



July 28, 2009

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
Recall Management Division (NVS-215)
1200 New Jersey Avenue, SE – Room W45-306
Washington, D.C. 20590

Dear Mr. Smith:

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 2007 model year 7500/8500 Series Chevrolet Kodiak and T-Series; GMC TopKick and T-Series and Isuzu F-Series and H-Series vehicles.

573.6(c)(1): Chevrolet and GMC Brands of General Motors Company and Isuzu Commercial Truck of America, Inc.

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 2007 model year 7500/8500 Series Chevrolet Kodiak and T-Series; GMC TopKick and T-Series and Isuzu F-Series and H-Series vehicles equipped with a 7.8L diesel engine (RPO LG4), air brakes (RPO JE4), and air compressor (RPO KK3). The air compressor in some of these vehicles may not build enough air pressure to support the air brake system. If this condition were to occur while the vehicle was stationary (brakes applied), the air brakes would remain applied and prevent the vehicle from moving.

If this condition were to occur while the vehicle was in motion, the dual system air pressure gauges would register the drop in pressure. If the pressure continued to drop, the low air pressure warning buzzer and warning lamp would activate as designed, warning the driver to move the vehicle to a safe location. If the driver ignores these warnings and continues to drive the vehicle, and if there was a continued loss of pressure, the rear spring parking brakes would automatically apply, preventing the truck from being driven.

573.6(c)(6): On February 24, 2009, this issue was assigned as a new internal investigation to determine the root cause for a population of vehicles with complaints of insufficient air pressure, which had the prior field action 07V-190 completed.

GM Engineering and the air compressor supplier have determined these incidents are a result of the backflow suppression valve creating an oscillation of the unloader pin in the head of the compressor, which may result in fractured/deformed parts internal to the compressor and loose bolts.

The issue was presented to the Field Performance Evaluation Review Committee and on July 24, 2009, the Executive Field Action Decision Committee decided to conduct a safety recall.

573.6(c)(8): Dealers are to inspect the air compressor for its ability to build air pressure, and either modify the air compressor by elimination of the suppression valve or replace the air compressor assembly.

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 22, 2009.

573.6(c)(9): The dealer bulletin and owner letter along with mail dates will be provided when available.

Sincerely,

A handwritten signature in black ink, appearing to read 'G. Kent', with a long horizontal flourish extending to the right.

Gay P. Kent
Director

Product Investigations

N090153
Attachment

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	7500/8500	2007	511	06/2006	03/2007	Kodiak	*
Chevrolet	7500/8500	2007	85	06/2006	03/2007	T-Series	"
GMC	7500/8500	2007	726	04/2006	04/2007	TopKick	"
GMC	7500/8500	2007	392	04/2006	04/2007	T-Series	"
Isuzu	7500/8500	2007	160	06/2006	03/2007	F-Series	"
Isuzu	7500/8500	2007	6	06/2006	03/2007	H-Series	"
GM Total:			1,880				

* All involved vehicles will be corrected as necessary.

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