

Part 573 Safety Recall Report**16V-160****Manufacturer Name :** General Motors LLC**Submission Date :** MAR 16, 2016**NHTSA Recall No. :** 16V-160**Manufacturer Recall No. :** 22010**Manufacturer Information :**

Manufacturer Name : General Motors LLC

Address : 30001 VAN DYKE

MAIL CODE 480-210-2V WARREN MI 48090

Company phone : 5961733

Population :

Number of potentially involved : 6,280

Estimated percentage with defect : 100

Vehicle Information :

Vehicle : 2014-2014 Chevrolet Caprice Police Pursuit Vehicle

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Certain 2014 Chevrolet Police Pursuit Vehicles

Production Dates : MAY 15, 2013 - AUG 21, 2014

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2015-2015 Chevrolet Caprice Police Pursuit Vehicle

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Certain 2015 Chevrolet Police Pursuit Vehicles

Production Dates : JUL 16, 2014 - AUG 05, 2015

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs

Vehicle : 2016-2016 Chevrolet Caprice Police Pursuit Vehicle

Vehicle Type :

Body Style :

Power Train : NR

Descriptive Information : Certain 2016 Chevrolet Police Pursuit Vehicles

Production Dates : AUG 25, 2015 - MAR 03, 2016

VIN (Vehicle Identification Number) Range

Begin : NR

End : NR

 Not sequential VINs**Description of Defect :**

Description of the Defect : General Motors has decided that a defect which relates to motor vehicle safety exists in certain 2014 - 2016 Chevrolet Caprice Police Pursuit Vehicles (PPVs). Subject to the extended idling times and elevated temperatures experienced in typical police applications, these vehicles may experience loss of electric power steering (EPS) assistance while driving or idling as a result of fretting corrosion on the connector between the EPS module and the torque sensor.

FMVSS 1 : NR

FMVSS 2 : NR

Description of the Safety Risk : If power steering is lost, manual steering functionality is retained but would require an increased steering effort, particularly at lower speeds, increasing the risk of a crash.

Description of the Cause : In the affected vehicles, the connector between the EPS module and the torque sensor may experience fretting corrosion due to extended idling times and elevated temperatures experienced in typical police applications.

Identification of Any Warning that can Occur : If power steering assist is lost (i.e., the vehicle reverts to manual steer), a malfunction indicator light displays on the instrument panel and a chime sounds to inform the driver.

Supplier Identification :**Component Manufacturer**

Name : Mando Corporation

Address : 5-22, bangye-Ri, Munmak-Eub,
Wonju-City, Gangwon-Do FOREIGN STATES

Country : Korea, Republic of

Chronology :

On September 1, 2015, a GM employee submitted a report to GM's Speak Up for Safety (SUFS) program after complaints from the LaGrange, Illinois police department were received regarding loss of power steering in its Chevrolet Caprice Police Pursuit Vehicle (PPV) fleet.

On October 7, 2015, GM's Holden division of Australia, the assembler of the affected vehicles, commenced a formal investigation into the issue. In January 2016, the assigned investigator found that a previous field action for Model Year 2014 – 2016 Chevrolet Caprice vehicles, in which dielectric grease was applied to the torque sensor harness to address fretting corrosion in its connectors, did not provide sufficient protection against fretting corrosion under the heavy usage schedules for police vehicles (often exceeding 20 hours per day). The investigation found that, because fretting corrosion at the torque sensor harness is a function of cyclic movement under heat and vibration conditions, the heavy usage schedules for police vehicles caused the connector between the EPS module and the torque sensor to experience fretting corrosion at a significantly higher rate than the civilian vehicle population.

The investigation results were reviewed in Open Investigation Review for GM's International Operations division on February 25, 2016, GM's Global Open Investigation Review on March 2, 2015, and GM's North American Open Investigation Review on March 7, 2016. On March 9, 2016, GM's Safety Field Action Decision Authority (SFADA) decided to conduct a safety recall.

Description of Remedy :

Description of Remedy Program : For vehicles still in transit from the plant, epoxy will be applied to the back of the connector and at the interface between the connector and the steering gear control unit prior to delivery. For vehicles in the field, dealers will replace the steering gear assembly. Pursuant to 49 C.F.R. § 573.13(d)(1), all covered vehicles are under warranty so reimbursement is not offered.

How Remedy Component Differs from Recalled Component : Replacement steering gears have gold plated terminals resistant to fretting corrosion. For vehicles still in transit from the plant, the epoxy glue application will minimize the relative movement of the connector terminals that causes fretting corrosion. Recalled Component Name: GEAR ASM-ELEC BELT DRIVE R/PINION STRG
Recalled Component Description: Steering Gear assembly
Recalled Component Part Number: 92280375
Recalled Component Country of Origin: Korea

Identify How/When Recall Condition was Corrected in Production : As of March 11, 2016, epoxy glue is being added to the back of the connector and at the interface between the connector and the steering gear during production.

Recall Schedule :

Description of Recall Schedule : General Motors will provide dealer bulletin and owner letter notification dates when available.

Planned Dealer Notification Date : MAR 16, 2016 - MAR 16, 2016

Planned Owner Notification Date : NR - NR

* NR - Not Reported