recall of this type must be adequately repaired within a reasonable time after the customer has tendered it for repair. A failure to repair within sixty days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within a reasonable time, the customer may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation. To avoid having to provide these burdensome remedies, every effort must be made to promptly schedule an appointment with each customer and to repair their vehicle as soon as possible. In the recall notification letters, customers are told how to contact the U.S. National Highway Traffic Safety Administration if the recall is not completed within a reasonable time.

This bulletin is notice to you that the new motor vehicles included in this recall may not comply with the standard identified above. Under Title 49, Section 30112 of the United States Code, it is illegal for a dealer to sell a new motor vehicle which the dealer knows does not comply with an applicable Federal Motor Vehicle Safety Standard. As a consequence, if you sell any of these motor vehicles without first performing the recall correction, your facility may be subject to a civil penalty for each such sale.

DEALER RECALL RESPONSIBILITY - All

All unsold new vehicles in dealer's possession and subject to this recall must be held and inspected/repaired per the service procedure of this recall bulletin before customers take possession of these vehicles.

Dealers are to service all vehicles subject to this recall at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. Recall follow-up cards should not be used for this purpose, since the customer may not as yet have received the notification letter.

In summary, whenever a vehicle subject to this recall enters your vehicle inventory, or is in your facility for service in the future, you must take the steps necessary to be sure the recall correction has been made before selling or releasing the vehicle.

