



April 22, 2026

Tanya Topka
Director, Office of Defects Investigation
National Highway Traffic Safety Administration
1200 New Jersey Ave., SE
Room W46-409
Washington, DC 20590

VIA EMAIL

G253588

EA25-007

Subject: General Motors LLC's Responses to NHTSA's March 10, 2026, Information Request in Investigation EA25-007

Dear Ms. Topka:

This letter contains General Motors LLC's ("GM") responses (the "**Responses**") to the information requests in your March 10, 2026, letter (the "**Requests**") relating to National Highway Traffic Safety Administration ("NHTSA") Engineering Analysis EA25-007. EA25-007 is a NHTSA investigation of "allegations of loss of motive power due to engine failure" from "engine seizure due to internal engine component failure" (as defined in the Requests, the "**Alleged Defect**")¹ in certain 2019-2024 model year ("MY") Chevrolet Silverado 1500, Chevrolet Suburban, Chevrolet Tahoe, GMC Sierra 1500, GMC Yukon, GMC Yukon XL, Cadillac Escalade, and Cadillac Escalade ESV vehicles equipped with the 6.2 liter V8 engine (RPO L87) not subject to Recall 25V274 (as defined in the Requests, the "**Subject Vehicles**").

PRELIMINARY STATEMENT

GM prepared its Responses by: (i) identifying, in consultation with the appropriate GM business personnel, the primary electronic databases and document repositories in GM's custody and control that store potentially responsive documents and information in the ordinary course of business, as more fully identified in the Responses below; and (ii) conducting a reasonable search, as appropriate, of these databases and document repositories for responsive documents and information. GM objects to the definitions of "document" and "GM" in the Requests as overbroad, unreasonably burdensome, and not reasonably tailored to records that might be expected to bear relevant and responsive information. GM's document production does not contain: (i) attorney-

¹ In its Responses, GM has interpreted the Alleged Defect to encompass engine failure resulting in engine replacement of the L87 6.2 liter V8 engine assembly (as defined in the Requests, the "**Subject Component**") due to crankshaft, connecting rod, or engine bearing failure. GM confirmed its understanding of the Alleged Defect with NHTSA in email correspondence with Sharon Yukevich dated March 16, 2026.

client privileged information or information protected as attorney-work product; and (ii) documents generated or archived in these locations after the dates that GM conducted its final searches. GM construes the Information Request as pertaining to vehicles manufactured for sale in the United States and its territories.

GM's document production is contained in folders titled Cover Letters, and Q1-Q9. Certain portions of these documents are exempt from public disclosure under the Freedom of Information Act (5 U.S.C. § 552(b)(4)) ("FOIA") and 49 CFR part 512. GM has submitted the redacted and unredacted public copies of the requested information and unredacted nonpublic confidential copies of the requested information in the folders titled Q1-6 to the NHTSA Office of Chief Counsel under 49 C.F.R. part 512.

Some of the documents in GM's production contain personally identifiable information ("PII") (e.g., vehicle registration information or VIN, employee names, and customer/employee contact information). GM today submits documents with unredacted PII with the understanding that NHTSA (or GM, if NHTSA prefers) will redact any PII before disclosing these documents to the public.

REQUESTS AND RESPONSES

REQUEST 1:

