

Wednesday, November 02, 2011

Via Certified Mail, Email, Fax and other delivery methods to numerous recipients including web posts

Office of the Managing Director  
National Transportation Safety Board  
490 L'Enfant Plaza East, S.W.  
6th Floor  
Washington, DC 20594

David L. Strickland  
NHTSA Headquarters  
1200 New Jersey Avenue, SE  
West Building  
Washington, DC 20590

Ref: Huge safety issue being ignored because it would bankrupt GM and other manufacturers

***I am completely puzzled as to why the NTSB is completely ignoring A HUGE DOCUMENTED SAFETY ISSUE that affects more than 500,000 vehicles causing them to stall without warning, causing loss of steering, brakes and power. Among these vehicles INCLUDES SCHOOL BUSES.***

**General Motors has known about this Safety issue since GM's own service bulletin of July 17, 1998 (# 77-63-06A) or EARLIER and in GM's service bulletin of April 18, 2007 (# 00064G) that is 18 pages and lists over 500,000 vehicles affected (According to Bruce York – NTSB), YOU WONDER WHY THIS SAFETY ISSUE AFTER OVER 20 YEARS IS STILL NOT FIXED? GM and AM GENERAL SOLD VEHICLES WITH THIS SAFETY ISSUE TO AT LEAST 2004, 16 YEARS AFTER DISCOVERY OF THIS SAFETY ISSUE AND DEFECT!**

I can tell you why this issue is NOT RESOLVED, this reason is COST! The band aid is replacement of Fuel Injection Pump (With PMD – Pump Mounted Driver) and this NOT A FIX. You cannot fix an issue with the same defective part. Even the band aid of a fix cost \$1,500-\$3,000 and if you multiply that by 500,000+ we are IN THE BILLIONS OF DOLLARS. Do you really think that a US Government Agency that just bailed out GM with billions would enforce even the band aid of a fix? **Why is there NOT A PERMANENT RELIABLE SAFE FIX? THAT WOULD COST EVEN MORE!**

What is the cost of a human life? That is calculated in the risk factor and it is cheaper to settle lawsuits than to fix a problem. THAT IS UNACCEPTABLE.

What is the problem? The problem is very simple. The Pump Mounted Driver (PMD) is the electronic device that controls the Fuel Injection Pump on ALL GM 6.5L Turbo Diesel Engines. It is mounted on the injection pump which is mounted in the valley of the engine. Unfortunately, THAT IS THE HOTTEST PART OF THE ENGINE and bakes with the heat and fails. There are a lot of factors that GM and the maker of the injection pump (Stanadyne) did not calculate. Heat is the main one. The PMD on the Injection Pump is fuel cooled but what about when you turn the vehicle off? IT BAKES! What about the bypassed HOT fuel not used going back into the fuel tank and ROAD HEAT? What about the engine itself? That is NOT THE SMARTEST PLACE TO PUT A ELECTRONIC COMPUTER CONTROLLER RIGHT ON THE ENGINE WITH NO AIR FLOW! Imagine running a computer chip with no fan. How long will that last?

There are other temporary fixes for the PMD issue such as relocating the PMD or even completely removing the Electronically Controlled Fuel Injection Pump and using a standard injection pump BUT THOSE DO NOT MEET EMISSIONS and can be very costly.

Another point is that the consumer for years was spending thousands on this known issue. Just recently, GM in their 1997 bulletin increased the warranty for replacement only and gain that IS NOT A FIX to 120,000 miles or 11 years and AM General did not provide an extended warranty on the KNOWN ISSUE!

Cont'd

Office of the Managing Director  
National Transportation Safety Board  
Thursday, November 03, 2011  
Page 2 of 2

Now the problem is affecting THOUSANDS AND THOUSANDS OF PEOPLE (Just Google PMD Failures, Stanadyne Issues, 6.5L TD issues or other related words). As for the SAFTEY ISSUE, it is huge. PMD FAILURE IS LIKE REACHING OVER WHEN YOU ARE DRIVING AND TURNING OFF THE KEY. You lose brakes, steering and power and THAT IS PROBABLY THE WORST CONDITION FOR ANY DRIVER AND THOSE AROUND THEM. Imagine driving your GM Pickup down a windy two lane road towing a trailer or horses or anything and your engine dies out from THIS KNOWN SAFETY ISSUE. Imagine going down that same windy road in a School Bus with 40 kids and the same thing happens! This has happened to me in my 5 ton 2002 AM General H1 Hummer going down Gieger Grade in Reno, Nevada with my kids on board AND LET ME TELL YOU THIS IS NO FUN. This happens on the freeway as well. This also happened in my 1999 AM General H1 as well as with thousands of other GM and Hummer owners.

Another problem I cannot believe the US Government is ignoring is the simple fact that from at least 1998 through 2004, GM and AM General sold vehicles knowing that this HUGE SAFETY ISSUE WAS IN EVERY DIESEL TRUCK SOLD WITH THE GM 6.5L TD ENGINE and as advised to me by Bruce York in NTSB is over 500,000 vehicles. So profiting on thousands of unsafe vehicles is more important than fixing a safety issue? Is it not a crime to NOT DISCLOSE A KNOWN FACT (I have the confidential service bulletins to prove knowledge), especially one that INVOLVES SAFETY? Is that FRAUD? Again, I am sure that GM and others calculated costs to settle lawsuits than to spend BILLIONS ON A RECAL!

