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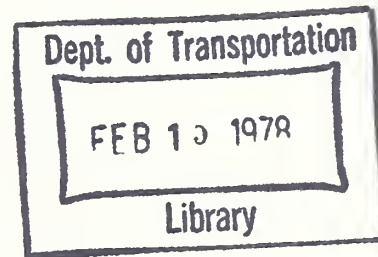
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NATIONAL PARTS RETURN PROGRAM

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16. Abstract <p>The National Parts Return Program involves the voluntary submittal by independent automotive repair shops of failed automotive components. The purpose of this program is to gather information on these components to assist the NHTSA in identifying the existence of safety-related manufacturing defects in design, materials, construction, or performance of motor vehicles and motor vehicle equipment. Under authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect recall remedy campaigns when it has been determined that a defect relating to motor vehicle safety exists. In addition, the information obtained from these parts is also valuable in preparing Federal Motor Vehicle Safety Standards.</p>					
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TABLE OF CONTENTS

Preface
Definitions
Introduction

Section 1 Program Summary
 Program Components
 1.0 General
 (overview of what was planned for the contract period)
 1.1 Processing and Identification of Parts
 1.2 New PRP Operational Approaches
 1.3 Failed Parts Summary

Section 2 Program Membership
 2.0 General
 2.1 New Shop Enrollment
 2.2 Shop Follow-Up Campaigns
 2.3 Shop Discontinuance

Section 3 Operations and Procedures
 3.1 PRP Operations
 3.2 PRP Procedures

Section 4 The PRP News
 4.0 General
 4.1 Specific Objectives
 4.2 Newsletter Matrix
 4.3 Newsletter Production Schedule
 4.4 Copies of the Newsletter FY 77

Section 5 The PRP - an Outside Look
 5.0 General
 5.1 Review by the Motor Vehicle Safety Advisory Council
 5.2 Independent Publications with Data on the PRP
 5.3 Television Coverage - WCCO-TV, Minneapolis, MN

Section 6 Conclusions and Recommendations
 6.1 Conclusions
 6.2 Recommendations

Attachments

LIST OF FIGURES

Figure 1-1	Parts Received, Cumulative and Monthly Activity	1-2
Figure 1-2	"Information Only" Input Matrix	1-4
Figure 1-3	Comparison of Parts Received by Model Year, July 1, 1976, to December 13, 1976, and December 13, 1976, to June 30, 1977	1-8
Figure 1-4	Types of Failed Parts Received	1-14
Figure 2-1	Totals by Region	2-4
Figure 2-2	Total Active by Area	2-5
Figure 2-3	Total Participants by Area	2-6

LIST OF TABLES

Table 1-1	Total Parts Received by Model Year, July 1, 1976, to December 13, 1976, and July 1, 1976, to June 30, 1977	1-9
Table 1-2	Parts Supporting Current Investigation	1-12
Table 1-3	Parts Supporting Recall Campaigns	1-13
Table 1-4	Failed Parts Summary	1-16
Table 2-1	"Direct Mail" Campaign Results	2-7
Table 2-2	Enrollment Activity - FY 77	2-9
Table 2-3	Follow-up Campaign Results	2-12
Table 2-4	Follow-up Campaign Response to Old and New Style Letter	2-13
Table 2-5	Summary of Number of Parts Received from each Contributing Shop	2-16
Table 4-1	Newsletter Matrix	4-6
Table 5-1	Independent Publications Concerning the PRP	5-3

ATTACHMENTS

Attachment A	Failed Data Sheet
Attachment B	PRP Coding Instructions
Attachment C	Monthly Report of Failed Parts
Attachment D	"Wanted" Poster
Attachment E	PRP Shop ID File Coding Instructions

PREFACE

This final report describes the operation and maintenance of the National Parts Return Program by Kappa Systems, Inc. (KSI) for the U.S. Department of Transportation, National Highway Traffic Safety Administration (NHTSA), Motor Vehicles Programs, Office of Defects Investigation (ODI). The work described was performed during the period July 1, 1976, through June 30, 1977, under contract (DOT HS-6-01433).

Contract activities have been carried out under the Washington Operations Division, directed by Mr. W. R. T. Oakes, Jr. Program management responsibilities have been carried out by Mr. Bruce E. Beddow.

Program support activities have been provided by Ms. Jonni Peizer, Ms. Lori Mennella, and Mr. Eric Vogel. Consultants promoting new regional enrollment campaigns were provided by EQUIFAX Services, a unit of EQUIFAX, INC., of McLean, Virginia.

KSI gratefully acknowledges the support of Mr. Robert Hellmuth, Chief of the Engineering Analysis Division of the ODI and the guidance provided by Mr. Gary Woodford of the same ODI Division. Mr. Woodford acted as the NHTSA Contract Technical Manager during the entire contract period.

This contract covers the first year of an original contract (executed in July 1976) containing two option years that can be executed by the government. There have been no modifications to this contract during this period.

The final report has been prepared in accordance with DOT Order 1700.18B, "Acquisition, Publication and Dissemination of DOT Scientific and Technical Reports" and DOT-TST-75-97, "Standards of DOT Scientific and Technical Reports."

DEFINITIONS

ACTIVE SHOP, Active Participant, Contributing Shop Participant: a PRP member who has contributed parts or information during the current contract year. Previously, active shop/participant.

COMPONENT IDENTIFICATION CODE: eight-digit code which identifies the specific component, sub-assembly, assembly and/or system for each part, piece, or information or complaint record in the ODI Data Information System.

