



January 26, 2017

Attachment to 573 Submission
GM # 17035

The following is included here to address information that exceeds the NHTSA Recall portal field size limit of 2000 characters, relative to the 573 submission of GM tracking number 17035 on January 26, 2017.

573.6(c)(7) Chronology:

On September 16, 2016, GM received warranty claims for loose seatbacks in two Chevrolet Cruze vehicles from the affected population. GM received a third potentially related warranty claim on September 21, 2016. GM initiated a warranty-return process to retrieve suspect parts from the field.

On November 2, 2016, GM inspected the returned parts and identified certain discrepant welds between a bracket for the seat-back reclining mechanism and the seat-back frame. On the same day, the issue was reported through GM's Speak Up For Safety (SUFS) program. GM initiated containment activities and notified its seat supplier, the seat-back frame supplier (Camaco) and the recliner bracket supplier.

On November 21, 2016, GM opened an investigation into the issue. The assigned investigator requested additional information from the suppliers of the recliner brackets and seat-back frames. In reviewing the data, the investigator learned that the suppliers had identified weld-quality problems due to out-of-position brackets on July 19, 2016, and had introduced containment actions and process improvements without GM's knowledge on July 20, 2016.

Based on its review of the warranty claims, the returned parts and information provided by the suppliers of the recliner brackets and seat-back frames, GM determined that the discrepant welds, if present in additional vehicles, could affect seat-back performance in a crash. On January 9, 2017, GM's Open Investigation Review (OIR) board reviewed the status of the investigation and requested computer simulations to understand the effect of the potentially discrepant welds. GM conducted computer simulations of FMVSS 202a test conditions, which indicated that affected seats may not comply under certain conditions. OIR reviewed the results of the computer simulations on January 17, 2017. On January 19, 2017, GM's Safety and Field Action Decision Authority (SFADA) decided to conduct a non-compliance recall to check for vehicles with discrepant welds in the field and make repairs as necessary.