



April 2, 2026

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

VIA EMAIL

G254529

RQ26-001

Subject: General Motors LLC's Responses to NHTSA's Feb. 17, 2026, Information Request in Investigation RQ26-001

Dear Ms. Yukevich:

This letter contains General Motors LLC's ("GM") responses (the "**Responses**") to the information requests in your February 17, 2026 letter (the "**Requests**") relating to National Highway Traffic Safety Administration ("NHTSA") Recall Query RQ26-001, which is a NHTSA investigation of allegations of L87 6.2 liter V8 engine failures after receiving the recall remedy associated with Recall 25V274 (as defined in the Requests, the "**Alleged Defect**")¹. The Responses included in this letter address Requests 1, 7, 8, 9, and 10. GM requested and was granted an extension to supplement this letter with Responses to Requests 2-6 and 11 by April 17, 2025. 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)

¹ In its Responses, consistent with our prior IR Responses related to PE25-001, GM has interpreted the Alleged Defect to encompass engine failure resulting in engine replacement of the L87 6.2 liter V8 engine assembly due to crankshaft, connecting rod, or engine bearing failure after the Subject Recall remedy has been performed. GM confirmed its understanding of the Alleged Defect with NHTSA in an email correspondence with Sharon Yukevich on February 20, 2026.

documents generated or archived in these locations after the dates that GM conducted its final searches. GM construes the Requests 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, Q1, Q7, and Q8-Q10. 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, and have been redacted in the copy contained in the folder. GM has submitted redacted and unredacted public copies of the requested information and unredacted nonpublic confidential copies of the requested information in the folders titled Q1, Q7, and Q8-Q10 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, by model and model year, the number of Subject Vehicles affected by the Subject Recall GM has manufactured for sale or lease in the United States. Separately, for each Subject Vehicle manufactured to date by GM, state the following:

- a. Vehicle identification number (17-character VIN);
- b. Make;
- c. Model;
- d. Model Year;
- e. Subject component part number and design version installed as original equipment;
- f. Date of manufacture (MM/DD/YYYY);
- g. Date warranty coverage commenced (MM/DD/YYYY); and
- h. The State in the United States where the vehicle was originally sold or leased, or delivered for sale or lease (postal abbreviation);
- i. Subject Recall completion date (MM/DD/YYYY);

- j. Subject Recall remedy type received;
- k. Source of replacement engine, if applicable.

Provide the table in Microsoft Excel, or a compatible format, entitled "PRODUCTION DATA."

GM RESPONSE:

Table 1-1 summarizes the number of 2021-2024 model year Chevrolet Silverado 1500, Suburban, and Tahoe, GMC Sierra 1500, Yukon, and Yukon XL, and Cadillac Escalade and Escalade ESV vehicles subject to recall 25V-274 (as defined in the Requests, the “**Subject Vehicles**”) that GM has manufactured for sale or lease in the United States.

MAKE	MODEL	MODEL YEAR				TOTAL
		2021	2022	2023	2024	
Cadillac	Escalade ESV Luxury-T1	406	1,103	1,062	624	3,195
Cadillac	Escalade ESV Platinum-T1	2,879	3,324	5,131	2,333	13,667
Cadillac	Escalade ESV Premium/Sport-T1	5,982	6,864	11,873	4,291	29,010
Cadillac	Escalade Luxury-T1	560	1,501	1,126	576	3,763
Cadillac	Escalade Platinum-T1	4,777	5,387	8,971	4,356	23,491
Cadillac	Escalade Premium/Sport-T1	10,301	11,064	20,579	8,763	50,707
Chevrolet	Silverado LD Crew Custom/WT-T1	2,764	2,312	1	0	5,077
Chevrolet	Silverado LD Crew HC/LTZ-T1	6,511	10,812	7,930	9,217	34,470
Chevrolet	Silverado LD Crew RST/LT-T1	13,486	22,234	15,657	13,599	64,976
Chevrolet	Silverado LD Ext RST/LT-T1	41	63	16	0	120
Chevrolet	Suburban HC/Premier/Z71-T1	2,497	4,160	8,411	4,236	19,304
Chevrolet	Suburban RST/LT-T1	0	1,040	900	446	2,386
Chevrolet	Tahoe HC/Premier/Z71-T1	4,446	9,122	17,120	7,254	37,942
Chevrolet	Tahoe RST/LT-T1	0	1,918	2,824	1,270	6,012
GMC	Sierra LD Crew Denali/AT4-T1	20,556	34,727	35,701	41,740	132,724
GMC	Sierra LD Crew SLE/Base-T1	0	0	0	9	9
GMC	Sierra LD Crew SLT/Elevation-T1	2,952	5,143	4,434	2,920	15,449
GMC	Yukon Denali/AT4-T1	15,513	19,549	29,769	15,199	80,030
GMC	Yukon SLE-T1	0	0	1	0	1
GMC	Yukon XL Denali/AT4-T1	9,986	14,211	24,040	10,886	59,123
GMC	Yukon XL SLE-T1	1	4	0	0	5
TOTAL		103,658	154,538	195,546	127,719	581,461