**WELL, IT IS TIME TO TAKE ACTION BEFORE MORE ACCIDENTS OR DEATHS OR POTENTIAL DEATHS OR LOSS OF PROPERTY OCCUR and I FEEL THAT IF THE NTSB WILL NOT FORCE GM and AM GENERAL and others TO FIX THE HUGE SAFETY ISSUE THAN AMERICA NEEDS TO KNOW THAT UNCLE SAM IS PART OF THIS BECAUSE MONEY IS MORE IMPORTANT THAN SAVING LIVES (MAYBE GM WILL GET 500,000 LAWSUITS FILED FOR THEIR DEFRAUDING THE PUBLIC). IT IS TIME TO STEP UP TO THE PLATE EVEN IF IT SAVES ONE LIFE, MAYBE SOMEONE YOU KNOW OR A FAMILY MEMBER OF YOURS! THIS WAY IF SOMEONE DIES OR SERIOUSLY INJURED BECAUSE OF THIS, IT IS FURTHER DOCUMENTED!**

I will be more than happy to provide MORE INFORMATION IF NEEDED to everything I have stated above and also took my own action by creating a website [www.pmdfailures.com](http://www.pmdfailures.com) to voice FACTUAL EVIDENCE where I am receiving WEEKLY emails with those that have the same scary events where they are driving and suddenly their engine shuts off! I am also preparing a lawsuit as we speak.

Sincerely,

  
Laurence J. Kaplan

PLEASE DIRECT ANY RESPONSES OR QUESTIONS OR REQUESTS FOR INTERVIEWS TO MY ATTORNEYS AT :

Barber, Karp and Associates  
557 Washington Street  
Reno, Nevada 89503  
(775) 323-6464

Encls: GM "Confidential" Service Bulletins # 77-63-06A and # 00064G

cc: Joel Barber, Esq., CNN, MSNBC, FOX NEWS, ABC, CBS, NBC, AM General, GM, Stanadyne, NHTSA and others

# PRESS RELEASE

**TO:** All Major News Agencies

**FROM:** Laurence J. Kaplan, National Director, America Search And Rescue  
**CONTACT:** Law offices of Barber, Karp and Associates (775) 323-6464

**ISSUE:** Major safety issue causing COMPLETE Stall out as well as Acceleration issues and RUNAWAY ENGINES affecting 500,000+ GM and AM General 6.5L Turbo Diesel Engines.

## DESCRIPTION OF ISSUE:

As factually documented in recently obtained GM Confidential service bulletin on July 17, 1998 (Bulletin # 77-63-06A) and a recently obtained 18 page Confidential GM Service Bulletin of April 18, 2007 (Bulletin # 00064G) as well as thousands upon thousands of 6.5L TD Truck owners, there is a KNOWN problem concerning the Electronic Fuel Injection Pump Mounted Driver (PMD) causing the Injection Pump to SHUT OFF which causes COMPLETE ENGINE FAILURE. Complete engine failure means LIMITED OR NO BRAKES, STEERING OR POWER. In rare occasions a RUNAWAY ENGINE OR ACCELERATION EVENT OCCURS BY PMD FAILURE.

GENERAL MOTORS AND AM GENERAL HAVE KNOWN ABOUT THIS ISSUE WELL BEFORE 1998 YET STILL SOLD THESE VEHICLES WITH THIS HUGE SAFETY DEFECT THROUGH 2004.

PMD FAILURE IS LIKE REACHING OVER AND TURNING OFF THE KEY IGNITION AND POSES A HUGE SAFETY ISSUE THAT CAN EASILY RESULT IN DEATH OR DAMAGE TO PROPERTY TO DRIVER, OCCUPANTS OR INNOCENT PEOPLE.

## CAUSE / FIX-REPAIR:

The Electronic Fuel Injection Pump and PMD (Manufactured by Stanadyne) are mounted in the engine valley of all 6.5L TD Engines (Vans, Pickups, School Busses, Hummers and other vehicles). The PMD controls the Electronic Fuel Injection Pump and is cooled by fuel in the pump. The problem that GM and Stanadyne failed to see is the overheating issue. The unused heated fuel is returned to the fuel tank, highway heat and engine heat contribute to PMD Failure. Heat Soak or Heat Bake also happens when you shut off the HOT engine and it literally bakes the PMD. There are also more speculations that electronic noise also damages PMD.

There is NO RELIABLE FIX TO THIS PROBLEM. Replacement of PMD and Injection Pump can cost as much as \$ 3,000 or more and no less than \$ 1,500 which could cost GM over 5 BILLION DOLLARS if forced to fix.

Temporary fixes include RELOCATION THE PMD to a cooler spot in the engine or bumper with a heat sync or removing the Electronic Fuel Injection Pump and go back to mechanical injection pumps. Both temporary fixes are very expensive and DO NOT MEET CURRENT EMISSION STANDARDS. SIMPLY REPLACING THE ELECTRONIC FUEL INJECTION PUMP AND PMD WITH THE SAME PART THAT FAILS IS NOT A FIX BUT SIMPLY DELAYS A POSSIBLE DISASTER.

TO DATE, THERE IS NO RELIABLE FIX THAT MEETS EMISSIONS AND OVER 500,000 VEHICLES, INCLUDING SOME SCHOOL BUSES, ARE ON THE ROAD WITH THIS POTENTIALLY DISASTEROUS CONDITION! THE NTSB AND OTHER STATE AGENCIES ARE AWARE OF THIS BUT WHO WANTS TO FORCE GM TO SPEND BILLIONS OF DOLLARS AFTER THE UNITED STATES GOVERNMENT JUST GAVE BILLIONS ON A BAILOUT. MONEY IS MORE IMPORTANT THAN PREVENTING LOSS OF LIFE! SELLING THESE VEHICLES WITH A KNOWN DEFECT AND NOT DISCLOSING IT IS FRAUD OR CRIMINAL AND NEGLIGENT!