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OFFICE OF
DEFECTS INVESTIGATION

04V-289
(3 pages)

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

Dear Mr. Weinstein:

The following is submitted pursuant to the requirements of 49 CFR 573.6 as it applies to a determination by General Motors of a safety defect involving certain 2002 Oldsmobile Bravada and GMC Envoy model vehicles.

573.6(c)(1): Oldsmobile and GMC Divisions of General Motors Corporation

573.6(c)(2)(3)(4): This information is shown on the attached sheet.

573.6(c)(5): General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 2002 model year Oldsmobile Bravada and GMC Envoy vehicles equipped with an Electronically Controlled Air Suspension (ECAS) (RPO G67). Some of these vehicles have a condition in which the ECAS may produce a brief electrical spike while the vehicle is operating. This electrical spike can disrupt the powertrain control module (PCM) causing the vehicle to stall. If the spike damages the PCM, the vehicle may not restart. If this happens while the vehicle is moving, a crash could occur without prior warning.

573.6(c)(6): GM Powertrain formed an investigation task team in August 2001 when the Inline Engine Team noted a rise in Company Vehicle Evaluation Program, warranty, and Technical Assistance Center (TAC) cases for stall and no crank complaints related to the PCM. Subsequent to introduction of the subject in the GMPT Field Performance Evaluation (FPE) meeting, GM Vehicle Line Executive (VLE) Team members and GMPT decided on 10/11/01 to issue a service bulletin and continue to monitor.

On October 30, 2001, a jumper harness was introduced into production to address the electrical spike condition. The PCM was revised and changed in vehicle production on December 6, 2001. The original design PCMs being supplied by GM's Service Parts Organization were removed and replaced by the revised PCM on December 17, 2001. Delphi has been analyzing warranty returns since GM started production on this vehicle, and the IVR IC failure mechanism was the most prevalent cause of PCM failure in vehicles built before December 2001.

NHTSA opened a preliminary investigation regarding this condition on January 3, 2003 and upgraded the investigation (EA03-007) on May 6, 2003. On April 27, 2004, NHTSA indicated it intended to review this issue at an internal panel to confirm there is sufficient evidence of a safety defect to request GM to recall subject vehicles. NHTSA convened an internal panel meeting on May 20, 2004.

The GMNA Senior Management Committee reviewed the issue and on May 26, 2004 the Field Action Decision Committee decided to conduct a safety recall.

573.6(c)(8): Dealers will add a jumper harness containing a 10uH inductor between the chassis wiring harness and the Electronically Controlled Air Springs module. Additional information will be included in the service procedure of the draft dealer bulletin that will be submitted to NHTSA when available.

Product Investigations

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Pursuant to 577.11(e), General Motors will provide reimbursement to owners for repairs completed on or before ten days after the owner mailing is completed, according to the plan submitted on January 15, 2003.

573.6(c)(9): GM will provide draft and final copies of the dealer bulletin and owner letter when available along with the dates of when GM plans to begin this recall.

Sincerely,



Gary P. Kent
Director
Product Investigations

2150 - 04048
Attachments

573.6(c)(2)(3)(4)

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

<u>MAKE</u>	<u>MODEL SERIES</u>	<u>MODEL YEAR</u>	<u>NUMBER INVOLVED</u>	<u>INCLUSIVE MANUFACTURING DATES (FROM) (TO)</u>		<u>DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.</u>	<u>EST. NO. W/CONDITION</u>
Oldsmobile	S/T	2002	18,455	10/2000	10/2001	Bravada	* Unknown
GMC	S/T	2002	11,496	10/2000	10/2001	Envoy	*
		GM Total:	29,951				

* All involved vehicles will be corrected.

2150/04048