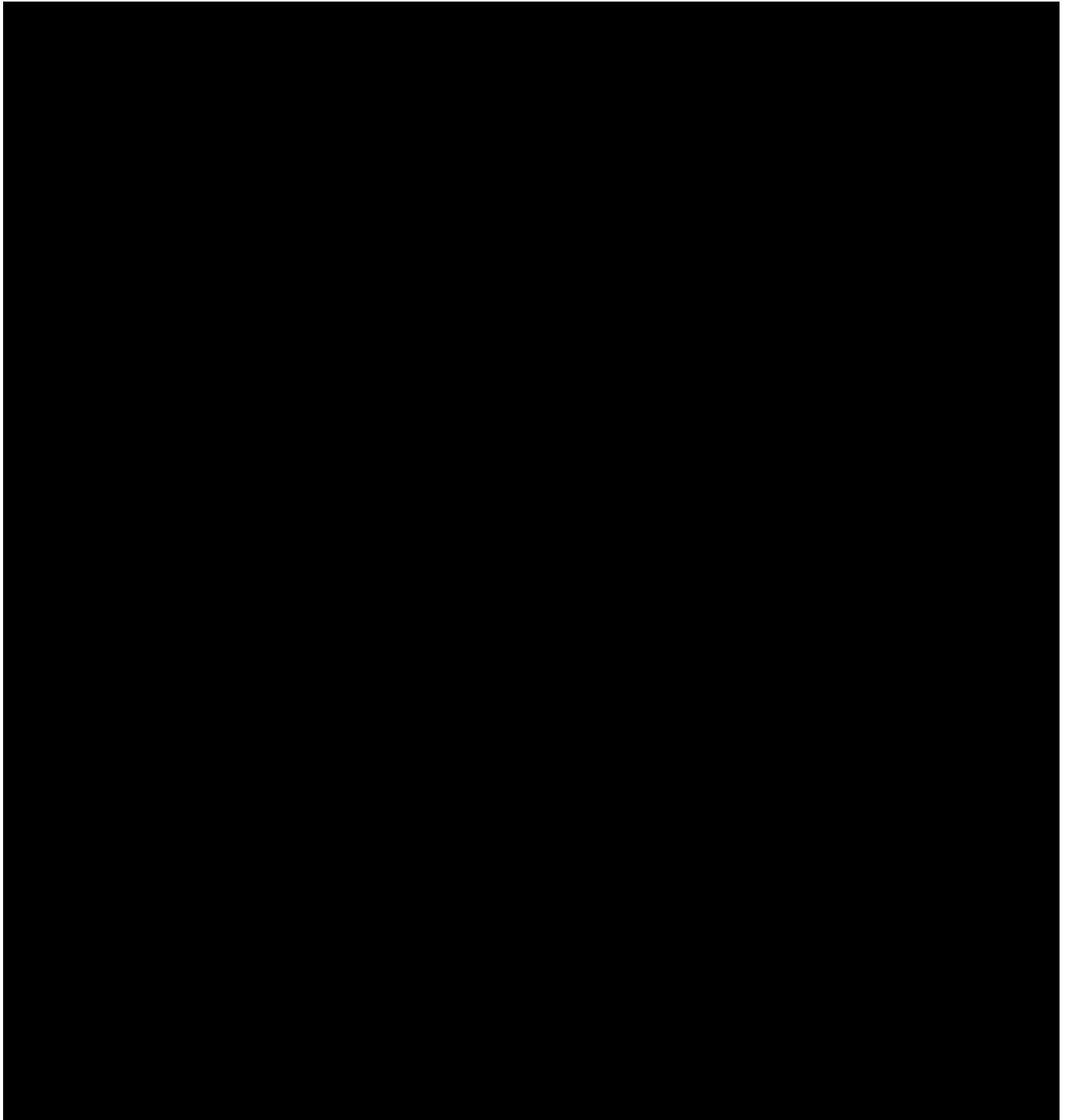
State the number of each of the following, received by GM, or of which GM is otherwise aware, which relate to, or may relate to, the alleged defect in the Subject Vehicles:

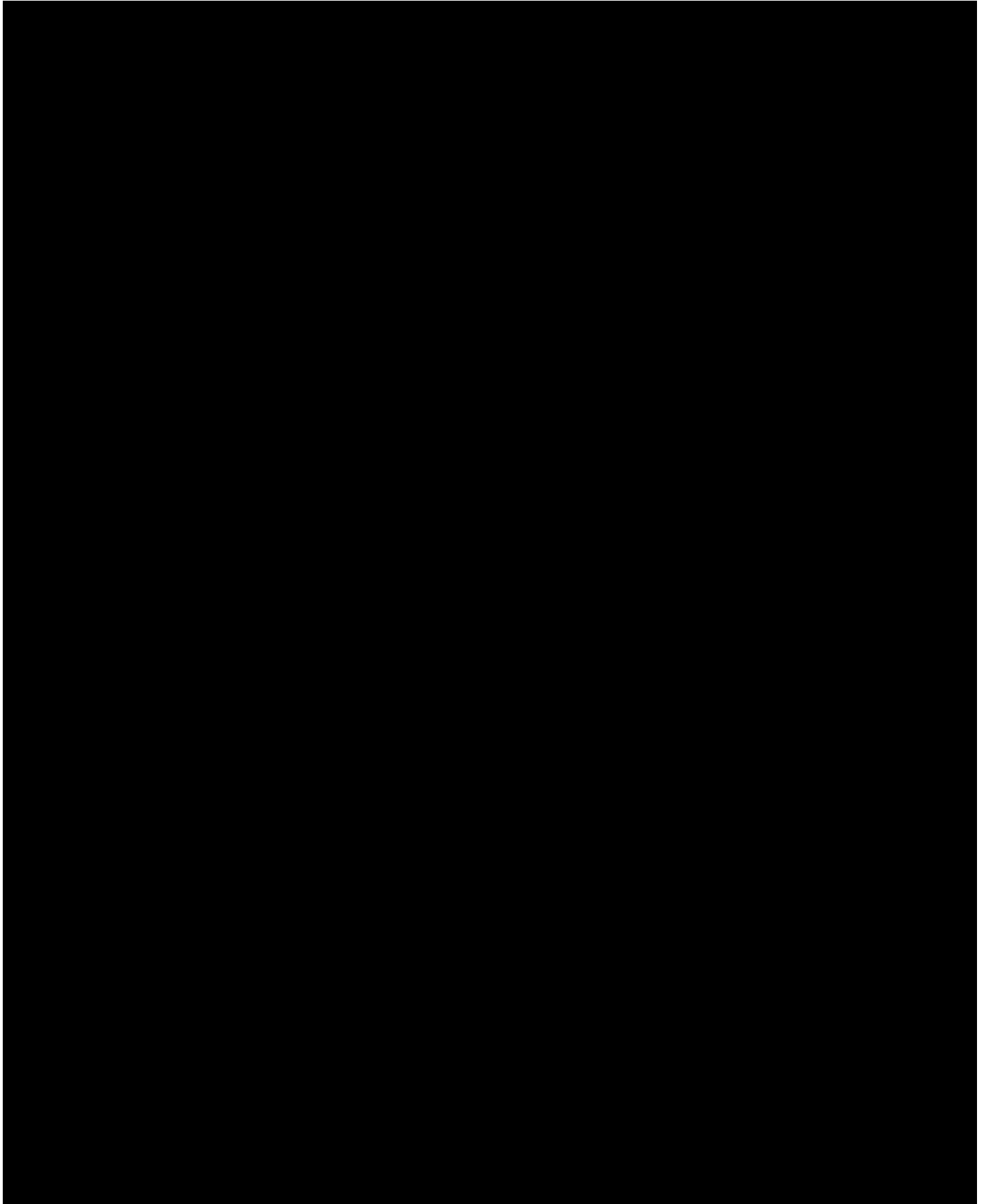
- a. Consumer complaints, including those from fleet operators;
- b. Field reports, including dealer field reports;
- c. Reports involving a crash, injury or fatality;
- d. Reports involving a fire;
- e. Property damage claims;
- f. Third-party arbitration proceedings where GM is or was a party to the arbitration;
and
- g. Lawsuits, both pending and closed.

For subparts "a" through "f" state the total number of each item (e.g., consumer complaints, field reports, etc.) separately. Multiple incidents involving the same vehicle are to be counted separately. Multiple reports of the same incident are also to be counted separately (i.e., a consumer complaint and a field report involving the same incident in which a crash occurred are to be counted as a crash report, a field report and a consumer complaint).

In addition, for items “c” through “f” provide a summary description of the alleged problem and causal and contributing factors and GM’s assessment of the problem, with a summary of the significant underlying facts and evidence. For items “e,” “f,” and “g,” identify the parties to the action, as well as the caption, court, docket number, and date on which the complaint or other document initiating the action was filed.

GM RESPONSE:





REQUEST 2:

Separately, for each item (complaint, report, claim, notice, or matter) within the scope of your response to Request No. 2, state the following information:

- a. GM's file number or other identifier used;
- b. The category of the item, as identified in Request No. 2 (i.e., consumer complaint, field report, etc.);
- c. Vehicle owner or fleet name (and fleet contact person), email address and telephone number (please use distinct fields for each data type);
- d. Vehicle owner or fleet street address, city, state (postal abbreviation), and ZIP code (please use distinct fields for each data type);
- e. Vehicle Identification Number (17-character VIN);
- f. Vehicle's make, model and model year (please use distinct fields for each data type);
- g. Vehicle's mileage at time of incident (numeric data type);
- h. Incident date (MM/DD/YYYY);
- i. Report or claim date (MM/DD/YYYY);
- j. Whether a crash is alleged;
- k. Whether a fire is alleged;
- l. Whether property damage is alleged;
- m. Number of alleged injuries, if any; and

- n. Number of alleged fatalities, if any.

Provide this information in Microsoft Excel, or a compatible format, entitled "COMPLAINT DATA."

GM RESPONSE:

GM has produced the requested information for the Subject Vehicles in the folder labeled "Q2". Refer to the Microsoft Access file labeled "Q2_COMPLAINT DATA_CONF".

REQUEST 3

Produce copies of all documents related to each item within the scope of Request No. 2. Organize the documents separately by category (i.e., consumer complaints, field reports, etc.) and describe the method GM used for organizing the documents. Describe in detail the search methods and search criteria used by GM to identify the items in response to Request No. 2.

