



GENERAL MOTORS NORTH AMERICA
Structure & Safety Integration

February 16, 2004

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2004 FEB 24 P 11:41

OFFICE OF THE DIRECTOR
NHTSA

Mr. K. N. Weinstein
Associate Administrator for Safety Assurance
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5321
Washington, D.C. 20590

04V-090 ① of ⑨

Dear Mr. Weinstein:

The following information is an update to the 573.6(c)(2)(3)(4) information in our November 12, 2003 report. In that report, GM advised it had decided to recall certain 1998-1999 Buick Park Avenue model vehicles equipped with 3800 V6 engines (L36) and certain Delphi fuel pressure regulators. These vehicles had a much higher than usual rate of fuel pressure regulator diaphragm leaks. A leak can allow fuel to enter the intake manifold through a vacuum line. In low battery conditions, which can occur more often in these vehicles because of higher accessory loads, if the engine does not start when cranked, the fuel from the leaking regulator and a mistimed spark can cause a backfire. The backfire can rupture the intake manifold. The rupture of the intake manifold can displace a fuel line, pulling an injector out of place, and causing a fuel leak. If there is an ignition source, a fire can result.

Slow engine cranking and difficulty starting the engine could indicate a low battery. After starting the engine, degraded drivability, or a check engine light could indicate a fuel pressure regulator leak. The backfire will only occur if the engine does not start. Rupture of the manifold is accompanied by a loud bang.

Subsequent to the November field action decision, GM continued to investigate manifold overpressurization (MOP) in the 1998-99 H cars with the 3800 V6 engine. GM confirmed that the rate of occurrences in these H cars is about one fifth of the rate in the C cars. Battery replacement warranty rates for H cars are lower than the C car rate, which helps to explain the much lower MOP rate. GM also found other investigations of engine compartment fires involving similar rates that had been closed without field action. It is GM's opinion that the H car population does not present an unreasonable risk to motor vehicle safety, but due to NHTSA's concern with this population, GM has decided to expand the C car recall to include certain 1998-1999 H cars. The decision was made on February 9, 2004.

General Motors will expand the original recall (NHTSA 03V473) to include certain 1998-99 Oldsmobile Eighty-Eight; Pontiac Bonneville; and Buick LeSabre model vehicles. General Motors plans to begin the safety recall expansion when parts are available, which is now expected to be during the second quarter of 2004. A draft copy of the dealer bulletin and owner letter is attached. GM will forward final copies to NHTSA when available. Please call me if you have any questions regarding the expansion of this safety recall.

Sincerely,

Gay P. Kent
Director

Product Investigations

2119 - 03054B NHTSA 03V473
Attachment

Product Investigations

Mail Code: 480-108-904 • 30500 Mound Road • Warren, MI 48090-9055
Phone: (566) 989-8029 • Fax: (566) 947-2316
2119 - 575 Letter - Expansion.doc



**VEHICLES POTENTIALLY AFFECTED BY MAKE, MODEL, AND MODEL YEAR
PLUS INCLUSIVE DATES OF MANUFACTURE**

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES (FROM) (TO)		DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.	EST. NO. W/CONDITION
Buick	C	1998	50,725	03/97	08/98	Park Avenue w/L36 Eng	* Unknown
Buick	C	1999	<u>44,965</u>	02/98	07/99	Park Avenue w/L36 Eng	"
Original GM Total:			95,690				
Buick	H	1998	135,229	03/97	08/98	LeSabre w/L36 Eng	* Unknown
Buick	H	1999	94,118	03/98	05/99	LeSabre w/L36 Eng	"
Oldsmobile	H	1998	60,541	03/97	08/98	Eighty-Eight w/L36 Eng	"
Oldsmobile	H	1999	36,484	03/98	12/98	Eighty-Eight w/L36 Eng	"
Pontiac	H	1998	58,910	03/97	08/98	Bonneville w/L36 Eng	"
Pontiac	H	1999	<u>48,350</u>	03/98	06/99	Bonneville w/L36 Eng	"
Total GM Expansion:			433,632				
New Grand Total:			529,322				

* All involved vehicles will be corrected.



