



Tech Note

The following GM RECALL involves 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 engines.

While most of these recalls have been completed by this time, it is still prudent to pay attention to this potential problem when dealing with a catalytic converter failure.

When these fuel pressure regulators leaked internally, raw fuel was drawn through the vacuum line into the intake manifold. This fuel passed through the combustion chamber mostly unburned since it wasn't atomized. The raw fuel would hit the hot catalyst substrate and destroy it in very little time.

Other than drivability issues or fuel odor, the most common tell-tale sign of this failure was a vehicle that would not start upon the first cranking cycle. Crank the engine again and the engine would start.

File In Section: Product Recalls

Bulletin No.: 03054B

Date: June, 2004

PRODUCT SAFETY RECALL

SUBJECT:

FUEL PRESSURE REGULATOR - REPLACE

MODELS:

1998-2000 BUICK PARK AVENUE, LESABRE

1998-2000 PONTIAC BONNEVILLE

1998-1999 OLDSMOBILE EIGHTY-EIGHT

2000 CHEVROLET MONTE CARLO, IMPALA

EQUIPPED WITH 3.8L V6 (RPO L36 - VIN CODE K) ENGINE

THIS BULLETIN REPLACES 03054A ISSUED FEBRUARY 2004, AND IS BEING REVISED TO INCLUDE 1998-2000 BUICK LESABRE, PONTIAC BONNEVILLE; 1998-99 OLDSMOBILE EIGHTY-EIGHT; AND 2000 BUICK PARK AVENUE, CHEVROLET MONTE CARLO AND IMPALA MODEL YEAR VEHICLES. DUE TO PARTS AVAILABILITY, 03054B IS BEING CONDUCTED IN 2 PHASES. PHASE 1 WILL CONSIST OF 1998-1999 BUICK LESABRE, PONTIAC BONNEVILLE AND OLDSMOBILE EIGHTY-EIGHT MODEL YEAR VEHICLES. PHASE 2 WILL CONSIST OF 2000 BUICK PARK AVENUE AND LESABRE, PONTIAC BONNEVILLE, CHEVROLET MONTE CARLO AND IMPALA MODEL YEAR VEHICLES. WHEN SUFFICIENT PARTS ARE AVAILABLE TO NOTIFY CUSTOMERS OF 2000 MODEL YEAR VEHICLES, YOU WILL BE NOTIFIED AND WILL RECEIVE A NEW INITIATION REPORT. PLEASE DISCARD SAFETY RECALL BULLETIN NUMBER 03054.

CONDITION

General Motors has decided that a defect, which relates to motor vehicle safety, exists in certain 1998-2000 Buick Park Avenue, LeSabre, Pontiac Bonneville; 1998-99 Oldsmobile Eighty-Eight; and 2000 Chevrolet Monte Carlo, Impala model year vehicles equipped with a 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.

CORRECTION

Dealers are to inspect the engine fuel rail and, if necessary, replace the fuel pressure regulator.

VEHICLES INVOLVED

YEAR	DIVISION	MODEL	FROM	THROUGH
1998	Buick	Park Avenue	WU400001	WU401083
			W4600001	W4662727
1998	Buick	LeSabre	WH400001	WH549418
1998	Oldsmobile	Eighty-Eight	W4800001	W4867316
1998	Pontiac	Bonneville	W4200001	W4238888
			WH200003	WH229441
1999	Buick	Park Avenue	X4600002	X4661041
1999	Buick	LeSabre	XH400001	XH504988
1999	Oldsmobile	Eighty-Eight	X4800002	X4840953
1999	Pontiac	Bonneville	XH200006	XH254385
2000	Buick	Park Avenue	Y4100095	Y4297269
2000	Buick	LeSabre	Y4100001	Y4297272
			YU100001	YU357893
2000	Pontiac	Bonneville	Y4101040	Y4297270
2000	Chevrolet	Monte Carlo	Y9100297	Y9385464
2000	Chevrolet	Impala	Y9100001	Y9385472

Involved are certain 1998-2000 Buick Park Avenue, LeSabre, Pontiac Bonneville; 1998-99 Oldsmobile Eighty-Eight; and 2000 Chevrolet Monte Carlo, Impala model year vehicles, equipped with a 3.8L V6 (RPO L36 - VIN Code K) engine, and built within the VIN breakpoints shown.

IMPORTANT: Dealers should confirm vehicle eligibility through GMVIS (GM Vehicle Inquiry System) prior to beginning recall repairs. [Not all vehicles within the above breakpoints may be involved.]

For US: For dealers with involved vehicles, a Campaign Initiation Detail Report containing the complete Vehicle Identification Number, customer name and address data has been prepared and will be loaded to the GM DealerWorld, Recall Information website. Dealers that have no involved vehicles currently assigned, will not have a report available in GM DealerWorld.

For Canada & IPC: For dealers with involved vehicles, a Campaign Initiation Detail Report containing the complete Vehicle Identification Number, customer name and address data has been prepared, and is being furnished to involved dealers. Dealers that have no involved vehicles currently assigned, will not receive a report with the recall bulletin.

The Campaign Initiation Detail Report may contain customer names and addresses obtained from Motor Vehicle Registration Records. The use of such motor vehicle registration data for any purpose other than follow-up necessary to complete this recall is a violation of law in several states/provinces/countries. Accordingly, you are urged to limit the use of this report to the follow-up necessary to complete this recall.

Part Number	Description	Quantity/Vehicle
89017530	Regulator Kit, Fuel Pressure	1

PARTS INFORMATION

Parts Pre-Ship Information - For US and Canada

Important: An initial supply of Fuel Pressure Regulator Kits required to complete this program will be pre-shipped to involved dealers of record. This pre-shipment is scheduled to begin at the launch of the bulletin revision and will be approximately 20% of each dealer's involved vehicles. Pre-shipped parts will be charged to dealer's open parts account.