FLYER: a separate sheet included in some 1975-1976 newsletters which requested specific parts. Printed on colored stock usually in the form of a typical "Wanted" poster.

INACTIVE SHOPS, Inactive Members: a shop that has not contributed parts during the contract year.

"INFORMATION ONLY": PRP record for which no part was submitted. Often parts are not available and/or are repaired. "Information Only" inputs are classified as either submitted from a member or from another source, i.e., vehicle owner.

LEVEL OF PARTICIPATION, Level of Activity: the ratio of active shops to the total number of program enrollees expressed in percentage, i.e., on June 30, 1977, the total number of active shops out of a total membership of 1,878 was 247.

NEW PROGRAM ENROLLEES, New Enrollees, New Enlisted Shop: shops recently enrolled in the PRP.

ODI DATA INFORMATION SYSTEM (DIS): computerized data retrieval system operated for the Office of Defects Investigation. System includes failure data from Vehicle Owners, Manufacturer Technical Service Bulletins, Recall Campaign Part 573 Defect Reports, Engineering analysis and survey data, and data collected through the PRP.

ODI/DIS RECORD NUMBER: unique number assigned to record for assignment and retrieval from ODI/DIS files. There are several series of these, but most common are those beginning with "O" for Vehicle Owner Letters, "H" for Hotlines/PACS, and "P" for Parts Return Program.

PARTS: either components, sub-assemblies, assemblies or systems, in this case, found in automobiles. Term used to include information when counted as a part.

PART NUMBER: a unique ODI/DIS number assigned to a part or piece of information. In some cases, the part number is assigned to related parts, i.e., those that are a part of a larger assembly that failed or where the primary failure in one part caused a secondary failure in another.

"PART SURVEY": several requests made to PRP members for specific kinds of parts, regardless of their failure mode. Scored brake drums are an example.

PREVIOUSLY ACTIVE SHOP/PARTICIPANT: a PRP member who contributed parts during the previous contract year (s) but has not submitted parts during the current contract year.

PROGRAM ENROLLEES/MEMBERS: both active and inactive shops currently enrolled in the PRP. The total PRP membership.

RECORDS: ODI/DIS file description of parts received through the PRP. Usually stated in group of five to six punched cards (out of a possible eight).

SHOP IDENTIFICATION NUMBER: shop ID number, an eight-digit number. The first five digits are the PRP member's zip code and the last three represent a unique sequential number within the member's state.

INTRODUCTION

The Parts Return Program (PRP) has completed its sixth year of operation successfully. The PRP involves the voluntary submittal of failed automotive components to a NHTSA contractor (Kappa Systems, Inc.) by independent automotive repair shops. As well as contributing data and evidence to specific defect investigations, the PRP is a fairly good source of "real world" input into the defect identification process. Over the years, the PRP has increased in scope and objectives although its basic purpose of assisting the National Highway Traffic Safety Administration in uncovering and identifying potential safety-related automotive defects remains intact. This final report addresses only the latest year of operation (July 1, 1976, through June 30, 1977). During the program year, the PRP received its greatest public exposure, including a formal review of its effectiveness, by the National Motor Vehicle Safety Advisory Council. The increased public exposure and program effectiveness determination by the Advisory Council have been helpful in maintaining successful PRP operations.

During the first part of this new program year, we concentrated on finalizing our approach to shops who had been long-time PRP members but had never actively participated. As a result, many shops were deleted from the program. At the same time, we initiated new approaches for shop recruitment and motivation. Some of the results of the approaches for shop recruitment, such as direct mail canvassing, were disappointing, although certain refinements to these methods may prove satisfactory. Of those shops enlisted in the PRP by direct mail, a high percentage have become active contributors. However, most of our program motivational techniques, i. e., a news release from the NHTSA describing the function and mission of the PRP, proved very successful. Likewise, the release of PRP descriptive articles in at least eight publications, and the "Consumer Reporter" television series aired in Minneapolis, Minnesota, proved very successful in producing new shop enrollments.

Several new PRP operational definitions have been established. Some of these definitions differ from our operational procedures of last year, however,

we feel that these new definitions more adequately describe the current operational requirements. These program definitions precede this section.

In terms of program success, the PRP received 1,408 failed automotive parts over the course of this program year. Compared to last year's number (942), this represents a 49% increase in the part count for the year. We achieved this high part count with an average of approximately 1,778 total program members. We do not anticipate that the part count will increase in the following years at this same high rate, although it is possible if many of the existing nonparticipating members are dropped from the program and new replacements are added.

The objectives of the PRP, as stated in the Statement of Work, are 1) to maintain the current number of enlisted repair shops enrolled in the PRP, and 2) to increase the current number of participating shops from those enlisted in the PRP. The measure of program status at any point in time is the "level of activity" (see definitions). This ratio is variable in that a deletion of inactive shops and their subsequent replacement with a greater number of new shops immediately has the effect of lowering the level of activity ratio. On the other hand, a good measure of overall program performance is the total number of active program participants for the year. This year there were 249 active shops. These shops contributed all 1,408 parts received by the PRP (a yield of 5.64 failed parts per shop).

This statistic is interesting in that it identifies certain program operational characteristics. One of these characteristics is that the program is supported by repetitive shops. Once a shop becomes active, it tends to act in a repetitive way. Last year, 232 shops contributed 942 failed parts, which is a yield of 4.06 failed parts per shop. The difference in yield per shop of 1.85 parts between the two years had more impact on the net increase of 463 parts this year than did the increase of 17 active participants ($249 - 232 = 17$). We like to interpret the two objectives, to maintain the current number of enlisted repair shops and to increase the current number of partici-

pating shops from those enlisted in the program, together and not singly. The overall program objective is really a mix of these individual objectives, specifically, to maintain the right number of enrolled shops that provide the right number of failed parts.