TABLE 1-1: SUBJECT VEHICLES

GM has produced the information requested in subparts (a) through (k) in the folder labeled “Q1”. Refer to the Microsoft Excel file labeled “Q1_PRODUCTION DATA.”

In response to subpart (e), GM has provided the part number for the Subject Component for all VINs where the Subject Component part number was traceable (98.86% of VINs).

The data provided in response to subparts (i-j) is current as of February 23, 2026.

In response to subpart (k), during the period in which repairs were performed, remedy engine unique identifier numbers were not consistently recorded in the warranty system. As a result, GM does not have complete visibility into all replacement engines installed in each subject VIN. For those repairs in which the replacement engine unique identifier number was properly recorded (73% of VINs with engine replacements), GM was able to identify the engine assembly plant associated with the replacement engine.

REQUEST 2:

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; and
- f. Third-party arbitration proceedings, both pending and closed, where GM is or was a party to the arbitration.

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" and "f," 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:

GM's Response to Request 2 will be included in GM's supplemental response.

REQUEST 3:

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's 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. Subject Recall completion date (MM/DD/YYYY);
- k. Subject Recall remedy type received;
- l. Whether a crash is alleged;
- m. Whether a fire is alleged;
- n. Whether property damage is alleged;
- o. Number of alleged injuries, if any; and
- p. Number of alleged fatalities if any.

Provide this information in Microsoft Excel, or a compatible format, entitled "REQUEST NUMBER TWO DATA."

GM RESPONSE:

GM's Response to Request 3 will be included in GM's supplemental response.

REQUEST 4

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's Response to Request 4 will be included in GM's supplemental response.

REQUEST 5

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. Subject Recall completion date (MM/DD/YYYY);
- f. Vehicle mileage at Subject Recall completion;
- g. Subject Recall remedy type received;
- h. Repeat repair date (MM/DD/YYYY);
- i. Vehicle mileage at time of repeat repair (numeric data type);
- j. Repairing dealer's or facility's name, telephone number, city and state or ZIP code (please use distinct fields for each data type);
- k. Labor operation number(s);
- l. Problem code(s);
- m. Diagnostic trouble code(s);
- n. Replacement part number(s) and description(s);
- o. Concern stated by customer;
- p. Cause as stated on the repair order;

- q. Correction as stated on the repair order; and
- r. 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:

GM's Response to Request 5 will be included in GM's supplemental response.

REQUEST 6

Describe in detail the search methods and search criteria used by GM to identify the claims in response to Request No. 5, including the labor operations, problem codes, diagnostic trouble codes, part numbers and any other pertinent parameters used.

GM RESPONSE:

GM's Response to Request 6 will be included in GM's supplemental response.

REQUEST 7

Produce copies of all service, warranty, and other documents that relate to, or may relate to, the Alleged Defect in the Subject Vehicles, that GM has issued to any dealers, regional or zone offices, field offices, fleet purchasers, or other entities. This includes, but is not limited to, recall remedy procedures, bulletins, advisories, informational documents, training documents, or other documents or communications, with the exception of standard shop manuals. Also include the latest draft copy of any communication that GM is planning to issue within the next 120 days.

GM RESPONSE:

Documents responsive to Request 7 can be found in the folder labeled "Q7".

