

From: Laura J. Andres
To: Raymond DeGiorgio
CC:
BCC:
Sent Date: 2005-10-03 14:26:43:000
Received Date: 2005-10-03 14:26:45:000
Subject: Re: Hot Alert for the 2006 Chevy Impala Special
Attachments:

Ray,
I am turning the vehicle in this week. Did you still want to look at it? Laura [REDACTED]

Raymond DeGiorgio

Raymond DeGiorgio

08/31/2005 07:48 AM

To: Laura J. Andres/US/GM/GMC [REDACTED]
cc: Daniel Oliver/US/GM/GMC [REDACTED] Donald J. Armstrong/US/GM/GMC [REDACTED] Ed Koerner/US/GM/GMC [REDACTED] James L. Zito/US/GM/GMC@GM, Richard A. McCarthy/US/GM/GMC [REDACTED] TERRY TYUS/US/GM/GMC [REDACTED]
Subject: Re: Hot Alert for the 2006 Chevy Impala Special [REDACTED]

Laura,
This is a completely different column/ignition switch system than what is used on the Solstice.

This column/ switch configuration was first introduced on the GMX 270 in 2000, never been an issue. I recently drove an '06 CTF Impala and did not experience this condition. I have also monitored all the CTF reports and there has not been any incidents reported similar to the ones you described.

Are you still in possession of this vehicle? I would like to take a look at it if you still do. Please contact me at [REDACTED].

Regards,
Ray DeGiorgio
GM - DE Ignition Switch

Laura J. Andres

Laura J. Andres

08/30/2005 03:39 PM

To: James L. Zito/US/GM/GMC [REDACTED]
cc: Richard A. McCarthy/US/GM/GMC [REDACTED] Donald J. Armstrong/US/GM/GMC [REDACTED] Larry S. Dickinson Jr./US/GM/GMC [REDACTED] Raymond DeGiorgio/US/GM/GMC [REDACTED] Daniel Oliver/US/GM/GMC [REDACTED] Michael P. Sclarra/US/GM/GMC [REDACTED] TERRY TYUS/US/GM/GMC [REDACTED] Lisa D. Weber/US/GM/GMC [REDACTED] Ronald J. Dershem/US/GM/GMC [REDACTED] Ed Koerner/US/GM/GMC [REDACTED]
Subject: Re: Hot Alert for the 2006 Chevy Impala Special [REDACTED]

Jim,
I picked up the vehicle from repair. No repairs were done. The technician demonstrated for me what he thought might have happened, that the ignition detent might not have been completely forward, because there is no strong tactile feedback to know it is in position and the "pothole" bump had the switch slip into off position. That looked liked what I had experienced, because I did not bump the switch with my knee. The technician said other PEP drivers have complained about this on the Solstice, because they have bumped the switch with their knee and have had the same experience. The technician said there is nothing they can do to repair it. He said it is just the design of the switch. He said other switches, like on the trucks, have a stronger detent and don't experience this.

I think this is a serious safety problem, especially if this switch is on multiple programs. I'm thinking big recall. I was driving 45 mph when I hit the pothole and the car shut off, and I had a car driving behind me that swerved around me. I don't like to imagine a customer driving with their kids in the back seat, on I-75 and hitting a pothole, in rush hour traffic. I think you should seriously consider changing this part to a switch with a stronger detent.

Laura

James L. Zito

James L. Zito

08/30/2005 01:00 PM

To: Laura J. Andres/US/GM/GMC [REDACTED]
cc:
Subject: Re: Hot Alert for the 2006 Chevy Impala Special

----- Forwarded by James L. Zito/US/GM/GMC on 08/30/2005 01:00 PM -----

James L. Zito

08/30/2005 10:10 AM

To: Richard A. McCarthy/US/GM/GMC [REDACTED]
cc: Donald J. Armstrong/US/GM/GMC [REDACTED] Larry S. Dickinson Jr./US/GM/GMC [REDACTED] Raymond DeGiorgio/US/GM/GMC [REDACTED] Daniel Oliver/US/GM/GMC@GM, Michael P. Sclarra/US/GM/GMC [REDACTED] TERRY TYUS/US/GM/GMC [REDACTED]
Subject: Re: Hot Alert for the 2006 Chevy Impala Special [REDACTED]

All,

I went over to the STG garage and inspected (, banged and pulled on) the wiring and connections at the BCM, ECM, Ignition Switch, Steering Column inline and

underhood BEC and found no problems. The technician drove the car for 400 miles including bumpy roads and could not duplicate. The technician thinks the driver may have bumped the key or key ring when going over the bump.