Additional parts, if required, are to be obtained from General Motors Service Parts Operations (GMSPO). Please refer to your "involved vehicles listing" before ordering parts. Normal orders should be placed on a DRO = Daily Replenishment Order. In an emergency situation, parts should be ordered on a CSO = Customer Special Order.

CUSTOMER REIMBURSEMENT - For US

All customer requests for reimbursement for previous repairs for the recall condition will be handled by the Customer Assistance Center, not by dealers.

A General Motors Product Recall Customer Reimbursement Procedure Form is included with the customer letter.

IMPORTANT: Refer to the GM Service Policies and Procedures Manual, section 6.1.12, for specific procedures regarding customer reimbursement and the form.

CUSTOMER REIMBURSEMENT - For Canada

Customer requests for reimbursement of previously paid repairs to replace the engine fuel pressure regulator, or replace the upper intake manifold and related repairs due to a ruptured manifold that were performed prior to this notification, are to be submitted by August 31, 2005.

All reasonable customer paid receipts should be considered for reimbursement. The amount to be reimbursed will be limited to the amount the repair would have cost if completed by an authorized General Motors dealer.

When a customer requests reimbursement, they must provide the following:

- ^ Proof of ownership at time of repair.
- ^ Original paid receipt confirming the amount of repair expense(s) that were not reimbursed, a description of the repair, and the person or entity performing the repair.

Claims for customer reimbursement on previously paid repairs are to be submitted as required by WINS.

IMPORTANT: Refer to the GM Service Policies and Procedures Manual, section 1.6.2, for specific

procedures regarding customer reimbursement verification.

CLAIM INFORMATION

REPAIR PERFORMED	PART COUNT	PART NO.	PARTS ALLOW	CC-FC	LABOR OP	LABOR HOURS	NET ITEM
Inspect engine fuel rail, no replacement required	N/A	N/A	N/A	MA-96	V1117	0.2*	N/A
Inspect engine fuel rail and replace engine fuel pressure regulator	1	89017530	**	MA-96	V1082	0.3*	***
Customer Reimbursement (Canadian Dealers ONLY)	N/A	N/A	N/A	MA-96	V1083	0.2	****

* For Program Administrative Allowance, add 0.1 hours to the "Labor Hours".

** The "Parts Allowance" should be the sum total of the current GMSPO Dealer net price plus applicable Mark-Up or Landed Cost Mark-Up (for IPC) for the fuel pressure regulator needed to complete the repair.

*** The amount identified in the "Net Item" column should represent the sum total of the current GMSPO Dealer net price plus applicable Mark-Up or Landed Cost Mark-Up (for IPC) for miscellaneous shop supplies needed to perform the required repairs.

**** The amount identified in the "Net Item" column should represent the dollar amount reimbursed to the customer.

Refer to the General Motors WINS Claims Processing Manual for details on Product Recall Claim Submission.

Submit a Product Recall Claim with the information shown.

CUSTOMER NOTIFICATION - For US and Canada

General Motors will notify customers of this recall on their vehicle (see copy of customer letter shown in this bulletin).

CUSTOMER NOTIFICATION - For IPC

Letters will be sent to known owners of record located within areas covered by the US National Traffic and Motor Vehicle Safety Act. For owners outside these areas, dealers should notify customers using the sample letter.

DEALER RECALL RESPONSIBILITY - For US and IPC (US States, Territories, and Possessions)

The US National Traffic and Motor Vehicle Safety Act provides that each vehicle that is subject to a recall of this type must be adequately repaired within a reasonable time after the customer has tendered it for repair. A failure to repair within sixty days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time. If the condition is not adequately repaired within a reasonable time, the customer may be entitled to an identical or reasonably equivalent vehicle at no charge or to a refund of the purchase price less a reasonable allowance for depreciation. To avoid having to provide these burdensome remedies, every effort must be made to promptly schedule an appointment with each customer and to repair their vehicle as soon as possible. In the recall notification letters, customers are told how to contact the US National Highway Traffic Safety Administration if the recall is not completed within a reasonable time.

DEALER RECALL RESPONSIBILITY - ALL

All unsold new vehicles in dealers' possession and subject to this recall must be held and inspected/repaired per the service procedure of this recall bulletin before customers take possession of these vehicles.

Dealers are to service all vehicles subject to this recall at no charge to customers, regardless of mileage, age of vehicle, or ownership, from this time forward.

Customers who have recently purchased vehicles sold from your vehicle inventory, and for which there is no customer information indicated on the dealer listing, are to be contacted by the dealer. Arrangements are to be made to make the required correction according to the instructions contained in this bulletin. A copy of the customer letter is shown in this bulletin for your use in contacting customers. Recall follow-up cards should not be used for this purpose, since the customer may not as yet have received the notification letter.

In summary, whenever a vehicle subject to this recall enters your vehicle inventory, or is in your dealership for service in the future, you must take the steps necessary to be sure the recall correction has been made before selling or releasing the vehicle.

GM bulletins are intended for use by professional technicians, NOT a "do-it-yourselfer". They are written to inform these technicians of conditions that may occur on some vehicles, or to provide information that could assist in the proper service of a vehicle. Properly trained technicians have the equipment, tools, safety instructions, and know-how to do a job properly and safely. If a condition is described, DO NOT assume that the bulletin applies to your vehicle, or that your vehicle will have that condition. See your GM dealer for information on whether your vehicle may benefit from the information.



WE SUPPORT
VOLUNTARY
TECHNICIAN
CERTIFICATION

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