Recall Bulletin

File In Section: Product Recalls
Bulletin No.: 03054B
Date: Month, 2004
Draft #: 1



04V-090 ③ of ③

PRODUCT SAFETY RECALL

SUBJECT: FUEL PRESSURE REGULATOR - REPLACE

MODELS: 1998 AND 1999 BUICK PARK AVENUE, LESABRE; OLDSMOBILE EIGHTY-EIGHT; AND PONTIAC BONNEVILLE, EQUIPPED WITH 3.8L V6 (RPO L38 - VIN CODE K) ENGINE

DRAFT

THIS BULLETIN IS BEING REVISED TO ADD BUICK LESABRE, OLDSMOBILE EIGHTY-EIGHT AND PONTIAC BONNEVILLE MODEL VEHICLES. PLEASE DISCARD SAFETY RECALL BULLETIN NUMBER 03054A, DATED FEBRUARY, 2004.

CONDITION

General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 1998 and 1999 Buick Park Avenue, LeSabre; Oldsmobile Eighty-Eight; and Pontiac Bonneville model vehicles equipped with a 3.8L V6 (RPO L38 - VIN Code K) engine. These vehicles have a much higher than usual rate of fuel pressure regulator diaphragm leaks. A leak can allow fuel to enter the intake manifold through a vacuum line. In low battery conditions, if the engine does not start when cranked, the fuel from the leaking regulator and a mistimed spark can cause a backfire. The backfire can rupture the intake manifold, causing a loud bang. The rupture of the intake manifold can displace a fuel line, pulling an injector out of place, and causing a fuel leak. If there is an ignition source, a fire can result.

Slow engine cranking and difficulty starting the engine could indicate a low battery. Poor driveability or a check engine light could indicate a fuel pressure regulator leak.

CORRECTION

Dealers are to replace the engine fuel pressure regulator.

VEHICLES INVOLVED

Involved are certain Buick Park Avenue, LeSabre; Oldsmobile Eighty-Eight; and Pontiac Bonneville model vehicles equipped with a 3.8L V6 (RPO L36 – VIN Code K) engine and built within these VIN breakpoints:

YEAR	DIVISION	MODEL	FROM	THROUGH
1998	Buick	Park Avenue	WU400001	WU401083
1998			W4600001	W4662727
1998	Buick	LeSabre		
1998	Oldsmobile	Eighty-Eight		
1998	Pontiac	Bonneville		
1999	Buick	Park Avenue	X4600002	X4661041
1999	Buick	LeSabre		
1999	Oldsmobile	Eighty-Eight		
1999	Pontiac	Bonneville		

IMPORTANT: Dealers should confirm vehicle eligibility through **GMVIS** (GM Vehicle Inquiry System) or **GM Access Screen** (Canada only) or **DCS Screen 445** (IPC only) before beginning recall repairs. [Not all vehicles within the above breakpoints may be involved.]

Computer listings containing the complete Vehicle Identification Number, customer name and address data of involved vehicles have been prepared, and are being furnished to involved dealers. The customer name and address data will enable dealers to follow up with customers involved in this recall. Any dealer not receiving a computer listing has no involved vehicles currently assigned.

These dealer listings may contain customer names and addresses obtained from Motor Vehicle Registration Records. The use of such motor vehicle registration data for any other purpose is a violation of law in several states/provinces/countries. Accordingly, you are urged to limit the use of this listing to the follow-up necessary to complete this recall.

PARTS INFORMATION**Parts Pre-Ship Information – For US and Canada**

Important: An initial supply of Fuel Pressure Regulator Kits required to complete this program will be pre-shipped to involved dealers of record. This pre-shipment is scheduled to begin the week of January 12, 2004 and will be approximately 20% of each dealer's involved vehicles. Pre-shipped parts will be charged to dealer's open parts account.

Additional parts, if required, are to be obtained from General Motors Service Parts Operations (GMSPO). Please refer to your "involved vehicles listing" before ordering parts. Normal orders should be placed on a DRO = Daily Replenishment Order. In an emergency situation, parts should be ordered on a CSO = Customer Special Order.

