

**Dealer TO: ALL BUICK, CHEVROLET, OLDSMOBILE AND PONTIAC DEALERS**

**Salutation:**

**ATTENTION: DEALER OPERATOR, GENERAL MANAGER, SALES MANAGER,  
SERVICE MANAGER, PARTS MANAGER, USED CAR MANAGER AND  
WARRANTY ADMINISTRATOR**

**GM SERVICE AND PARTS OPERATIONS**

**DCS1167**

**URGENT DISTRIBUTE IMMEDIATELY**

**Date: May 17, 2004**

**Subject: Upcoming Product Safety Recall  
03054B / Fuel Pressure Regulator**

**Models: 1998-2000 Buick Park Avenue and LeSabre  
1998-2000 Pontiac Bonneville  
1998-1999 Oldsmobile Eighty-Eight  
2000 Chevrolet Monte Carlo and Impala  
Equipped with 3.8L V6 (RPO L36 / VIN Code K) Engine**

**To: All Buick, Chevrolet, Oldsmobile and Pontiac Dealers  
Attention: Dealer Operator, General Manager, Sales Manager, Service Manager, Parts Manager,  
Used Car Manager and Warranty Administrator**

Based on information from the National Highway Traffic Safety Administration (NHTSA) web site, the media may report that General Motors will be announcing a safety recall involving certain 1998-2000 Buick Park Avenue and LeSabre; 1998-2000 Pontiac Bonneville; 1998-1999 Oldsmobile Eighty-Eight; 2000 Chevrolet Monte Carlo and Impala vehicles equipped with 3.8L V6 (RPO L36 / 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.

To correct this condition dealers will replace the engine fuel pressure regulator. These repairs will be performed at no cost to the customers.

There are 950,994 vehicles involved. GM is working with its suppliers to obtain the parts needed to correct this condition as quickly as possible. Based on the anticipated schedule, we plan to notify customers in phases about this recall starting in June 2004.

GMVIS information will not be available until the recall is formally announced.

Listed below are some anticipated questions and answers to assist in responding to customer inquiries.

**Q1: What is the condition that prompted a safety recall?**

**A1:** 1998-2000 Buick Park Avenue and LeSabre; 1998-2000 Pontiac Bonneville; 1998-1999 Oldsmobile Eighty-Eight; 2000 Chevrolet Monte Carlo and Impala vehicles equipped with 3.8L V6 engines have fuel pressure regulators that are more likely than usual to leak fuel into the intake manifold system while starting the vehicle engine.

**Q2: What might occur as a result of this condition?**

**A2:** If the fuel pressure regulator leaks fuel into the intake manifold, a combustible air/fuel mixture can develop. If the battery voltage is low and the engine fails to start when cranked, a mis-timed spark through an open valve can ignite the air/fuel mixture and create backfire. The pressure generated may fracture the intake manifold, damaging some components and ultimately causing a fuel leak. An engine compartment fire can occur.

**Q3: Is there reason for being concerned about this condition?**

**A3:** The rupture of the intake manifold can displace a fuel line, pulling an injector out of place and causing a fuel leak. If the gas leaking from the engine is ignited, injury could result.

**Q4: How would a customer realize the condition exists?**

**A4:** Before the incident, the customer may experience a slow crank condition and possibly multiple attempts at starting the vehicle. The customer may hear a loud bang or intake backfire. If the intake manifold has ruptured, the customer may notice dust from under the hood and would not be able to start the engine.

**Q5: What is the cause of the manifold over-pressurization events?**

**A5: The cause of the manifold over-pressurization events is due to a faulty diaphragm in the fuel pressure regulator. When the vehicle has a low battery and does not start when cranked, the rocking crankshaft can trigger a false crank sensor signal that can lead to a mis-timed spark. The spark can ignite the air/fuel mixture in the intake manifold, causing the backfire.**

**Q6: Did GM conduct a recall in 2004 involving 1998 and 1999 Buick Park Avenues with the same condition?**

**A 6: In January 2004, GM issued Product Safety Recall 03054 for the same condition in 1998-1999 Buick Park Avenue vehicles.**

**Q7: Is this a different recall?**

**A7: No. 1998-2000 Buick LeSabre, Pontiac Bonneville; 1998-1999 Oldsmobile Eighty-Eight; and 2000 Buick Park Avenue, Chevrolet Monte Carlo, Impala vehicles are being added to recall 03054.**

**Q8: What prevents 2000-2004 model (Bonneville and LeSabre) vehicles from experiencing the same condition?**

**A8: Quality improvements in manufacturing the 2000 model year fuel pressure regulators and a more robust fuel pressure regulator design for model years 2001 and beyond help to prevent these vehicles from experiencing the same condition.**

**Q09: Have there been any reports of accidents or injuries?**

**A09: No accidents but there are three minor injuries allegedly related to this condition.**

**Q10: Have there been any reports of backfire damage or fires?**

**A10: There have been 101 reports of backfire related damage and 90 fires.**

**Q11: What will GM do to correct this condition on the subject vehicles?**

**A11: GM dealers will replace the fuel pressure regulator. These repairs will be performed at no cost to the customers.**

**Q12: How will GM notify customers of the recall of their vehicles?**

**A12: GM will send a letter to customers in June 2004.**

**Q13: Are parts at the dealers, and can customers bring in their vehicles for repair right away?**

**A13: No. The recall begins in June 2004.**

**Q14: Why are you waiting until June to conduct this recall?**

**A14: Parts will not be available until then.**

**Q15: Is it safe to drive these vehicles?**

**A15: These vehicles meet all federal safety standards. If customers are experiencing no difficulties with their vehicles, they can continue operating them. Customers should bring their vehicles to the dealers as soon as they receive their notification letters.**

**Q16: What if customers notice some of the warning signals of the condition or experience the backfire before they get the recall letter?**

**A16: If customers notice some of the warning signals of the condition, experience backfire, or has other problems with the operation of their vehicles, they should bring their vehicle to the dealer as soon as possible for repair.**

**Q17: What if customers in the suspect population already had their fuel pressure regulator repaired due to this condition?**

**A17: If GM's records show that a vehicle received an improved fuel pressure regulator, the customer will not be notified. Customers who receive the recall letter should bring their vehicles in for repair.**

**Please contact the GM Dealer Business Center at 1-888-414-8322**

**(Prompt #3) if you have questions about this message.**

**END OF MESSAGE**

**GM SERVICE AND PARTS OPERATIONS**