Another measure of program success is the qualitative input received during the course of the program year. Qualitative inputs include 1) the receipt of failed parts that support ongoing defect investigations, 2) the receipt of failed parts that indicate the need for new investigations, and 3) the receipt of "Information Only" inputs that can be related to existing or potential open investigations. Parts and information received during the year have included inputs relating to 17 formal defect investigations, six of which resulted in recall campaigns and numerous engineering analyses. Some of these inputs resulted in opening new investigations, such as alleged safety-related failures of certain Ford Motor Company flex-fans. In addition, credit was given to the PRP for obtaining early and reliable information on the Tru-Spoke Wheel problems, which resulted ultimately in a recall campaign by the manufacturer.

In summary, based upon the evaluation factors used to measure program performance, the PRP has completed a very successful year.

Section 1

PROGRAM COMPONENTS

1.0 General

The PRP involves the voluntary submittal of failed automotive components by independent repair shops. The components are submitted to a representative (KSI) of the NHTSA's Office of Defects Investigation. As well as contributing data and evidence to specific defect investigations, the PRP is a fairly good source of "real world" input into the defect identification process.¹

During the course of the year ending June 30, 1977, KSI's objective has been to improve both the quality and quantity of the data received through the PRP in support of these goals.

1.1 Parts Processing and Identification

During the period July 1976 through June 30, 1977, 1,408 automotive components were received through the PRP. Figure 1-1 represents an overview of both cumulative and monthly activity during the reporting period. These components were submitted by 249 shops, an average of 5.6 components per shop. On the average, 117 components were received from 41.2 shops each month.

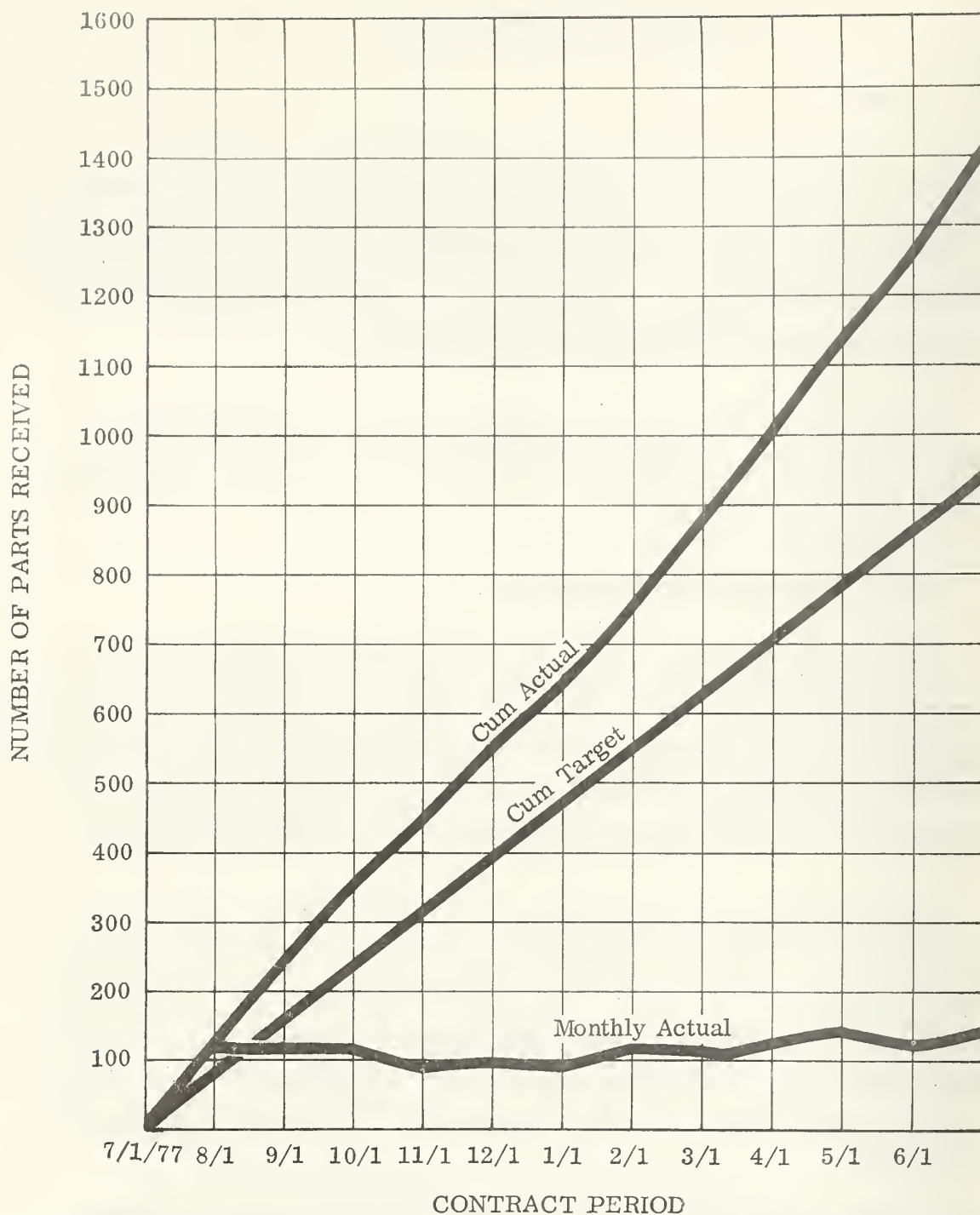
Each failed part received is assigned a record number (PRP number) that identifies it as an input from the PRP. If two or more identical or related parts are received from the same vehicle, each will be assigned the same PRP number.² However, information pertaining to each additional part is entered on a corresponding analysis code continuation sheet. Customarily, the number of parts received during the contract period exceeds the number of assigned PRP record numbers.

