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**From:** David M. Trush  
**To:** Ron Arnesen  
**CC:**  
**BCC:**  
**Sent Date:** 2008-01-30 11:29:44:000  
**Received Date:**  
**Subject:** Re: 2008 X001 Cost Save To Go With Strattec Steering Column Ignition Cylinders  
**Attachments:**

Ron,  
the component with the issue is called a trigger and what happens is it fractures. The result is that the ignition cylinder is unable to be rotated to start the vehicle.

David Trush  
GM Engineering  
[REDACTED]

Ron Arnesen/US/GM/GMC

Ron Arnesen/US/GM/GMC

01/29/2008 03:45 PM

To David M. Trush/US/GM/GMC [REDACTED]  
cc  
Subject Re: 2008 X001 Cost Save To Go With Strattec Steering Column Ignition Cylinders [REDACTED]

What failure did the customer experience with the "higher warranty" supplier spill that you mention below?  
Thanks David,  
Ron

David M. Trush/US/GM/GMC

David M. Trush/US/GM/GMC

01/29/2008 02:10 PM

To Al Manzor/US/GM/GMC [REDACTED]  
cc Linda Schultz/US/GM/GMC [REDACTED] Ron Arnesen/US/GM/GMC [REDACTED] Ronald S.  
Marlowe/US/GM/GMC [REDACTED] John Dobish/US/GM/GMC [REDACTED] Raymond  
DeGiorgio/US/GM/GMC [REDACTED]  
Subject Re: 2008 X001 Cost Save To Go With Strattec Steering Column Ignition Cylinders [REDACTED]

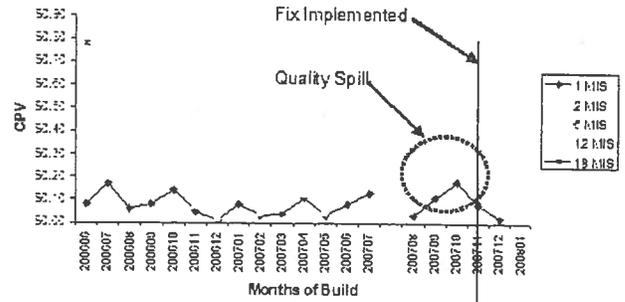
Al,  
Major reason for switching suppliers, from Ortech to Strattec, was that Ortech decided to exit the lockset business at General Motors. The cost saving that occurred was a side benefit.  
The increased effort to rotate the cylinder never occurred, the program did not want to pay ~\$2.00/car and ~\$300,000 in tooling for a new ignition switch. These costs are what I remember, Ray DeGiorgio should have better numbers. We do have a plug that fits in the keyslot that is available through service. This fixes the issue where the key rotated from run to acc. position.  
The higher warranty issue is related to a supplier quality spill with a component that is in the ignition cylinder. A fix was put in place mid October 2007. Below is the warranty data for the Cobalt E7200 2MIS ignition cylinder. This also affects the HHR.

David Trush  
GM Engineering  
[REDACTED]

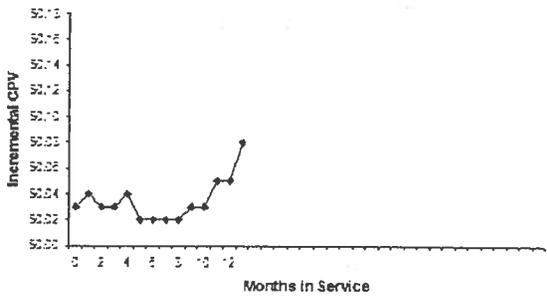
**Cumulative Fan Chart - CPV (SOLD only)**



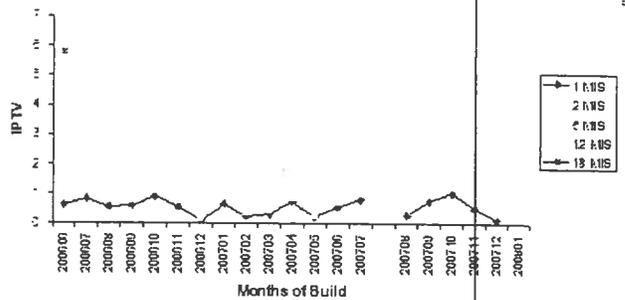
**Trend Chart - Cost Per Vehicle (SOLD only)**



**Incremental Fan Chart - CPV (SOLD only)**



**Trend Chart - Incidents per Thousand Vehicles (SOLD only)**



AI Manzor/US/GM/GMC

AI Manzor/US/GM/GMC

01/29/2008 07:26 AM

To Linda Schultz/US/GM/GMC  
 cc Ronald S. Marlowe/US/GM/GMC  
 Trush/US/GM/GMC  
 Ron Arnesen/US/GM/GMC  
 David M.  
 Subject 2008 X001 Cost Save To Go With Strattec Steering Column Ignition Cylinders

Hi Linda,

Can you provide the details around the cost save we had at SORP 2008 or soon after on Strattec steering column ignition cylinders...I believe the previous supplier was Vortex? What was the savings and was that the only reason we switched over? Need info for a presentation Ron Arnesen is making on Thursday...a response by Wed morning would be great.

Hi David,

I also remember us increasing the efforts for ignition key cycle to address the inadvertant shut off issue we had with Cobalt/G5...or at least we discussed it. Can you shed some light here...I am sure you recall the effort & ignition cylinder change...why we did it, and why we are seeing higher warranty...\$1.50/veh 12MIS.

Thanks,  
 AI