



August 9, 2006

06V-311

3 pages

Mr. Daniel C. Smith
Associate Administrator for Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5321, MC: NVS-200
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 noncompliance involving certain 2006 Chevrolet 7500/8500 Kodiak and 7500/8500 T-Series; GMC 7500/8500 TopKick and 7500/8500 T-Series; and Isuzu HVR, FVR, and FXR vehicles.

573.6(c)(1): Chevrolet and GMC Brands 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 certain 2006 Chevrolet 7500/8500 Kodiak and 7500/8500 T-Series; GMC 7500/8500 TopKick and 7500/8500 T-Series; and Isuzu HVR, FVR, and FXR non-towing vehicles equipped with air brakes fail to conform to Federal/Canada Motor Vehicle Safety Standard 121 emergency stopping distance. An internal control and check valve within the air brake application valve assembly was configured improperly, preventing air from flowing through the brake system as designed. In the event of an emergency stop, the vehicle's stopping distance would be increased.

573.6(c)(7): GM's determination is based primarily on a FMVSS 121 test:

In April 2006, during future air brake model truck development work on a GMT560 single unit truck without towing provisions, it was discovered that the test vehicle exceeded the FMVSS 121 allowable emergency stopping distance for a primary system failure.

On May 4, 2006, GM Supplier Quality and Engineering meet with the supplier to discuss the root cause. An authorization was issued to stop vehicle shipment of all subject vehicles pending the availability of brake application valves with an improved design.

From May 10, 2006 through June 29, 2006, testing continued to evaluate various gross vehicle weight (GVW) conditions and the operation of the brake system. This testing verified that certain GVW model trucks pass the tests intended to show compliance. These test results more precisely identified the vehicle population of potentially noncompliant vehicles.

The issue was presented to the Field Performance Evaluation Review Committee (FPERC) and on August 4, 2006, the Executive Field Action Decision Committee (EFADC) decided to conduct a noncompliance recall.

573.6(c)(8): Dealers are to replace the air brake application valve assembly on C-Series vehicles, or reroute the air brake lines on T-Series vehicles.

Letter to Mr. Daniel C. Smith

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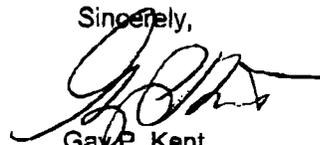
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Pursuant to 577.11(e), GM does not plan to provide notice about reimbursement to owners because all vehicles are covered under the new vehicle warranty.

573.6(c)(9): General Motors will send copies of the dealer bulletin and owner letter when available along with mail dates.

Sincerely,

A handwritten signature in black ink, appearing to read "Gay P. Kent", written in a cursive style.

Gay P. Kent

Director

Product Investigations

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Attachments

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	Medium Duty	2006	526	07/05	04/06	Kodiak 7500/8500	*
Chevrolet	Medium Duty	2006	39	07/05	04/06	T-Series 7500/8500	"
GMC	Medium Duty	2006	666	07/05	04/06	TopKick 7500/8500	"
GMC	Medium Duty	2006	88	07/05	04/06	T-Series 7500/8500	"
Isuzu	Medium Duty	2006	3	07/05	04/06	HVR	"
Isuzu	Medium Duty	2006	38	07/05	04/06	FVR	"
Isuzu	Medium Duty	2006	9	07/05	04/06	FXR	"
GM Total:			1,369				

* All involved vehicles will be corrected.

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