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14V-260
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SUPPLEMENTAL

May 30, 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-260

Dear Ms. Lewis:

This letter supersedes General Motors' letter of May 16, 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 2004 - 2007 model year Chevrolet Optra vehicles. These vehicles were sold primarily in some U.S. territories. Specifically, the information submitted pursuant to 49 CFR 573.6(c)(6) below supersedes information included in General Motors' letter of May 16, 2014.

573.6(c)(1): General Motors Company, Chevrolet Brand

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 2004 - 2007 model year Chevrolet Optra vehicles. Heat generated within the headlamp switch or daytime running lamp (DRL) module, which are both located on or near the left side of the steering column, could melt the headlamp switch or DRL module and cause a fire.

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.

In October 2010 GM Korea (GMK) was notified of thermal incidents from Suzuki on the Forenza/Reno model. GMK received a Daytime Running Lamp (DRL) module with wiring harness on April 13, 2011 and a second on July 25, 2011. GMK analyzed the returned parts and concluded the origin of the heat source was at the connection of the wiring harness to the DRL module. The returned parts had melted and a root cause was not identified.

On March 9, 2012, GMK engaged GM North America (GMNA) Field Product Analysis Engineering to conduct an investigation on two Suzuki Forenza vehicles for interior fires. An on-site assesment was completed which had evidence of interior fires originating from the driver side instrument panel lower area. The vehicle evidence indicated the origin of the heat source was the connection area of the wiring at the DRL module. DRL modules and wiring from the investigated vehicles were provided to GMK for analysis. The module and connector were melted and no additional conclusions were made.

On November 27, 2012, GMK was notified by Suzuki of 10 cases showing melting of the headlamp switch. On January 5, 2013, GMK received 5 melted returned headlamp switch parts from Suzuki and conducted an analysis with support of the headlamp switch supplier Shin Chang. A failure mode was not determined. GMK also reviewed two DRL modules that had experienced minor damage and conducted lab testing with support of the wiring supplier Packard Korea. Both modules showed a low beam "On" condition when properly functioning modules would be in the "Off" condition. A failure mode for this condition was not determined.

On April 17, 2013, GMK received 16 non-melted returned headlamp switch parts from Suzuki and conducted an analysis that indicated that 15 returned parts showed a normal function and 1 returned part showed a high beam circuit closed (stuck in the "On" position). The one failed part indicated that a high beam remained "On" when the ignition key was in the "Off" position.

On June 11, 2013, GMK and Suzuki discontinued the Suzuki led product quality meetings. GMK Aftersales team took over responsibility of current product quality management with support from GMK Engineering and GMK Quality.

On March 7, 2014, Suzuki notified GMK of additional cases and requested a field action review. Additional claims were identified on March 11, 2014, and on March 27, 2014. GMK and GMNA conducted an on-site investigation from April 2, 2014 through April 11, 2014. The invesitgation concluded that the fires and melting incidents in J200 vehicles were caused by a headlamp switch fault that results in driving high surface temperatures at the DRL module or headlamp switch. The issue was reviewed by the GMK Field Performance Evaluation Review Committee.

On May 9, 2014, an Executive Field Action Decision Comittee decision was made to conduct a safety recall for the Suzuki Forenza/Reno and Chevrolet Optra (J200) vehicles in North America for DRL & Headlamp switch related vehicle fires.

573.6(c)(8): General Motors will provide its plan for remedying the defect and its schedule for notifying dealers and owners as soon as they are confirmed.

Pursuant to 577.11, General Motors will provide reimbursement to owners for repairs completed on or before ten days after the owner mailing is completed, according to the plan submitted on May 23, 2013.

573.6(c)(10): General Motors will provide the dealer bulletin and owner letter under separate cover.

573.6(c)(11): General Motors' assigned recall number is 14093.

Sincerely,

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

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES (FROM)	(TO)	DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.	EST. NO. W/CONDITION
Chevrolet	J	2004	17	09/27/2003	03/25/2004	Optra	*
Chevrolet	J	2005	7	08/18/2004	04/18/2005	Optra	”
Chevrolet	J	2006	1	01/18/2006	01/18/2006	Optra	”
Chevrolet	J	2007	188	09/21/2006	05/14/2007	Optra	”
	GM Total:		213				

* All involved vehicles will be corrected as necessary.

573.6(c)(2)(iv):

The supplier of the headlamp switch is:
Woochang
16, Sinwon-ro 133 beon-gil,
Danwon-gu, Ansan-si, Gyeonggi-do, KOREA

The supplier of the DRL module is:
Hamsar Diversco Inc.
5320 Downey St.
Burlington, Ontario Canada L7L 6M2.

The country of origin for the headlamp switch is Korea, and for the DRL module, Canada.

14093

14V-260 – Populations updated 5-20-14