



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**

ODI RESUME

Investigation: EA07-008
 Prompted By: PE07-006
 Date Opened: 06/12/2007
 Principal Investigator: Kyle Bowker
 Subject: Engine Compartment Fire

Manufacturer: General Motors Corp.
 Products: 1999-2002 Buick, Oldsmobile, and Pontiac w/ Supercharged V6
 Population: 177,746

Problem Description: Alleged non-crash fire originating in the engine compartment.

FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
Complaints:	32	168	180
Crashes/Fires:	32	168	180
Injury Incidents:	0	2	2
# Injuries:	0	3	3
Fatality Incidents:	0	0	0
# Fatalities:	0	0	0
Other*:	0	0	0

*Description Of Other:

Action: An Engineering Analysis has been opened.

Engineer: Kyle M. Bowker KMB

Date: 06/12/2007

Div. Chief: Jeffrey L. Quandt

Date: 06/12/2007

Office Dir.: Kathleen C. DeMeter

Date: 06/12/2007

Summary: On January 29, 2007, the Office of Defects Investigation (ODI) opened a Preliminary Evaluation to investigate alleged non-crash fire originating in the engine compartment in certain model year (MY) 1999-2002 Pontiac Grand Prix GTP vehicles equipped with the "L67" supercharged version of the General Motors (GM) 3800 Series II V6 engine. ODI sent a letter to the manufacturer on February 8, 2007, requesting information about these and other GM vehicles. Based on the information reviewed in PE07-006, the range of subject vehicles under investigation has been expanded to include all MY 1999-2002 Buick Park Avenue, Regal, and Riviera, Oldsmobile LSS, and Pontiac Bonneville and Grand Prix vehicles that use the same or substantially similar transverse mounted "L67" engine.

To date, ODI is aware of 180 non-duplicative complaints on the subject vehicles that allege non-crash related fires originating in the engine compartment while driving or after the vehicle is parked and the ignition switched off. ODI's analysis does not include any fire incidents that appear to be related to manifold over-pressurization events, which was the subject of a previous ODI investigation (EA02-030) on the same or related GM vehicles equipped with the "L36" engine.

While no subject component has yet been identified, ODI analysis of available information indicates that the alleged fire incident rate among the subject vehicles is significantly higher than GM peer vehicles that use the non-supercharged "L36" version of the GM 3800 Series II V6 engine. In some cases, the fire incident rate is twice as high in the subject vehicles and up to as much as an order of magnitude greater than in non-supercharged peer vehicles. For instance, the subject fire incident rate for the supercharged MY 2000 Pontiac Grand Prix GTP is approximately 236 per 100,000 vehicles produced (58 fires / 24,509 subject vehicles or 0.236%) while the fire incident rate for MY 2000 Pontiac Grand Prix vehicles equipped with the naturally aspirated "L36" engine is approximately 18 per 100,000 vehicles produced (17 fires / 90,338 vehicles or 0.018%).

The manufacturer's investigation into alleged engine compartment fires on the subject vehicles is ongoing. Accordingly, this investigation has been upgraded to an Engineering Analysis to further study the frequency and scope of the alleged defect.

KMB
06/13/07