

May 17, 2012

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

Dear Ms. Lewis:

The following information 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 for certain 2013 model year Chevrolet Malibu vehicles.

573.6(c)(1): Chevrolet Brand 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 certain 2013 model year Chevrolet Malibu vehicles. The Sensing and Diagnostic Module (SDM) may reset itself following a hard braking event on some road surfaces. This reset will cause the airbag light to illuminate for up to 3 seconds. If this were to occur during an extremely aggressive turning maneuver, and a potential vehicle rollover event was sensed immediately after the reset, there would be a risk of an unintended roof rail airbag (RRAB) deployment. Additionally, it is possible under unique conditions that the airbags and/or safety belt pretensioners would not deploy if a crash severe enough to command their deployment were to occur during the 3 second reset interval, resulting in possible increased injury to occupants.

573.6(c)(6): On March 21, 2012, a RRAB deployed unexpectedly during a development test while the vehicle was performing extreme maneuvers. On March 29, 2012, the condition was further assessed to be a condition of the watchdog function, which verifies the main microprocessor is performing its tasks in a timely manner within the SDM. On April 2, 2012, a GM Product Investigations engineer was assigned to investigate. It was found that the two software tasks that generate watchdog pulses during cyclic operation may pulse within 560 μ s of each other at the exit of an SDM/Event Data Recorder (EDR) algorithm event and possibly cause a reset.

On April 9, 2012, GM decided to conduct a customer satisfaction program in order to quickly address the issue and a bulletin was sent to dealers on April 10, 2012.

On April 12, 2012, GM contacted the NHTSA to advise them of this action.



Based on its discussions with the NHTSA, GM reconsidered its classification of the field action as a customer satisfaction program.

The Executive Field Action Decision Committee held a review and on May 10, 2012, agreed to reclassify the existing customer satisfaction program as a safety recall.

573.6(c)(8): Dealers are to reprogram the SDM.

GM anticipates sending the dealer bulletin on May 25, 2012 and mailing owner letters on June 1, 2012.

Pursuant to 577.11(e), GM 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): GM will provide copies of the dealer bulletin and owner letter under separate cover.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Carmen Benavides".

M. Carmen Benavides, Director
Product Investigations and Safety Regulations

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	1	2013	4,304	10/24/2011	03/31/2012	Malibu	*
	GM Total:		4,304				

* All involved vehicles will be corrected as necessary.

573.6(c)(2)(iv): Supplier name, contact information:

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