GENERAL MOTORS CORPORATION
Vehicle Structure & Safety Integration

June 26, 2008

Kathleen C. DeMeter, Director
Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Ave., S. E., Room W46-409
Washington, D.C. 20590

N070076B Supplement 1

NVS-212am
EA07-009

Dear Ms. DeMeter:

This letter is General Motors (GM) information update since its April 30, 2008 response to your information request (IR), dated March 26, 2008, regarding allegations of the fuel pump module leaking gasoline in MY 2002-2004 Chevrolet Trailblazer, Trailblazer EXT, GMC Envoy, Envoy XL, Envoy XUV vehicles.

GM is also providing reports and claims received for MY 2004 Chevrolet Trailblazer, Trailblazer EXT, GMC Envoy, Envoy XL, Envoy XUV, and MY 2002-2004 Isuzu Ascender, Buick Rainer and Oldsmobile Bravada vehicles.

GM has received one additional field report for corrosion of the MRA flange since the last query in April 2008.

Type of Report	GM Reports*	Subcategories			
		Corresponding to NHTSA Reports	Number with Property Damage	Number with Crash	Number with Injuries/ Fatalities
Owner Reports	1	0	0	0	0
Field Reports	0	0	0	0	0
Not-In-Suit Claims	0	0	0	0	0
Subrogation Claims	0	0	0	0	0
Third Party Arbitration Proceedings	0	0	0	0	0
Product Liability Lawsuits	0	0	0	0	0
Total Reports (Including Duplicates)	1	0	0	0	0
Total Vehicles with Reports (Unique VIN)	1	0	0	0	0

Table 1-1: Report Breakdown for Subject Vehicles for any fuel pump leakage
*GM has not identified any reports that involved a fire

GM reviewed regular and extended warranty claims for the vehicles listed above and is providing Weibull projections based on previous warranty data and updated warranty data provided with this letter.

In October 2007, the Weibull analysis was based on regular and extended warranty claims (145 unique claims). It predicted an incident rate of 8.5 IPTV at 7 years exposure (Table 1-2).

In June 2008, GM reviewed all regular and extended warranty claims (206 unique claims) including claims for the additional subject vehicles and reports of MRA corrosion. The updated Weibull analysis predicts an incident rate of 9.4 IPTV at 7 years exposure (Table 1-2). GM is including the regular and extended warranty claim file in the Att_1_GM disk in the Microsoft Excel file labeled, "EA07-009 WARRANTY DATA."

	Weibull Projection (IPTV)		
GM Response	5 Year	7 Year	10 Year
EA07-009, October 2007	0.9	8.5	78.1
EA07-009, June 2008	2.2	9.4	57.8

Table 1-2

Additionally, GM reviewed field reports, VOQs, and regular and extended warranty claims for MRA feed and return pipe leaks due to corrosion. In GM's response, EA07009 - October 2007, the highest leak rate for any of the 25-80 percentile corrosion states is less than 1.8 IPTV at approximately 5 years exposure. GM reviewed the field reports, VOQs and regular and extended warranty claims and determined the highest leak rate for any of the 25-80 percentile corrosion states is less than 1.94 IPTV at approximately 5 years exposure.

As stated in GM's PE and EA responses, early indication of a fuel leak may include odors that are related to fuel vapors that could pass through openings as small as 0.005". Accordingly, GM believes owners are alerted of the condition prior to any significant amount of fuel leakage. In fact, GM reports and warranty records indicate that customers have noticed fuel vapor odors associated with the alleged condition prior to any noticeable liquid fuel leakage.

Several factors in the vehicle design minimize the potential for fuel contact with ignition sources:

- The exhaust system is located on the passenger side of the vehicle approximately 185 mm from the fuel tank heat shield that is mounted to the fuel tank.
- The fuel tank heat shield is designed such that it extends above the height of the fuel tank and into the prop shaft tunnel.
- The fuel tank is designed such that the MRA is installed in a depression on the top middle surface of the fuel tank.

GM does not believe that this condition poses an unreasonable risk to motor vehicle safety because:

- Owners may notice fuel odors from leaks in the MRA feed and return.
- The vehicle design minimizes the potential for fuel contact with ignition sources.
- The Weibull projections based on regular and extended warranty claims for corrosion of the feed and return pipes is approximately 2.2 IPTV for 5 years of exposure.
- To date, GM is not aware of any fires related to this condition.

Sincerely,

Gay P. Kent
Director
Product Investigations

Attachment