REQUEST 8

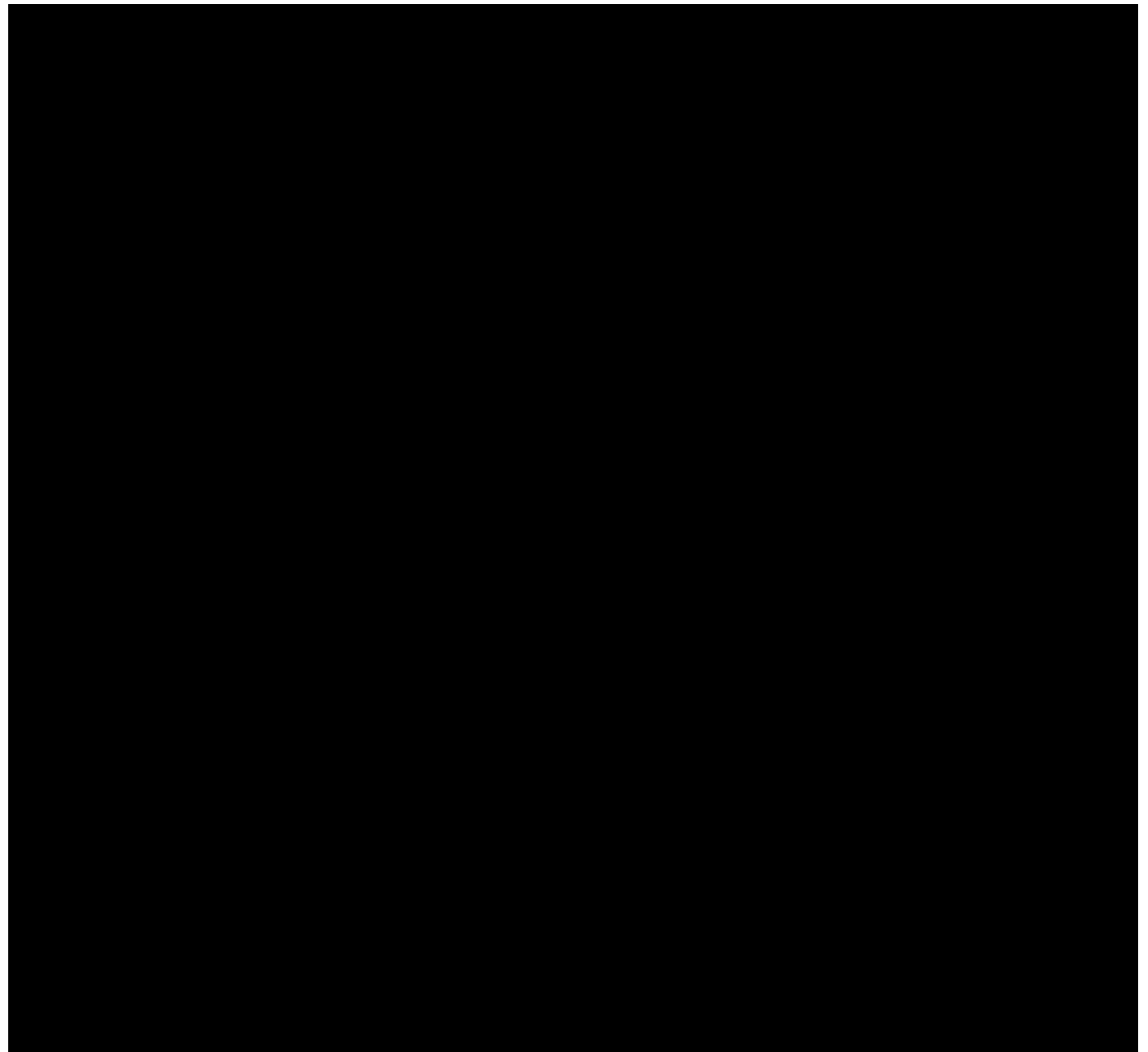
Describe all assessments, analyses, tests, test results, studies, surveys, simulations, investigations, inquiries and/or evaluations (collectively, "actions") that relate to, or may relate to, the validation of the oil viscosity change as an effective remedy that have been conducted, are being conducted, are planned, or are being planned by, or for, GM.