¹ National Motor Vehicle Safety Advisory Council, Report to W. T. Coleman, Secretary of Transportation, on the safety-defect recall campaign procedures, November 15, 1976.

² For example, if a worn wheel bearing and a broken spindle are removed from a vehicle and submitted, each is counted as a part, but is assigned the same record number. See Infra 3.2.1

Figure 1-1

PARTS RECEIVED, MONTHLY AND CUMULATIVE ACTIVITY



1.1.1 "Information Only" Inputs

In addition to failed parts, the PRP solicits and receives information from garages on safety-related defects. In some instances, the physical parts are not available or are repaired. In any case, the shops are encouraged to report the alleged defect to the PRP. The information is identified by assigning a specific series of PRP numbers.³ All information received from members, regardless of whether this information is from a physical part, from a written document, or from a telephone call, is entered into the Vehicle Owner Letter File of the ODI automated Data Information System (DIS) and is handled in the same manner as parts.

Information is also received by telephone. Members may call KSI to report alleged defect information, or as in some cases, additional defects may be uncovered when we contact a shop. Information received by telephone is recorded on a Telephone Contact Report that has been designed to elicit all relevant data.⁴

During the contract period, 134 "Information Only" inputs were received. Shops are urged to report all potentially safety-related defects, even if parts are not available. The purpose of this effort is to develop a more comprehensive set of data on the types of failures occurring in vehicles in use. Through the use of this feature, the PRP also collects data on failures occurring in vehicles under warranty that are reportedly returned to the dealer for repair. Information received through these methods is summarized by the type of component and model year of the vehicle (Figure 1-2).

Specific information is sometimes requested in the PRP monthly newsletter. If, as in the case of tires, the part is too large to return by mail and not necessary to support investigatory work, the information relative to the component and failure mode will be requested. Usually shops are asked to complete a failed part tag with component and vehicle data, then either mail the tag or include it in the next shipment of parts.

³ See Infra 3.2.1

⁴ See Infra 3.1.2; 3.2.1

"INFORMATION ONLY" INPUT MATRIX

Component Classification														Total All Model Yrs.
	1977	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966	Other	
01000000 Steering	1	1	2	4	2			1				1	3	15
02000000 Suspension & Wheels	6	11	8	6			2	1				3	14	51
03000000 Service Brakes	2		3	2	2			2	1		1		5	18
04000000 Park/Er. Brake								5					1	0
05000000 Engine, Engine Cooling	1	2		2									1	11
06000000 Fuel, Carb., Throttle, Exh.	1	2	3			1		1					1	9
07000000 Power Train, Driveline		2	2	1	1		1						5	12
08000000 Electrical Systems		2	1			1	1						2	7
09000000 Lighting & Communication														0
10000000 Visual Systems	1													1
11000000 Heater, Defrost., Defog.			1											1
12000000 Interior Systems														0
13000000 Structure, Body	1	2				2		1		1			2	9
15000000 Equipment														0
Total All Comp. Class.		13	23	19	15	9	4	11	1	1	1	4	33	Grand Total 134
	1977	1976	1975	1974	1973	1972	1971	1970	1969	1968	1967	1966	Other	

Figure 1-2

Often a shop will write us describing a problem encountered on several vehicles, or will describe a problem to us that they have been unable to correct. Some members have provided information on defective after-market parts and equipment.

In addition to written correspondence, the PRP has received photographs provided by some shops, when a description of the problem is insufficient or the defect does not involve a returnable part. The photographs are forwarded to the Office of Defects Investigation along with a failed part data sheet and any accompanying correspondence. One photograph provided by a shop was used in an issue of the PRP News (vol. 2, #7, January 1977). This and other examples are contained in Section 4.

It is encouraging that a shop employee or owner would take time to write a letter. The telephone calls and written correspondence received over this contract period indicate a continued active interest in the PRP on the part of its members.

1.2 New PRP Operational Approaches

To improve the quality and timeliness of the data processed through the PRP and to assist other offices of the NHTSA, four new programs were developed and implemented during the reporting period.

1.2.1 "Parts Survey"

In July 1976, the PRP News included a flyer requesting shops to submit worn or grooved brake drums, regardless of the cause of wear. The parts were needed for a NHTSA research program that was directed toward determining what effect, if any, scored drums and rotors have on vehicle safety. This was the first "Parts Survey" conducted and it is still operating. The plan was successful in terms of the number of parts received, with a total of 63 brake parts submitted by the end of the contract period. One problem encountered in the plan was that many parts did not fit in the mailbags and had to be mailed separately or shipped

via parcel service. Written correspondence received by the PRP from several shops indicated that parts were not returned because either they did not fit in the bag or the Post Office would not accept the bag. In some cases, special shipping arrangements were made using private carriers.

The second "Parts Survey" involved tire failures. Shops were requested to send information on tire failures, in particular, on the Firestone "Steel Belt" radial 500. In addition to vehicle data, the shops were asked to include the tire size and serial number, a description of the defect, and the result. During this contract year, 20 failures were reported.