GM RESPONSE:

GM CAC, PAC, TAC and legal records are GM's primary repositories of potentially responsive documents in the ordinary course of business. GM identified responsive documents by conducting a keyword search of these records for potentially responsive claims and reviewed the associated claim file to confirm the responsiveness of the claim. GM is producing the responsive, nonprivileged documents associated with responsive claims listed in Table 1-1 in the Microsoft Access file labeled "Q2_COMPLAINT DATA_CONF" in the folder labeled "Q2." GM has organized the records by the GM file number.

Additionally, this response was compiled and prepared upon review of documents produced by various GM locations. This response does not include documents generated or received at those GM locations after their searches.

REQUEST 4

State, by model and model year, a total count for all of the following categories of claims, collectively, that have been paid by GM to date that relate to, or may relate to, the alleged defect in the subject vehicles: warranty claims; extended warranty claims; claims for good will services that were provided; field, zone, or similar adjustments and reimbursements; and warranty claims or repairs made in accordance with a procedure specified in a technical service bulletin or customer satisfaction campaign.

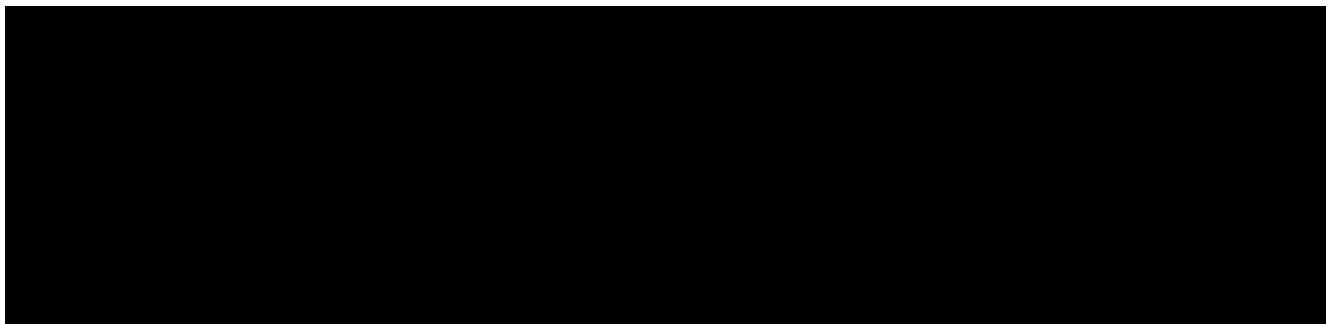
Separately, for each such claim, state the following information:

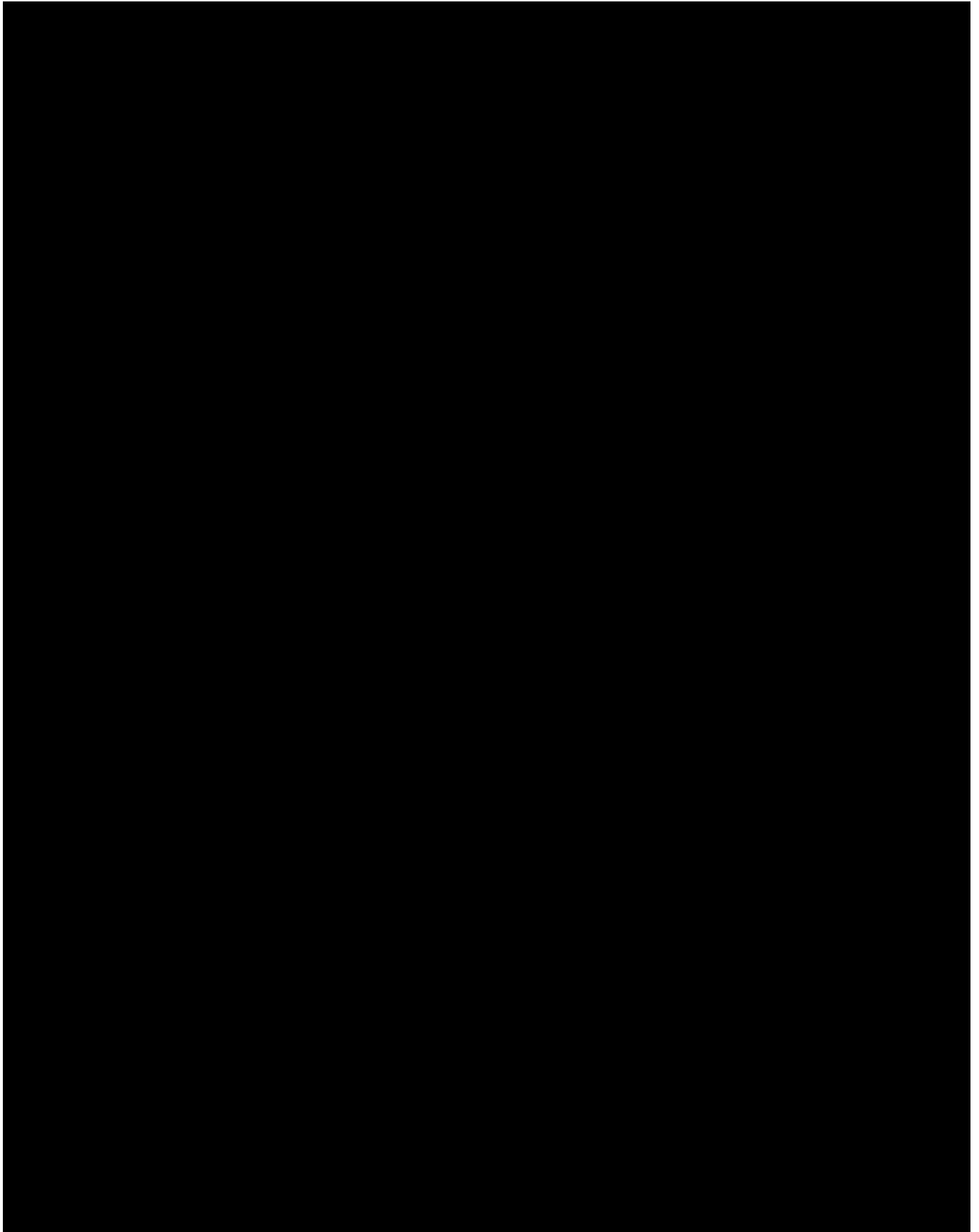
- a. GM's claim number;

- b. Vehicle owner or fleet name (and fleet contact person), email address and telephone number (please use distinct fields for each data type);
- c. Vehicle owner or fleet street address, city, state (postal abbreviation), and ZIP code (please use distinct fields for each data type);
- d. 17-character VIN;
- e. Repair date (MM/DD/YYYY);
- f. Vehicle mileage at time of repair (numeric data type);
- g. Repairing dealer's or facility's name, telephone number, city and state or ZIP code (please use distinct fields for each data type);
- h. Labor operation number(s);
- i. Problem code(s);
- j. Diagnostic trouble code(s);
- k. Replacement part number(s) and description(s);
- l. Concern stated by customer;
- m. Cause as stated on the repair order;
- n. Correction as stated on the repair order; and
- o. Additional comments, if any, by dealer/technician relating to claim and/or repair.

Provide this information in Microsoft Excel, or a compatible format, entitled "WARRANTY DATA."