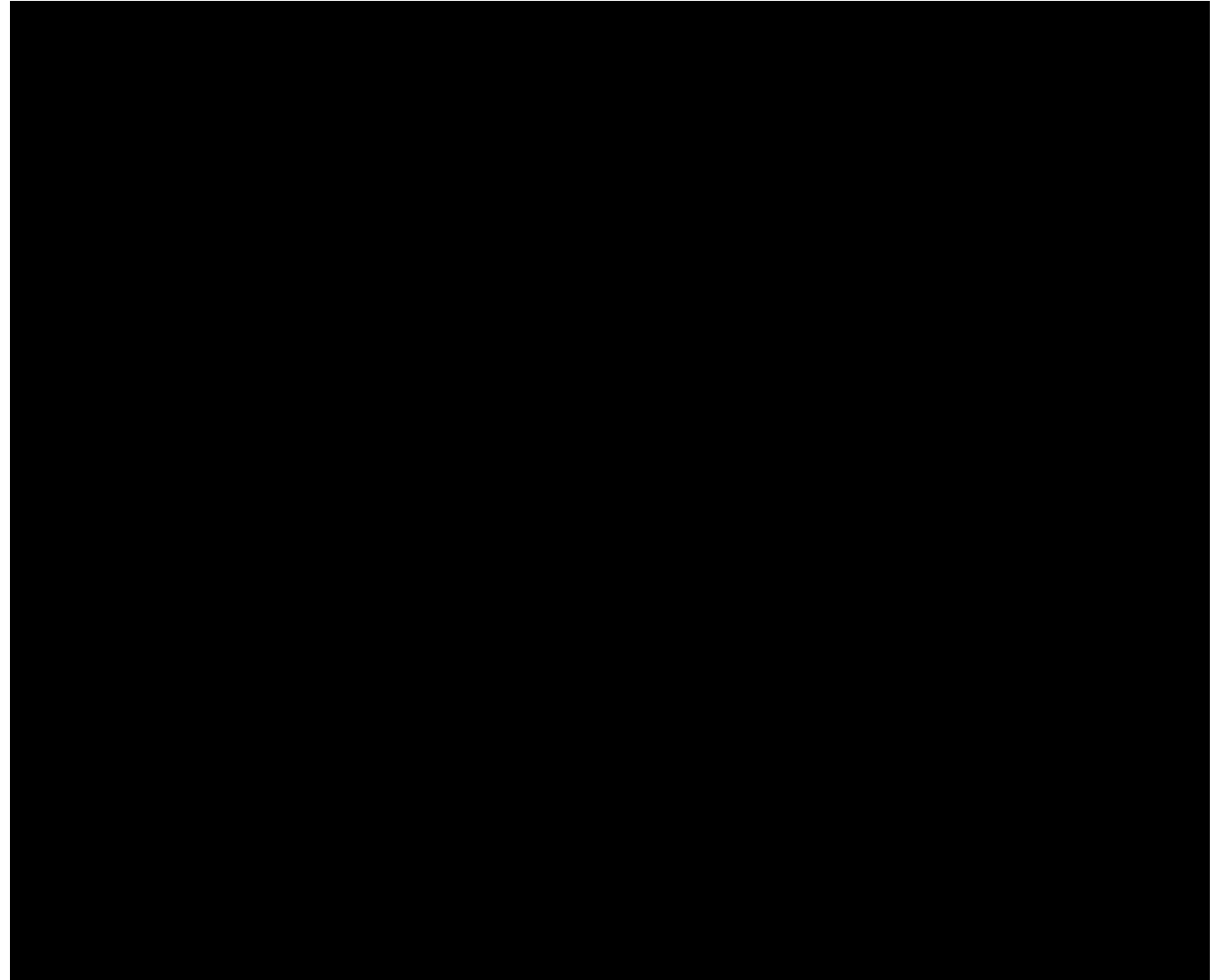
- a. Action title or identifier;
- b. The actual or planned start date;
- c. The actual or expected end date;

- 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 9

What is the source of the replacement engines being used as the remedy for the Subject Recall?

GM RESPONSE:

GM engine plants in Spring Hill, Tennessee; Tonawanda, New York; and St. Catharines, Ontario are supplying the replacement engines used in the remedy for Recall 25V274 (as defined the Requests, the “Subject Recall”). GM also utilizes a third-party supplier, AER Manufacturing LP, located in Carrollton, Texas, to produce remanufactured engines, which are also used to support the recall remedy.