The PRP provided the Office of Statistics and Analysis, Accident Investigations Division, with selected failed parts to use in a training program for investigators. Thirteen parts and a set of slides were loaned covering several kinds of failures.

1.2.2 Data Collection - New Model Vehicles

A study of the parts received by the PRP during the first six months of operation revealed that only 10.2% were for vehicles two years old or younger (1975 through 1977 models). The largest group of parts received were for 1973 model year vehicles, and over 50% of the parts received were for vehicles manufactured from 1971 through 1974.

Based on this accounting of parts received, several procedures were implemented to improve the quality of the limited newer model data and to collect additional parts and information if possible. The PRP News was instrumental in this plan, with articles on failures occurring in newer vehicles and requests for further data, even if parts were not available. Anticipating that shops would be aware of some failures on new cars that had been repaired under the manufacturer's original warranty, requests for information on safety-related defects in new cars were included in the publication.

The procedures were successful in two ways. First, the number of parts from newer model vehicles increased slightly. Figure 1-3 compares the percentage of the parts submitted for each model year (1966 through 1977 and 1960 through 1965) to the total number of parts received during the first half of the contract period (July 1, 1976, through December 13, 1976) and during the second half of the contract year (December 14, 1976, through June 30, 1977). As the graph indicates, a slightly larger percentage of the parts received during the second six-month period were from newer models.

Second, the procedures had an impact on the number of parts returned from older models (1968 to 1971). For both six-month periods, there is a marked decrease in parts received between the model years 1973 and 1972. During the first six-month period, the percentages of parts returned for 1970, 1971, and 1972 model years are about equal at roughly 12%. However, during the second six-month period, there is a steady decline from 11.7% in 1972 to 8.3% in 1970. In the 1969 model year, the percentage of parts returned during the first period, from July 1, 1976, to December 13, 1976, drops sharply again to 7.3%, while the second period, from December 14, 1976, to June 30, 1977, maintains a steady decline to 6%. The two periods even out again in 1967 at about 3.5% and remain close to this figure for the 1966 model year and for 1965 through 1960 model years.

Cumulatively, 13.6% of the parts received during the contract year were from vehicles of model years 1975 through 1977. As was the case during the first six months of the contract year, the largest number of parts returned are from 1973 model year vehicles (Table 1-1).

1.2.3 Supplemental Data

A procedure to follow up on reported failures in newer model cars was developed and eventually expanded to cover failures where accidents were indicated or pertinent data was missing. Guidelines requiring a follow-up call to shops submitting parts from current year or one-year-old vehicles (for this report, 1977 and 1976) to obtain all missing data have been implemented. A reporting form has been

Figure 1-3

Percentage of Total Parts Received
For Model Years 1966 through 1977
and 1960 through 1965

