



*Full*  
*3/6/08*

March 4, 2008

Jeffrey L. Quandt, Chief  
Vehicle Control Division  
Office of Defects Investigation  
National Highway Traffic Safety Administration  
1200 New Jersey Ave., S. E., Room W48-307  
Washington, D. C. 20590

N070035A  
Supplement 4

NVS-213kmb  
EA07-008

Dear Mr. Quandt:

This letter is General Motors (GM) response to Kyle Bowker's email request dated February 21, 2008, regarding allegations of a non-crash related fire originating in the engine compartment in certain 1999 through 2002 model year (MY) vehicles that are equipped with a 3.8L supercharged (L67) engine and manufactured by General Motors Corporation (GM).

The questions and our corresponding replies are as follows:

1. **Please state, by model and model year, the total number of MY1997-1998, and MY2003 C-, G-, H-, and W-platform vehicles equipped with the "L67" engine that GM has manufactured for sale or lease in the United States.**

Please see the enclosed disk labeled "ATT\_01."

2. **Please state the total number of fire incidents, by model and model year, which GM is aware of in MY1997-1998, and MY2003 C-, G-, H-, and W-platform vehicles equipped with the "L67" engine, which relate to, or may relate to, the alleged defect in these vehicles (as defined in NHTSA's information request letter to GM dated August 3, 2007). In addition, please state, by model and model year, how many of these fire incidents occurred with the ignition key switched off, how many involved structure fires, how many involved death and/or injury, and how many may be attributed to hot surface ignition of engine oil that leaked from the engine valve cover gasket area.**

Please see the enclosed disk labeled "ATT\_01."

3. **Please state the total number of warranty claims, by model and model year, which GM has paid to repair or replace the valve cover gasket in MY1997-1998, and MY2003 C-, G-, H-, and W-platform vehicles equipped with the "L67" engine.**

Please see the enclosed disk labeled "ATT\_01."

4. **Please describe any and all differences that exist, if any, between the MY1997 - 1998, and MY2003 C-, G-, H-, and W-platform vehicles equipped with the "L67"**

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**engine, and those MY1999-2002 subject vehicles, which GM has identified in its study of the alleged defect.**

There are no differences that relate to the subject condition in C-, G-, H-, and W-platform vehicles equipped with the L67 engine for model years 1997, 1998, and 2003 compared to the same model vehicles for model years 1999-2002. The H-car (Bonneville SSEi) had a body style change in model year 2000, however, there were no changes to the engine.

Near the end of the 2003 model year vehicle production, GM changed the valve cover gasket material for the L67 engine.

The C-, G-, and H- platform L67 vehicles were not equipped with front (left) exhaust manifold heat shields. The two L67 W- platform vehicles (Pontiac Grand Prix GTP and the Buick Regal GS) were equipped with front (left) exhaust manifold heat shields. Through Climatic Wind Tunnel testing, GM determined the heat shields can contribute to elevated temperatures at or near the front (left) exhaust manifold. These differences did not change for model years 1997-2003.

Please contact me if you require further information.

Sincerely,



Gay P. Kent  
Director

Product Investigations

Attachment

**N0700035A Supplement 4  
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**ATTACHMENT "1"**

**GM NON-CONFIDENTIAL MATERIAL**