REQUEST 10

State the completion rate of the Subject Recall, by model and model year of the Subject Vehicle, as well as by percentage of remedy type per the results of the Subject Recall inspection.

GM RESPONSE:

The completion data for the Subject Recall in Tables 10-1 and 10-2 is current as of February 23, 2026. Table 10-1 below summarizes the completion rate of the Subject Recall by model and model year.

MODEL	MODEL YEAR PERCENT COMPLETION			
	2021	2022	2023	2024
Escalade ESV Luxury-T1	57.9	65.1	70.6	69.6
Escalade ESV Platinum-T1	70.0	75.5	79.0	77.2
Escalade ESV Premium/Sport-T1	66.9	75.1	77.8	77.9
Escalade Luxury-T1	63.4	68.8	74.4	71.9
Escalade Platinum-T1	68.7	76.9	79.7	78.9
Escalade Premium/Sport-T1	67.0	76.5	77.4	78.0
Sierra LD Crew Denali/AT4-T1	60.9	73.4	78.2	77.0
Sierra LD Crew SLE/Base-T1	N/A	N/A	N/A	11.1
Sierra LD Crew SLT/Elevation-T1	63.7	74.4	79.6	78.0
Silverado LD Crew Custom/WT-T1	58.4	65.8	0.0*	N/A
Silverado LD Crew HC/LTZ-T1	64.5	74.2	80.6	78.3
Silverado LD Crew RST/LT-T1	60.8	73.3	77.9	76.1
Silverado LD Ext RST/LT-T1	61.0	74.6	93.8	N/A
Suburban HC/Premier/Z71-T1	65.7	74.2	75.5	72.4
Suburban RST/LT-T1	N/A	73.9	75.2	71.3
Tahoe HC/Premier/Z71-T1	65.5	74.5	76.1	71.6
Tahoe RST/LT-T1	N/A	75.2	76.2	73.7
Yukon Denali/AT4-T1	66.0	74.8	77.7	76.7
Yukon SLE-T1	N/A	N/A	0.0*	N/A
Yukon XL Denali/AT4-T1	65.6	74.6	76.7	76.2
Yukon XL SLE-T1	0.0*	0.0*	N/A	N/A

*These Make/Model Years have a population below 10 units.

TABLE 10-1: RECALL COMPLETION RATE BY MODEL AND MODEL YEAR

Table 10-2 below summarizes the percentage of remedy type based on the results of the Subject Recall PicoScope inspection. Table 10-2 breaks out engine replacement rates in three categories:

1. **Customer reimbursement for previously replaced engine:** This category applies when a customer, outside of warranty, required an engine replacement due to the recall condition before the recall was launched. To close the recall, the dealer

confirmed the VIN was inside the recall population, inspected the replacement engine to verify it was manufactured outside of the affected recall population, and applied a specific labor code that provided reimbursement to the customer.

2. **Engine replacement under recall:** This category applies when a customer experienced an engine failure after the recall was released and the failure was attributable to the recall condition. In these cases, the engine was replaced under the recall. This category also includes engine replacement due to a failed PicoScope inspection.
3. **Inspection only – engine previously replaced under warranty:** This category applies when a customer was still within the warranty period and required an engine replacement due to the recall condition before the recall was launched. The dealer inspected the replacement engine to verify it was manufactured outside of the affected recall population and closed the recall as an inspection only.

RECALL REMEDY	MODEL YEAR			
	2021	2022	2023	2024
(1) Customer reimbursement for previously replaced engine	0.10%	0.07%	0.01%	0.00%
(2) Engine replacement under recall	5.65%	6.00%	4.45%	3.22%
(3) Inspection only - engine previously replaced under warranty	0.77%	1.18%	1.09%	0.69%
Oil Change	93.48%	92.75%	94.45%	96.09%

TABLE 10-2: PERCENTAGE OF REMEDY TYPE PER THE RESULTS OF THE SUBJECT RECALL INSPECTION

REQUEST 11:

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

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f. The reports included with this inquiry.

GM RESPONSE:

GM's Response to Request 11 will be included in GM's supplemental response.

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: Steve Perry, ODI Staff

Enclosures

Public copy of GM's document production