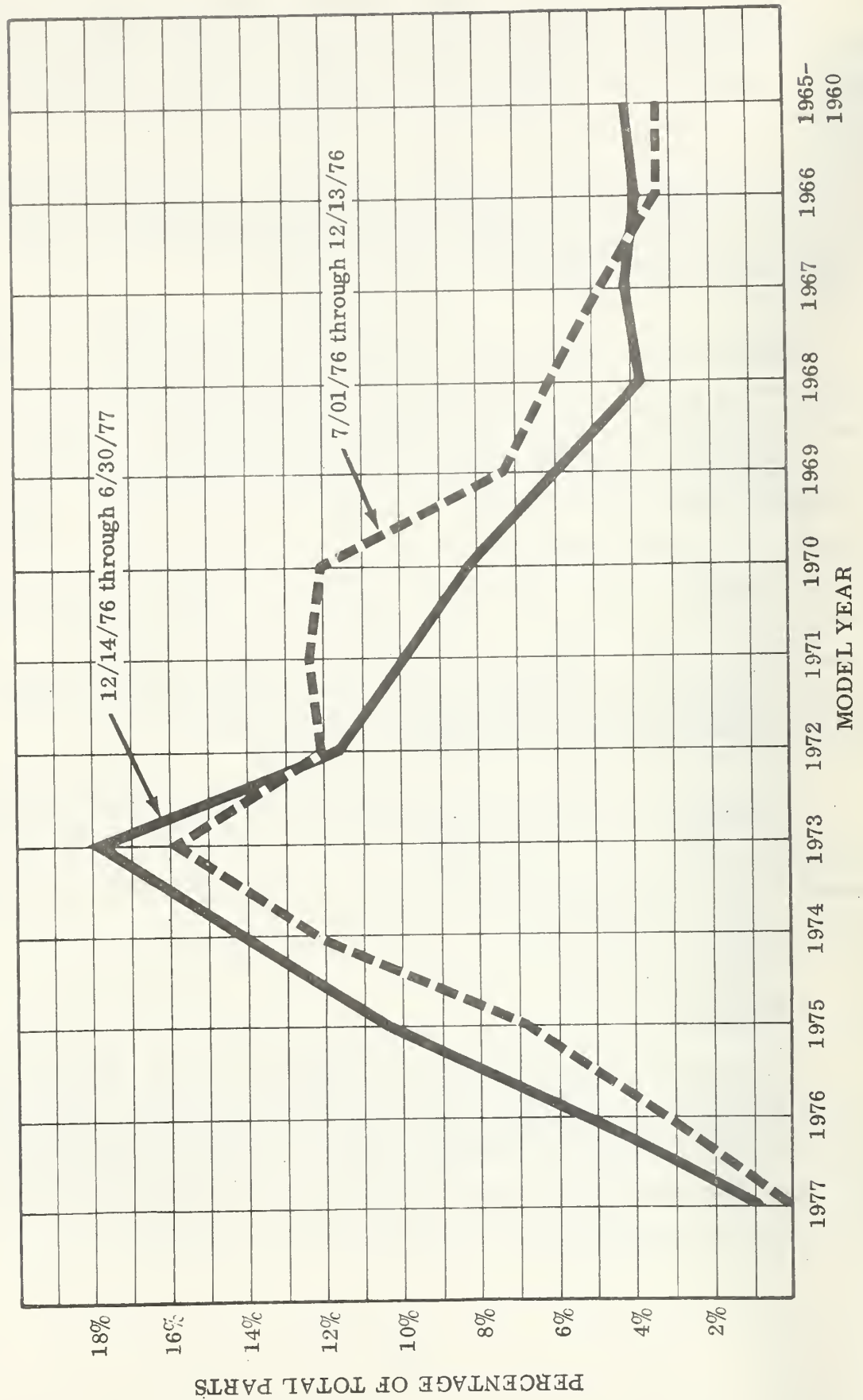


Table 1-1

PARTS AND INFORMATION RECEIVED FROM JULY 1, 1976,
THROUGH JUNE 30, 1977, BY MODEL YEAR OF VEHICLE
AND BY RECORD NUMBER¹

Model Year	Number as of December 13, 1976	Cumulative number as of June 30, 1977
1977		4
1976	16	47
1975	34	93
1974	60	140
1973	77	178
1972	59	125
1971	61	117
1970	59	105
1969	36	70
1968	30	52
1967	24	47
1966	16	38
1965-1960	<u>18</u>	<u>41</u>
TOTAL	490 ²	1,057 ²

¹Does not include subsequent parts for records with more than one component for parts returned in pairs, i.e., shock absorbers.

²Does not include records with unknown model years or for model years prior to 1960.

developed to record the supplementary data, which at this time is obtained by telephone contacts. In the course of completing the reporting form, contributing shops are asked questions regarding the cause and result of the failure and regarding possible similar occurrences in other vehicles. Vehicle owner data, including the telephone number, is requested and the shop is asked if the owner may be contacted.

Vehicle owners are not contacted routinely. If pertinent data is still missing after contacting the shop, the owner will be contacted if the shop owner or manager's permission is obtained, however, it is rarely necessary.

1.3 Failed Parts Summary

During the period July 1, 1976, to June 30, 1977, 1,408 allegedly failed parts and "Information Only" inputs were received and processed through the PRP. The PRP contributed parts and/or information that related to 17 formal defect investigations and numerous engineering analyses.

The PRP solicits safety-related defective parts that are bent, cracked, broken, torn, loose, leaking, inoperative or malfunctioning, improperly manufactured or installed, or have otherwise failed for reasons not associated with owner abuse or normal wear characteristics, unless the damages are premature. The initial determination of whether the defect is safety-related or not is left up to the discretion of the shop, however, they are frequently reminded that any items that are questionable should be forwarded to the PRP. Restrictions on the types of parts or failure mode might prevent the return of other safety-related defective components rather than improve the quality of the parts returned. Therefore, our efforts have been directed towards educating shops on examples of safety-related defects.⁵

⁵ Infra 4.1.3

1.3.1 Parts Supporting Current Investigations - Summary

As of June 1977, some parts were determined to be of specific interest to the NHTSA and were considered to support ongoing investigations. Table 1-2 provides a summary of these investigations.

1.3.2 Parts Supporting Recall Campaigns - Summary

In addition to the ongoing investigatory work conducted by the NHTSA, several cases were closed with the initiation of manufacturer recall campaigns in which the PRP played a significant role. In fact, one investigation resulting in a recall campaign was opened as a result of a part submitted through the PRP. These cases are summarized in Table 1-3.

1.3.3 Number of Parts by Component Classification and Type - Summary

A summary of the percentage of failed parts by major component assembly areas appears in Figure 1-4.

Table 1-2

PARTS SUPPORTING CURRENT INVESTIGATION

Case No.	Component Description/ Possible Problems/Status	Vehicles			
		Years	Mfg(s)	Make(s)	Model(s)
C4-09	Brake Proportioning Valve, rear wheel lockup rear wheel lockup Open	1987-1972	CHRYSLER	Dodge, Plymouth	Darts, Vallants
C4-17	Steering Tie Rod separation of ball from socket Open	1971-1972	GM	Chevrolet GM	Series C, P, G-10 Trucks Series C, P, G-1500 Trucks
C4-18	Engine Mounts secondary effects from shearing of engine mounts Open	1965-1969 1965-1970	FORD	Ford Mercury Ford, Mercury	Fairlane, Ranchero Montego Falcon, Comet
C4-28	Rack and Pinion Steering alleged steering difficulty or loss of steering control Open	1971-1972	FORD	Ford	all Pintos
C4-29	Non-Metallic Fast Idle Cam breakage causes throttle jamming in open position Open	1968-1974	FORD	all	all with 4-barrel carburetors
C4-44	Carburetor Float alleged carburetor flooding due to float saturation Open	1965-1972	GM	all	all with Rochester carburetors
161	Power Brake Vacuum Check Valve no power assist with failure in Litigation	1965-1971	GM, CHRYSLER, AMC, FORD	all	
258.5	Engine Mounts secondary effects from shearing of engine mounts Recalled	1985-1969	GM	Cadillac, Olds., Buick, Pontiac	Wildcat, Electra, Cadillac except Eldorado
C2-53	Dual Brake Master Cylinder failure of cylinder due to corrosion Open	1967 and later	FORD	all	
C3-18	Steering Wheel breakage at hub Closed	1968-1970	GM	Chevrolet	Impala
C3-29	Windshield Wiper Arm Shaft and Motor arm detaches from drive shaft, motor falls due to underpower in Litigation	1971-1973	FORD	Mercury	Capri
C5-07	Timing Gear and Chain failure of timing gear and chain Open	1966-1972	GM	Pontiac	all equipped with V8 engines
EA6-023	Wire Spoke Wheel possibility center disc can break Recalled		Wheel Specialties Co.	Tru-Spoke	all on vehicles over 5,000 GVW
FMVSS 109	Steel Belt Radial Tire, tread high speed test failure, possible distortion or separation in tread area Recalled		Firestone	Steel Belt Radial	Radial 500, HR78 X 14 & HR78-15, tube- less, load range B, with 5-rib tread design
C7-11	Fuel System alleged fuel system integrity problems Open	1974	V. W.	Porsche	Porsche with 914 engine
C7-21	Power Brake Booster booster failure Open	1971-1977	GM	Chevrolet, Pontiac, Buick Cadillac, Olds., GMC Trucks	all
C7-24	Flex Fan fan blade breakage	1970-1977	FORD	Ford Mercury	passenger cars and light trucks