I evaluated the ignition switch operation and found that I could get the switch to snap back from crank, back through the run detent. If this happens, a bump could cause the key to rotate back to the accessory position and shut the engine off. I've noticed this on other GM vehicles that I get through the PEP program. Although I could get the GMX211 ignition switch to snap back, it was harder to do than the other ones I have experienced. I also evaluated my Monte Carlo CTF and found it difficult to get a snap back past the Run detent.

Jim Zito

Richard A. McCarthy



Richard A. McCarthy
08/29/2005 05:51 PM

To: Larry S. Dickinson Jr./US/GM/GMC [REDACTED]
cc: James L. Zito/US/GM/GMC [REDACTED] Donald J. Armstrong/US/GM/GMC [REDACTED]
Subject: Re: Hot Alert for the 2006 Chevy Impala Special

FYI.

Rick

Electrical VSE, GMX211/231
[REDACTED]

Jim,

The "Detents" in this ignition switch were first introduced on the GMX 270 Program back in 2000. They were also used on the GMT201 a couple of years ago and most recently on the GMX 365 Program. To date there has never been any issues with the detents being too light. (Note: even thou these vehicles are not DLIS they are mechanically the same.)

Ray

James L. Zito

James L. Zito

08/29/2005 01:06 PM

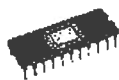
To: Raymond DeGiorgio/US/GM/GMC [REDACTED]
cc: Richard A. McCarthy/US/GM/GMC [REDACTED]
Subject: Re: Hot Alert for the 2006 Chevy Impala Special

Ray,

Do we have any history with the ignition switch and far as it being sensitive to road bumps?

Jim Zito

--- Forwarded by James L. Zito/US/GM/GMC on 08/29/2005 01:05 PM ---



Richard A. McCarthy
08/29/2005 12:51 PM

To: James L. Zito/US/GM/GMC [REDACTED] Lisa D. Weber/US/GM/GMC [REDACTED]
cc: Lisa D. Weber/US/GM/GMC [REDACTED] TERRY TYUS/US/GM/GMC [REDACTED]
Subject: Re: Hot Alert for the 2006 Chevy Impala Special

Jim, this was the case referred to in the VME I forwrded to you last thursday. Any conclusions?

Rick

Electrical VSE, GMX211/231
[REDACTED]

LARRY

From a Powertrain viewpoint - I am not aware of any road impact conditions that should cause the engine to quit running

MAKE TODAY A GREAT DAY

DON

Don's People Finder Info

Larry S. Dickinson Jr.



Larry S. Dickinson
Jr.
08/25/2005 01:20 PM

To: Steve Bernardi/US/GM/GMC [REDACTED] Donald J. Armstrong/US/GM/GMC [REDACTED] Richard A. McCarthy/US/GM/GMC [REDACTED]
cc: Ronald J. Dershem/US/GM/GMC [REDACTED]
Subject: Hot Alert for the 2006 Chevy Impala Special

Don and/or Rick, Is this a condition we would expect to occur under some impacts? Seems like we would not the pothole validation that occurs in Milford with this failure mode. Please have the proper people root cause working with the Warren service garage and get back to me.

LSD Jr.

<<-----|| Chevy Impala Special (1) ||----->>

NAME: ANDRES, LAURA
PHONE: [REDACTED]
EMAIL: [REDACTED]
VIN: [REDACTED]
PRB.: 90304 - Stumbles/hesitates/dies-Where-Steady highway driving
VERBATIM: While driving home from work on my usual route, I was driving about 45 mph, where the road changes from paved to gravel & then back to paved, some of the gravel had worn away, and the pavement acted as a speed bump when I went over it. The car shut off. I took the car in for repairs. The technician thinks it might be the ignition detent, because in a road test in the parking lot it also shut off.

Confidentiality Warning: This e-mail contains information intended only for the use of the individual or entity named above. If the reader of this e-mail is not the intended recipient or the employee or agent responsible for delivering it to the intended recipient, any dissemination, publication or copying of this e-mail is strictly prohibited. The sender does not accept any responsibility for any loss, disruption or damage to your data or computer system that may occur while using data contained in, or transmitted with, this e-mail.
If you have received this e-mail in error, please immediately notify us by return e-mail. Thank you.