



U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

# ODI RESUME

**Investigation:** PE 10-049  
**Date Opened:** 12/07/2010  
**Investigator:** Tom Bowman  
**Approver:** Frank Borris  
**Subject:** Engine Cooling Fan Fracture

**Date Closed:** 02/17/2012  
**Reviewer:** Bruce York-B

## MANUFACTURER & PRODUCT INFORMATION

**Manufacturer:** GENERAL MOTORS LLC  
**Products:** MY 2006 GMT-560 (Chevrolet, GMC, & Isuzu 4500 & 5000 Series)  
**Population:** 57,366

**Problem Description:** Cooling Fan Blade Fracture / Ejection

## FAILURE REPORT SUMMARY

	ODI	Manufacturer	Total
<b>Complaints:</b>	5	18	23
<b>Crashes/Fires:</b>	0	0	0
<b>Injury Incidents:</b>	0	0	0
<b>Fatality Incidents:</b>	0	0	0
<b>Other*:</b>	0	253	253

\*Description of Other: 253 warranty claims - all causes

## ACTION / SUMMARY INFORMATION

**Action:** Close this Preliminary Evaluation.

### Summary:

Past recalls and complaint experience indicate that the disintegration of vehicular components (not necessarily limited to fan blade assemblies) rotating at or near engine speeds can pose a hazard to individuals in proximity to the affected vehicle. This risk has frequently prompted responsive corrective field actions.

This investigation (PE10-049) has not identified any (a) fatalities; (b) injuries; and/or (c) close-call incidents which, if reported, might provide an indication of the nature and severity of injuries which may occur if a fan blade installed in subject GMT vehicles were to fracture.

Although ODI remains concerned about the potential for injury, ODI is closing this investigation because (1) the absence of an identified root cause or causal factors; and (2) the modest and declining level of complaint activity associated with fan blade breakage which indicates that the potential risk of injury is also small and diminishing.

The closing of this investigation does not constitute a finding by NHTSA that no safety related defect exists. The agency reserves the right to take further action if warranted by circumstances.

Further details are provided in the attached Executive Summary and ODI Technical Report Summary for PE10-049.