



June 18, 2025

Sharon Yukevich  
 Chief, Office of Defects Investigation  
 National Highway Traffic Safety Administration  
 1200 New Jersey Ave., SE  
 Room W46-409  
 Washington, DC 20590

*VIA EMAIL*  
 G249459  
 PE25-001-02

**Subject: General Motors LLC's Responses to NHTSA's June 3, 2025, Information Request in Investigation PE25-001-02**

Dear Ms. Yukevich:

This letter contains General Motors LLC's ("GM") responses (the "**Responses**") to the information requests in your June 3, 2025, letter (the "**Requests**") relating to National Highway Traffic Safety Administration ("NHTSA") Preliminary Evaluation PE25-001-02. PE25-001-02 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**")<sup>1</sup> 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 6.2L liter V8 engine (RPO L87) (as defined in the Requests, the "**Subject Vehicles**"). Unless otherwise defined herein, GM's Responses rely on the defined terms in the Requests.

### **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-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

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<sup>1</sup> 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 a phone call with Sharon Yukevich on February 17, 2025, followed by an email correspondence on February 18, 2025.

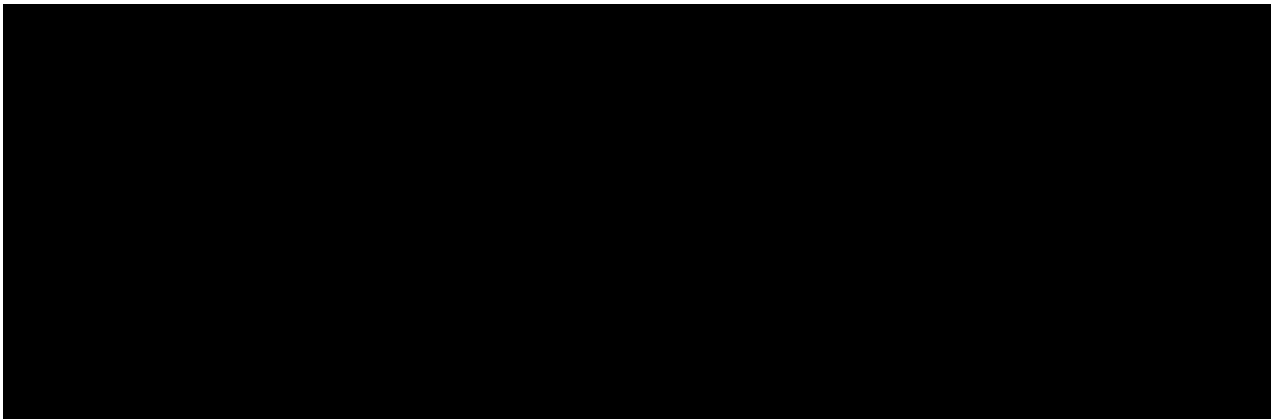
in the United States and its territories. On March 26, 2025, April 24, 2025, and June 12, 2025, GM produced documents to ODI responsive to the Requests in NHTSA's February 12, 2025, letter. In these Responses, GM has identified responsive documents from its prior production(s).

## **REQUESTS AND RESPONSES**

### **REQUEST 1:**

Describe in detail the design and manufacturing differences in the L87 Engines built prior to March 1, 2021, to those being recalled by 25V-274 (N252494000).

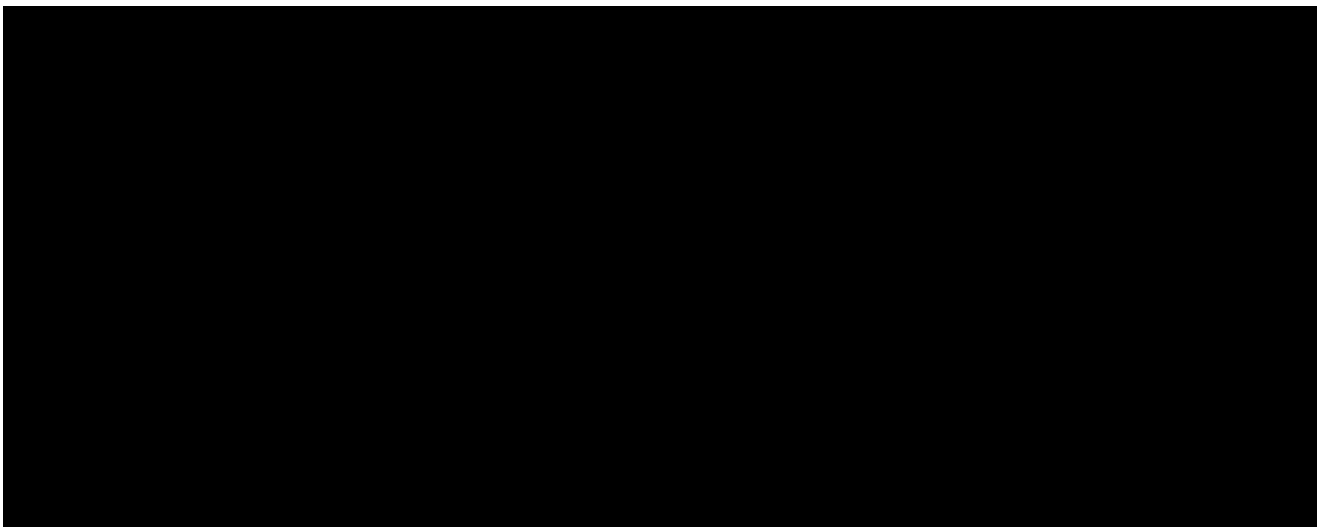
### **GM RESPONSE:**



### **REQUEST 2:**

Describe in detail the design and manufacturing differences in the L87 Engines built after May 31, 2024, to those being recalled by 25V-274 (N252494000).

### **GM RESPONSE:**





**REQUEST 3:**

Describe in detail how GM determined the scope for recall 25V-274 (N252494000).

**GM RESPONSE:**



**REQUEST 4**

Specify whether the engine build date as shown in the Technical Service Bulletin for recall 25V-274 (N252494000) [is] a Julian date.

**GM RESPONSE:**

The engine build date shown in the Technical Service Bulletin for recall 25V-274 (N252494000) is a Julian date. If a customer has previously had their engine replaced under warranty, the service procedure in the bulletin requires the technician to identify the sticker indicating the build date, or Julian date, to determine if the engine was produced before or after June 1, 2024. Replacement engines built before this date continue to the next step in the bulletin for further diagnosis. There is no further action required for replacement engines built after this date.

## **REQUEST 5**

Specify where the replacement engines used as remedy components for recall 25V-274 (N252494000) are being sourced from, e.g. new production, remanufactured, etc.

## **GM RESPONSE:**

Currently, replacement engines used as remedy components for recall 25V-274 include both new production and remanufactured engines. All new production engines for recall 25V-274 (N252494000) are built at GM's Spring Hill Assembly plant, in Spring Hill, Tennessee. Remanufactured engines are being produced for GM at a facility owned by AER Manufacturing in Carrollton, Texas.

## **CONCLUSION**

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: Peter Simshauser, Chief Counsel  
Steve Perry, ODI Staff

## **Enclosures**

Public copy of GM's document production