GM RESPONSE





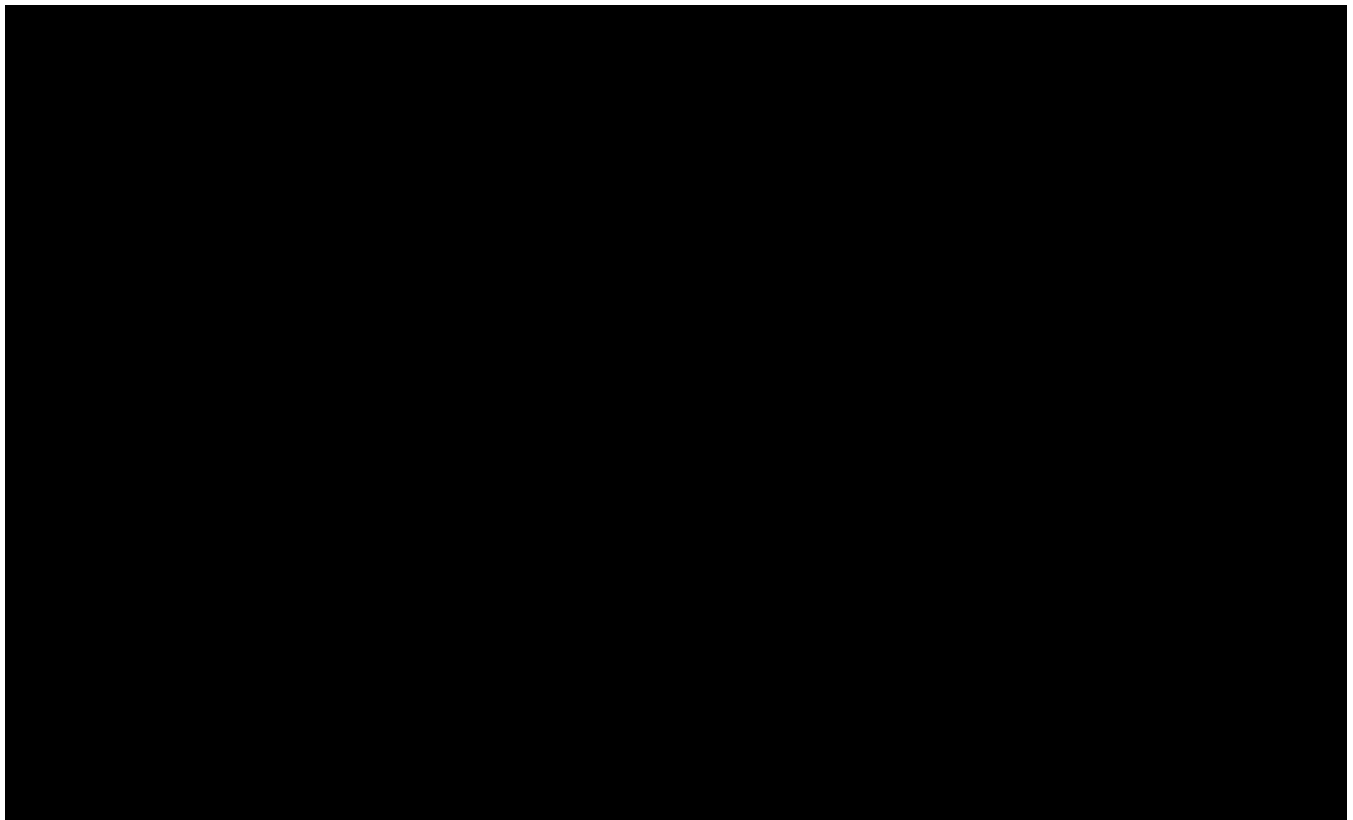
REQUEST 5

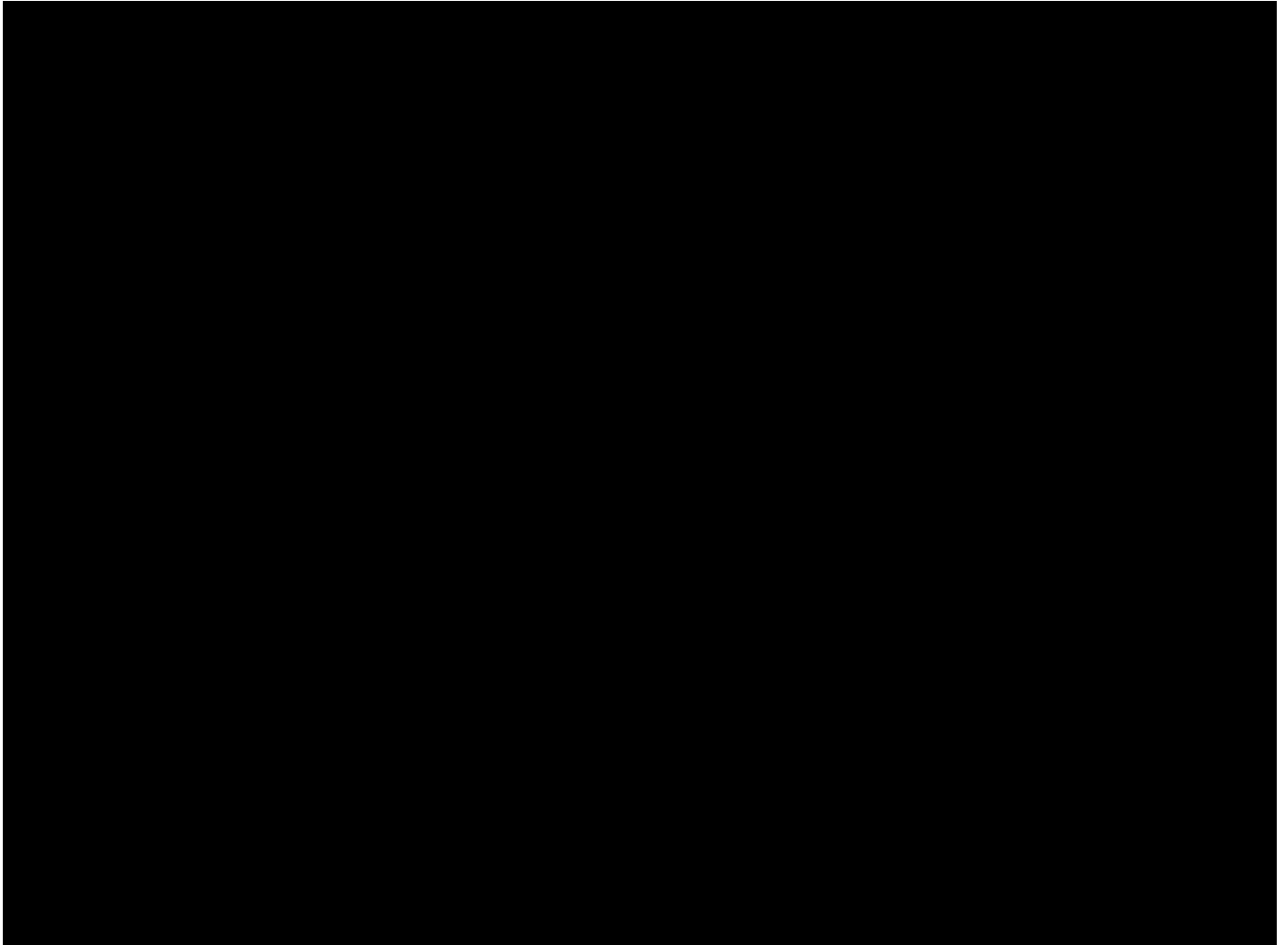
Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, “actions”) that relate to, or may relate to, the alleged defect in the subject vehicles that have been conducted, are being conducted, are planned, or are being planned by, or for, GM. For each such action, provide the following information:

- a. Action title or identifier;
- b. The actual or planned start date;
- c. The actual or expected end date;
- d. Brief summary of the subject and objective of the action;
- e. Engineering group(s)/supplier(s) responsible for designing and for conducting the action; and
- f. A brief summary of the findings and/or conclusions resulting from the action.

For each action identified, provide copies of all documents related to the action, regardless of whether the documents are in interim, draft, or final form. Organize the documents chronologically by action.

GM RESPONSE:





REQUEST 6

Provide a list of all suppliers for the following parts used in the subject component: connecting rod, crankshaft, lifters, valve springs, piston, piston rings, rod bearings, main bearings. Separately, for each part, provide the following information:

- a. The supplier;
- b. GM part number;
- c. Production date range for vehicles receiving engines using those parts;
- d. If applicable, reason for change of parts supplier.

Supply this information in tabular form entitled “SUPPLIER INFORMATION” using the supplied excel spreadsheet.

GM RESPONSE:

A spreadsheet summary of all suppliers that produced the components listed in Request 6 in the Subject Component in the Subject Vehicles is provided in the Excel file entitled "SUPPLIER INFORMATION_CONF" in the folder labeled "Q6."

REQUEST 7

For the engine parts listed in Request 6 that are used in the subject component, describe in detail any design and/or manufacturing differences, between suppliers of the same part.

GM RESPONSE:

As reflected in the file provided with Response 6, the connecting rod is the only component of the Subject Component in the Subject Vehicles that was sourced from more than one supplier. Each supplier manufactured the connecting rods in accordance with the same GM engineering drawings, and there are no design or manufacturing differences in these parts among the suppliers, other than the part numbers, as identified in the referenced file.

REQUEST 8:

If provided with a VIN or Engine Serial Number (ESN), is GM able to determine which version of a component a particular engine received?

GM RESPONSE:

The crankshaft is the only component that can be directly traced to a specific VIN or engine serial number. The remaining components bear physical identification markings that may be observed once the parts are removed from the engine; however, those markings are not individually traceable to a specific vehicle or engine. In addition, GM is aware that, for certain components such as connecting rods, the ink-based identification markings can become difficult to discern after the parts have been in service for some period of time. GM's suppliers have implemented design and process changes to enhance the traceability of these components on a going-forward basis, but those traceability improvements are not present in the Subject Vehicles.