Table 1-3

PARTS SUPPORTING RECALL CAMPAIGN

Recall Campn. No.	Vehicle Year Make/Model	Component Description/ Possible Problem
76V-120	1965-67 Buick Wildcats and Electra 225's 1970 Cadillacs (except Eldorados) with cruise controls	engine mount possible throttle jamming
76V-160	1965-66 Chevrolets 1966 Buicks (all with Rochester carburetors)	carburetor fuel inlet plug could work loose causing fuel to be pumped on engine
76E-020	Wheel Specialties Co., Tru-Spoke Wheels all equipped on vehicles over 5,000 GVW	wire wheel possibility wheel could become structurally unsound on vehicles over 5,000 GVW
76T-006	Firestone Tire and Rubber Co. Steel Belt Radial '500' HR 78 x 14 and HR 78 x 15, tubeless, load range B with 5-rib tread design	tire tread/belt failure of FMVSS 109 high speed test, possible distortion or separation in tread area
77V-097	1972 Ford, Lincoln, Mercury, Montegos, Torinos, and Rancheros equipped with air conditioning and either a 302, 351, or 400 cid engine	seven-blade flex fan possibility fan blades can break off
77V-125	1976-77 Ford, certain Fords and Mercurys 1977 Lincolns with 400 cid engines	five-blade flex fans can break off

Figure 1-4

TYPES OF FAILED PARTS RECEIVED
JULY 1, 1976, THROUGH JUNE 30, 1977

<u>Major Assembly Classification</u>	<u>Percent of Total Received</u>
Brakes - Hydraulic System	26.4
Engine	14.6
Suspension - Independent Front	8.8
Steer Linkage	8.3
Lighting & Communications, Switch, Button, or Ring	5.4
Fuel Systems	3.7
Electrical System Ignition	3.3
Engine Cooling System	2.6
Fuel Carburetion	2.4
Exhaust/Crankcase Emission Control Devices	1.8
Power Train - Driveline	1.8
Heater, Defroster, Defogger - Water	1.7
Exhaust System	1.6
Tires	1.4
Steering Gear Box	1.4
Alternator - Regulator - Starter	1.2
Power Train - Clutch Assembly	1.2
Steering - Power Assist	1.2
Suspension - Single Axle Rear	1.2
Suspension - I Beam Solid Front	.9
Power Train, Automatic Transmission	.9
Steering Wheel and Column	.9
Throttle Linkages and Control	.9
Rack and Pinion Steering Gear	.8
Structure, Frame, Members, and Body	.7
Power Train - Transmission	.7
Wheels	.7
Communications - Horn Assembly	.3
Parking - Emergency Brake, Mechanical	.3
Visual Systems - Windshield Wipers and Washer	.3
Fuel Injection System	.2
Equipment	.2
Lighting & Communications, General or Unknown Component	.2
Suspension - Twin I Beam Solid Front	.1
Electrical System - Battery	<.1
Electrical System - Fuse and Fuse Receptical	<.1
Interior Instruments and Instrument Panel	<.1
Interior Systems - Active Restraints	<.1
Lamp or Socket	<.1
Suspension	<.1
Visual Systems - Glass	<.1

The failed parts received during this contract period covered 153 separate and distinct motor vehicle component areas. These major areas, as defined by the component classification coding manual of the ODI/DIS, are contained in Table 1-4 on the following pages with a detailed description of the components and the quantity of each.

1.3.4. Detailed Records in the ODI Data Information System by Component Classification

The Vehicle Owner Letter File of the ODI/DIS⁶ contains 1,177 detailed records from the PRP representing a total of 1,408 separate failed parts or information inputs. These records depict the identification of the part; a description of the failure; and identification of the make/model, model year, and mileage of the vehicle involved. Also included in this record is an identification of the shop that sent the part, the unique PRP number, identification of multiple component failures, the date the part was received by the PRP, and a location number (bin number) where the part can be found in our storage facility.

