

NHTSA GM Ignition Switch Chronology

2001

September-October 2001: GM and Delphi [design and reject a safer Ignition Switch](#). The safer ignition switch is then secretly resurrected in a 2006 silent remedy using the same part number as the defective switch.

2005

August 15, 2005 - NHTSA Special Crash Investigations (SCI) begins investigation into airbag non-deployment in a July 29, 2005 crash of a 2005 Chevrolet Cobalt that killed a 16-year-old in Maryland.

December 2005 - GM Issues [Technical Service Bulletin \(TSB\) 05-02-35-007](#), “Information on Inadvertent Turning of Key Cylinder, Loss of Electrical System and No DTCs”

26 Cobalt Death and Injury Incidents are filed in EWR including 1 death citing Airbag as component involved. The death reported was from the July 2005 Maryland crash investigated by SCI.

2006

February 7, 2006 – NHTSA SCI issues report on July 2005 Maryland Crash, finding that airbags did not deploy and vehicle was in “Accessory” power mode at the time of the crash.¹

March 1, 2006 – NHTSA’s Early Warning Division sends a request to GM for more information on the Maryland crash from July 2005, DI04-142.² No record of a response is available.

October, 2006 – GM updates the October 2005 TSB to include model year 2007 vehicles in [TSB 05-02-35-007A](#).

November 26, 2006 – NHTSA SCI begins investigation into the October 2006 crash of a 2005 Chevrolet Cobalt that killed 15-year-old Amy Beskau of Wisconsin.

69 Cobalt Death and Injury Incidents are filed in EWR including 2 deaths citing Airbag as component involved and 4 deaths citing Unknown component. One of the airbag deaths reported was from the October 2006 Wisconsin crash.

¹ http://www.autosafety.org/sites/default/files/imce_staff_uploads/2005%20Cobalt%20MD.pdf

² <http://www.autosafety.org/nhtsa-inquiry-and-early-warning-reporting-record-2006-maryland-chevy-cobalt-crash>

2007

March 29, 2007 - NHTSA representatives and GM employees meet regarding airbag issues. NHTSA representative informs GM employees of its findings related to the July 2005 Maryland crash.³

April 25, 2007 – NHTSA SCI Team #2 files a technical report on airbag non-deployment in the October 2006 Wisconsin crash. The report finds that the vehicle was in “Accessory” power mode at the time of the crash. The report also notes GM’s October 2006 TSB indicating the potential for drivers to inadvertently turn off the ignition during operation. A copy of the service bulletin is attached to the investigation report. SCI investigators located six complaints in the NHTSA complaint database matching the described defect. The report also notes that an analysis of airbag non-deployment as related to the key position in “On” or “Accessory” is beyond the scope of the SCI investigation.⁴

May 4, 2007 - NHTSA’s Early Warning Division sends a request to GM for more information on the Wisconsin crash from October 2006, DI07-044.⁵ GM responded on June 11, 2007.

November 15, 2007 – NHTSA’s Office of Defects Investigation declines to open a formal defect investigation pursuant to initial evaluation (IE) IE07-087. A NHTSA Defects Assessment Division (DAD) document produced for the IE07-087 cites [29 complaints, 4 fatal crashes, and 14 field reports of airbag non-deployment](#) in 2003-05 Ions and 2005-06 Cobalts.

87 Cobalt Death and Injury Incidents are filed in EWR including 3 deaths citing Airbag as component involved.

2008

106 Cobalt Death and Injury Incidents are filed in EWR including 1 death citing Airbag as component involved and 2 deaths citing Unknown component.

2009

133 Cobalt Death and Injury Incidents are filed in EWR including 1 death citing Airbag as component involved, 1 death citing Service Brake as component involved, 1 death citing Steering as component involved, and 2 deaths citing Unknown component.

2010

NHTSA’s ODI declines once again to open a formal defect investigation. (See p. 12 of [Administrator Friedman’s April 1, 2014 testimony](#))

400 Cobalt Death and Injury Incidents are filed in EWR including 2 deaths citing Airbag as component involved, 12 deaths citing steering as component involved, and 1 death citing Unknown component.