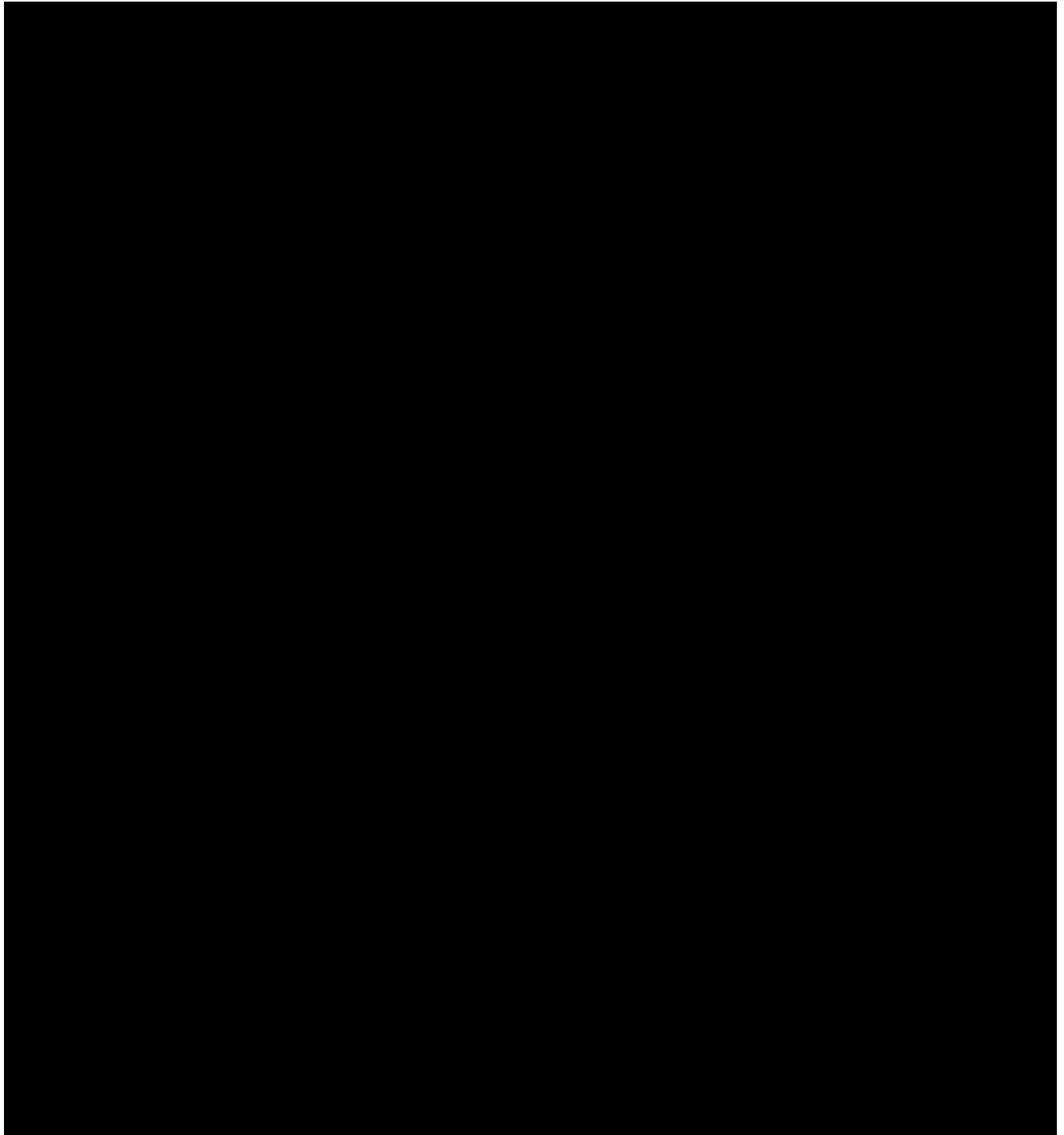
REQUEST 9:

Furnish GM's assessment of the Alleged Defect in the Subject Vehicles, including:

- a. The causal or contributory factor(s);
- b. The failure mechanism(s);
- c. The failure mode(s);
- d. The risk to motor vehicle safety that it poses; and

- e. What warnings, if any, the operator and the other persons both inside and outside the vehicle would have that the alleged defect was occurring or subject component was malfunctioning; and
- f. The reports included with this inquiry.

GM RESPONSE:



CONCLUSION

While GM will continue to monitor the performance of the Subject Component in the Subject Vehicles in the field, GM concludes, based on current data, that the Subject Component in the Subject Vehicles is not defective and does not pose an unreasonable risk to motor vehicle safety. GM's Responses are based upon its investigation to date and reflect its current information and assessment. GM reserves the right to supplement or amend its Responses as appropriate.

Please contact me if you require further information about this response or the nature or scope of our searches.

Sincerely,



Jeff Ronne, Director – Emerging Issue Identification
& Product Safety Analytics

cc: Ms. Sharon Yukevich
Steve Perry, ODI Staff
ODI_IRresponse@dot.gov

Enclosures

Public copy of GM's document production