Part Number	Description	Quantity/Vehicle
89017530	Regulator Kit, Fuel Pressure	1

SERVICE PROCEDURE

1. Refer to the appropriate service manual and replace the engine fuel pressure regulator.

IMPORTANT: The engine could have a BOSCH Manufactured fuel rail and fuel pressure regulator. This change could have happened when past service was performed on the vehicle. There should be a Manufacturer's label located on the backside of the fuel rail just below the fuel inlet connector. If the engine has a BOSCH Manufacturer's label, Dealers should claim 0.2 hours under labor operation V1117 – "Inspect engine fuel rail, no replacement required", plus the additional 0.1 hours Administrative Allowance, to close out the recall. If the fuel rail has a DELPHI Manufacturer's label, perform the repair as stated in this bulletin.

CUSTOMER REIMBURSEMENT For US

All customer requests for reimbursement for previous repairs for the recall condition will be handled by the Customer Assistance Center, not by dealers.

A General Motors Product Recall Customer Reimbursement Procedure Form is included with the customer letter.

IMPORTANT: Refer to the GM Service Policies and Procedures Manual, section 6.1.12, for specific procedures regarding customer reimbursement and the form.

CUSTOMER REIMBURSEMENT For Canada

Customer requests for reimbursement of previously paid repairs to replace the engine fuel pressure regulator, or replace the upper intake manifold and related repairs due to a ruptured manifold before February 1, 2004, are to be submitted by January 31, 2005.

All reasonable customer paid receipts should be considered for reimbursement. The amount to be reimbursed will be limited to the amount the repair would have cost if completed by an authorized General Motors dealer.

When a customer requests reimbursement, they must provide the following:

- Proof of ownership at time of repair.
- Original paid receipt confirming the amount of repair expense(s) that were not reimbursed, a description of the repair, and the person or entity performing the repair.

Claims for customer reimbursement on previously paid repairs are to be submitted as required by WINS.

IMPORTANT: Refer to the GM Service Policies and Procedures Manual, section 1.6.2, for specific procedures regarding customer reimbursement verification.

CLAIM INFORMATION

Submit a Product Recall Claim with the Information Indicated below:

REPAIR PERFORMED	PART COUNT	PART NO.	PARTS ALLOW	CC-FC	LABOR OP	LABOR HOURS	NET ITEM
Inspect engine fuel rail, no replacement required	N/A	N/A	N/A	MA-96	V1117	0.2*	N/A
Replace engine fuel pressure regulator	1	89017530	**	MA-96	V1082	0.3*	***
Customer Reimbursement (Canadian Dealers ONLY)	N/A	N/A	N/A	MA-96	V1083	0.2	****

- * For Program Administrative Allowance, add 0.1 hours to the "Labor Hours".
- ** The "Parts Allowance" should be the sum total of the current GMSPO Dealer net price plus applicable Mark-Up or Landed Cost Mark-Up (for IPC) for the fuel pressure regulator needed to complete the repair.
- *** The amount identified in the "Net Item" column should represent the sum total of the current GMSPO Dealer net price plus applicable Mark-Up or Landed Cost Mark-Up (for IPC) for miscellaneous shop supplies needed to perform the required repairs.
- **** The amount identified in the "Net Item" column should represent the dollar amount reimbursed to the customer.

Refer to the General Motors WINS Claims Processing Manual for details on Product Recall Claim Submission.

CUSTOMER NOTIFICATION – For US and Canada

General Motors will notify customers of this recall on their vehicle (see copy of customer letter included with this bulletin).

CUSTOMER NOTIFICATION – For IPC

Letters will be sent to known owners of record located within areas covered by the US National Traffic and Motor Vehicle Safety Act. For owners outside these areas, dealers should notify customers using the attached sample letter.