³ See p.2 of the GM Chronology <http://www-odi.nhtsa.dot.gov/acms/cs/jaxrs/download/doc/UCM450663/RCDNN-14V047-3409.pdf>

⁴ http://www.autosafety.org/sites/default/files/imce_staff_uploads/SCI%20Report%202005%20Cobalt%20WI.pdf

⁵ <http://www.autosafety.org/nhtsa-inquiry-and-early-warning-reporting-record-2006-wisconsin-chevy-cobalt-crash>

2011

187 Cobalt Death and Injury Incidents are filed in EWR including 2 deaths citing Airbag as component involved, 2 deaths citing Steering as component involved, and 1 Unknown component.

2012

157 Cobalt Death and Injury Incidents are filed in EWR including 5 deaths citing Airbag as component involved, and 4 deaths citing Steering as component involved.

2013

54 Cobalt Death and Injury Incidents have been filed through the first two quarters of 2013 with no deaths reported to date. The data year is not yet complete.

2014

February 10, 2014 – NHTSA receives GM’s February 7 Part 573 Defect Information Report for Recall 14V-047, recalling 2005-07 Chevrolet Cobalts and 2007 Pontiac G5 vehicles for defective ignition switch torque performance resulting in key movement out of the “Run” position and non-deployment of airbags in a crash event. The notice directs owners to remove all non-essential items from their key rings.⁶

February 24, 2014 – NHTSA receives GM’s amended Part 573 which includes a detailed chronology of events and an expanded warning to owners asking them to remove all items from key rings including the vehicle key fob.⁷

February 25, 2014 – NHTSA receives a second amended Part 573 expanding the recall population to 2006-07 Chevrolet HHR and Pontiac Solstice, 2003-07 Saturn Ions, and 2008 Saturn Sky vehicles.⁸

February 26, 2014 - NHTSA opens a timeliness query (TQ) to investigate the timing of GM’s recall response.

May 15, 2014 – GM recalls additional vehicles that may have had a replacement faulty ignition switch installed. [GM Ignition Switch Aftermarket Replacement Part Recall 14E-021](#) - 5/15/14

June-July 2014 - GM conducts three additional ignition switch recalls:

[GM Recall 14V-400 Part 573 Defect Report, 6.7 Million Vehicles](#) - 7/3/14

⁶ http://www.autosafety.org/sites/default/files/imce_staff_uploads/14V-047%20Chevy%20Cobalt%20573.pdf

⁷ <http://www-odi.nhtsa.dot.gov/acms/cs/jaxrs/download/doc/UCM450663/RCDNN-14V047-3409.pdf>

⁸ <http://www-odi.nhtsa.dot.gov/acms/cs/jaxrs/download/doc/UCM450732/RCDNN-14V047-7510.pdf>

[GM Recall 14V-355 Part 573 Defect Report, 3.1 Million Vehicles - 6/20/14](#)
[Amended Part 573 with Chronology - 7/2/14](#)

[GM Recall 14V-346 Part 573 Defect Report, 2010-2014 Camaro Ignition Switch - 6/19/14](#)

Chevrolet Cobalt Records in EWR, 2005-2013

Reporting Year	Total Number of Cobalt Incidents Reported to EWR	Deaths
2005	26	1 Airbag
2006	69	2 Airbag 4 Unknown
2007	87	3 Airbag 1 Fire
2008	106	1 Airbag 2 Unknown 1 Airbag 1 Service Brake 1 Steering
2009	133	2 Unknown 2 Airbag 12 Steering 1
2010	400	Unknown 2 Airbag 2 Steering 1 Fire 1
2011	187	Unknown
2012	157	5 Airbag 4 Steering 1 Visibility
2013	54	0

Note: NHTSA also investigated the Chevy Cobalt for a power steering motor problem in 2010 that led to recall 10V-073. The overly-broad EWR coding system provides no way to distinguish crashes involving unrelated steering components, therefore all EWR death and injury reports that were submitted citing the Steering component have been included.

