



June 16, 2005

Mr. Ronald Medford
Senior Associate Administrator, Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5321
Washington, D.C. 20590

Dear Mr. Medford:

The following information 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 2003-2005 model year 4500/5500 Series Chevrolet Kodiak and GMC TopKick model vehicles.

573.6(c)(1): Chevrolet 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 2003-2005 model year 4500/5500 Series Chevrolet Kodiak, school bus chassis, and GMC TopKick vehicles; and 2003-2004 model year GMC school bus chassis vehicles equipped with an 8.1L engine (L18) and Hydromax brake system. Some of these vehicles have a clearance condition in which the power steering hose may come into contact with a portion of the intermediate steering shaft. If the hose contacts the intermediate steering shaft, a hole could be worn in the hose and a loss of hydraulic fluid would occur. This loss of hydraulic fluid would be accompanied by a hissing sound. If there is a sufficient amount of fluid loss, the driver will hear noise from the power steering pump, the brake warning light and warning tone will activate, and increased effort may be required for steering and braking, increasing the risk of a crash.

573.6(c)(6): On July 15, 2003, a Field Service Manager for Vehicle Sales, Service and Marketing issued a Field Product Report (FPR) Worksheet, which identified the power steering hose as chafing on the intermediate steering shaft. The condition was identified on 10 out of 30 trucks owned by a fleet customer. This report did not indicate if any of the hoses were leaking. The report was forwarded to GM Brand Quality Management.

On September 8, 2004, GM Engineering personnel were informed of this condition when it was observed on a customer fleet truck. Although the hose had been worn through the cover, exposing the underlying steel braid reinforcement, the hose was not in contact with the intermediate steering shaft when observed and there was no fluid leakage.

On September 9, 2004, GM Engineering personnel reviewed the hose position for trucks that were currently in build process at Flint Assembly. All trucks observed were built according to the Product Assembly Document instructions and none of the hoses were contacting the intermediate steering shaft. At this time it was considered that the hose may be moving and contacting the intermediate shaft only when hydraulic fluid pressures are applied during vehicle operation.

Although root cause for the condition observed on the customer truck on September 8, 2004 was not confirmed, as a precautionary measure the implementation of an EWO (Engineering Work Order) was advanced into production vehicles. This change, which occurred on September 9, 2004, was originally intended to eliminate a touch condition between the power steering hose adapter and a pipe on the steering gear box outlet, however, the change would also route the hose in a direction away from the intermediate steering shaft universal joint yoke.

On September 10, 2004, Engineering personnel discussed this condition with the vehicle Chief Engineer and Assistant Chief Engineer, and an action plan was established to understand the scope of the issue and the root cause for hose movement.

On September 16, 2004, a request was submitted to the Warranty Parts Return Center for power steering hoses on 2003 through 2005 trucks. On November 23, 2004, one hose displaying a wear condition was returned through this system. The mileage reported at the time of the incident was 35,943 miles. The hose obtained through the return system is the only reported instance of leaking fluid due to wear, and was used by GM Engineering to evaluate the effects on vehicle performance.

An EWO, implemented March 4, 2005, released a new steering gear adapter, new steering pump adapter, increased the hose length and added a corrugated cover to the hose assembly.

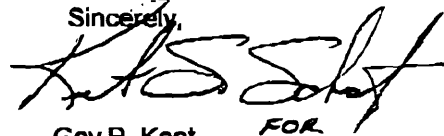
The issue was presented to the Field Performance Evaluation Review Committee (FPERC), formerly known as Senior Management Committee, and on June 9, 2005, the Executive Field Action Decision Committee (EFADC), formerly known as Field Action Decision Committee, decided to conduct a safety recall.

573.6(c)(8): Dealers are to reroute the power steering hose. If the steel braiding of the hose is exposed, dealers are to replace the hose.

Pursuant to 577.11(e), GM 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 14, 2005.

573.6(c)(9): Attached is the final copy of the dealer bulletin and owner letter. GM will notify dealers on July 5, 2005 and mail owner letters on July 12, 2005.

Sincerely,



Gay P. Kent
Director

Product Investigations

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>
Chevrolet	4500 & 5500 Series	2003	1,115	08/2001	06/2003	Kodiak	All
Chevrolet	4500 & 5500 Series	2004	1,500	05/2003	06/2004	Kodiak	"
Chevrolet	4500 & 5500 Series	2005	278	05/2004	09/2004	Kodiak	"
GMC	4500 & 5500 Series	2003	1,601	08/2001	06/2003	TopKick	"
GMC	4500 & 5500 Series	2004	1,909	05/2003	06/2004	TopKick	"
GMC	4500 & 5500 Series	2005	295	05/2004	09/2004	TopKick	"
		GM Total:	6,698				

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