DEALER RECALL RESPONSIBILITY – For US and IPC (US States, Territories, and Possessions)

The US National Traffic and Motor Vehicle Safety Act provides that each vehicle that is subject to a recall of this type must be adequately repaired within a reasonable time after the customer has tendered it for repair. A failure to repair within sixty days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within a reasonable time, the customer may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation. To avoid having to provide these burdensome remedies, every effort must be made to promptly schedule an appointment with each customer and to repair their vehicle as soon as possible. In the recall notification letters, customers are told how to

contact the US National Highway Traffic Safety Administration if the recall is not completed within a reasonable time.

DEALER RECALL RESPONSIBILITY - ALL

All unsold new vehicles in dealers' possession and subject to this recall must be held and inspected/repaired per the service procedure of this recall bulletin before customers take possession of these vehicles.

Dealers are to service all vehicles subject to this recall at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. A copy of the customer letter is provided in this bulletin for your use in contacting customers. Recall follow-up cards should not be used for this purpose, since the customer may not as yet have received the notification letter.

In summary, whenever a vehicle subject to this recall enters your vehicle inventory, or is in your dealership for service in the future, you must take the steps necessary to be sure the recall correction has been made before selling or releasing the vehicle.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform those technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the tools, equipment, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your dealer/retailer for information on whether your vehicle may benefit from the information.



**We Support
Voluntary Technician
Certification**

Month, 2004

Dear <Division> Customer:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act. Federal regulation requires that any vehicle lessor receiving this recall notice must forward a copy of this notice to the lessee within ten days.

Reason For This Recall: General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 1998 and 1999 Buick Park Avenue, LeSabre; Oldsmobile Eighty-Eight; and Pontiac Bonneville model vehicles equipped with a 3.8L V6 engine. These vehicles have a much higher than usual rate of fuel pressure regulator diaphragm leaks. A leak can allow fuel to enter the intake manifold through a vacuum line. In low battery conditions, if the engine does not start when cranked, the fuel from the leaking regulator and a mistimed spark can cause a backfire. The backfire can rupture the intake manifold, causing a loud bang. The rupture of the intake manifold can displace a fuel line, pulling an injector out of place, and causing a fuel leak. If there is an ignition source, a fire can result.

Slow engine cranking and difficulty starting the engine could indicate a low battery. Poor driveability or a check engine light could indicate a fuel pressure regulator leak. If you experience these conditions, have your dealer check and repair your vehicle.

If your vehicle does not start and you hear a loud bang, there could be a fuel leak. Do not try to start it again. Contact your dealer for assistance.

What Will Be Done: Your <Division> dealer will replace the engine fuel pressure regulator. This service will be performed for you at **no charge**.

How Long Will The Repair Take? This service correction will take approximately 30 minutes. However, due to service scheduling requirements, your dealer may need your vehicle for a longer period of time.

Contacting Your Dealer: To limit any possible inconvenience, we recommend that you contact your <Division> dealer as soon as possible to schedule an appointment for this repair. By scheduling an appointment, your dealer can ensure that the necessary parts will be available on your scheduled appointment date. Should your dealer be unable to schedule a service date within a reasonable time, you should contact the appropriate Customer Assistance Center at the listed number below:

Division	Number	Text Telephones (TTY)
Buick	1-866-608-8080	1-800-832-8425
Pontiac	1-800-620-7668	1-800-833-7668
Oldsmobile	1-800-630-6537	1-800-833-6537
Puerto Rico – English	1-800-496-9992	
Puerto Rico – Español	1-800-496-9993	
Virgin Islands	1-800-496-9994	

If, after contacting the appropriate Customer Assistance Center, you are still not satisfied that we have done our best to remedy this condition without charge and within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, DC 20590 or call 1-888-327-4236.

Customer Reply Card: The attached customer reply card identifies your vehicle. Presentation of this card to your dealer will assist in making the necessary correction in the shortest possible time. If you no longer own this vehicle, please let us know by completing the attached and mailing it in the postage paid envelope.

Customer Reimbursement: The enclosed form explains what reimbursement is available and how to request reimbursement if you have paid for repairs for the recall condition.

We are sorry to cause you this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products.

General Motors Corporation

Enclosure