⁶ See Supra 1.1

Table 1-4

FAILED PARTS SUMMARY

<u>Major Assembly Classification</u>	<u>Component Classification</u>	<u>Description</u>	<u>Quantity Received</u>
01100000		Steering Wheel & Column	1
	01110	Wheel-handlebar	1
	01150	Steering Column Shaft Upper	2
	01160	Column Coupling	<u>9</u>
		TOTAL	13
01200000		Steering Gear Box	1
	01210	Manual steering gear	7
	01220	Power steering gear	10
	01230	Unknown type steering gear box	<u>2</u>
		TOTAL	20
01300000		Steering Power Assist	2
	01310	Pump	3
	01330	Hose-fluid	<u>12</u>
		TOTAL	17
01400000		Steering Gear Rack & Pinion	1
	01410	Lower flexible pinion shaft	1
	01420	Pinion shaft	2
	01430	Steering gear-rack	<u>8</u>
		TOTAL	12
01500000		Steering Linkages	
	01510	Arm pitman	4
	01520	Link, drag-connection	3
	01530	Arm, idler & attachment	43
	01550	Tie-rod, inner	4
	01560	Tie-rod, end	44
	01570	Sleeve, tie-rod-adjustable	9
	01580	Knuckle-spindle-arm	8
	01590	Steering linkages-other	<u>2</u>
	TOTAL	117	
02000000		Suspension	
02100000		Suspension-Independent-Front	2
	02110	Attaching mechanisms	10

<u>Major Assembly Classification</u>	<u>Component Classification</u>	<u>Description</u>	<u>Quantity Received</u>
	02120	Shock absorber	18
	02130	Control Arm - unknown type	11
	02140	Control Arm - upper	31
	02150	Control Arm - lower	37
	02160	Spindle-knuckle; steering	6
	02170	Bearing-wheel	<u>9</u>
		TOTAL	124
02200000		Suspension - I Beam, Solid Front	
	02210	Suspension - I beam (non power axle)	9
	02250	Spindle-knuckle	<u>5</u>
		TOTAL	14
02300000		Suspension - Twin I Beam, Solid Front	
	02340	Coil Spring	<u>2</u>
		TOTAL	2
02400000		Suspension Single Axle, Rear	
	02410	Leak spring assembly	5
	02420	Control arm	6
	02460	Shock absorber	<u>6</u>
		TOTAL	17
02600000		Wheels	
	02620	Wheels - single	<u>10</u>
		TOTAL	10
02700000		Tires	3
	02730	Tires ply	9
	02740	Tires tread	8
	02770	Tires other	<u>1</u>
		TOTAL	21
03200000		Brakes - Hydraulic System	
	03210	Pedals & Linkages	9
	03220	Power assist-vacuum system	17
	03230	Master cylinder	89
	03240	Lines-fittings	125
	03260	Shoe & drum system	41

<u>Major Assembly Classification</u>	<u>Component Classification</u>	<u>Description</u>	<u>Quantity Received</u>
	03270	Shoe disc brake system	90
	03280	Brake warning switch	<u>1</u>
		TOTAL	372
04100000		Parking-Emergency Brake-Mechanical	
	04110	Lever setting mechanism	<u>5</u>
		TOTAL	5
05100000		Engine	
	05110	Engine mounts	129
	05130	Engine pulley, crankshaft	4
	05140	Engine flywheel	24
	05150	Engine, other parts	<u>49</u>
		TOTAL	206
05200000		Engine Cooling System	
	05210	Radiator	1
	05220	Hoses	2
	05230	Pump, water	15
	05240	Fan	10
	05270	Cooling system-other parts	<u>10</u>
		TOTAL	38
06100000		Fuel Systems	
	06110	Fuel tank assembly	24
	06120	Fuel emission control	1
	06130	Fuel lines, fittings & pump	27
	06140	Fuel system-other parts	<u>1</u>
		TOTAL	53
06200000		Fuel Carburetion	
	06210	Carburetor-unknown type	8
	06220	Carburetor-single	7
	06230	Carburetor-double	11
	06240	Carburetor-four barrel	7
	06250	Carburetor-other parts	<u>2</u>
		TOTAL	35
06300000		Fuel Injection System	
	06310	Fuel injection-unknown type	2

<u>Major Assembly Classification</u>	<u>Component Classification</u>	<u>Description</u>	<u>Quantity Received</u>
	06320	Fuel injection-electrical	<u>2</u>
		TOTAL	4
06400000		Throttle Linkages & Control	1
	06430	Accelerator, flexible	<u>12</u>
		TOTAL	13
06500000		Exhaust/Crankcase Emission Control Devices	18
	06510	Air pump	3
	06530	Check valve	<u>5</u>
		TOTAL	26
06600000		Exhaust System	1
	06610	Manifold-engine	12
	06620	Pipe-exhaust	7
	06640	Tail pipe	2
	06650	Catalytic converter system	<u>1</u>
		TOTAL	23
07100000		Power Train Clutch Assembly	7
	07120	Linkage, flexible	5
	07130	Linkage, rigid	1
	07140	Cross shaft pivot	2
	07150	Throw-out release lever	1
	07180	Clutch driven plate	<u>1</u>
		TOTAL	17
07200000		Power Train Transmission	1
	07210	3-speed	1
	07220	4-speed	2
	07240	Unknown type	<u>6</u>
		TOTAL	10
07300000		Power Train Transmission Automatic	11
	07320	Column shift, lever & linkage	1

<u>Major Assembly Classification</u>	<u>Component Classification</u>	<u>Description</u>	<u>Quantity Received</u>
	07330	Floor shift, lever & linkage	<u>1</u>
		TOTAL	13
07400000		Power Train Drive Line	
	07410	Universal joint	9
	07450	Differential unit	4
	07460	Axle assembly	12
	07470	Other part	<u>1</u>
		TOTAL	26
08100000		Electrical System	
	08120	Battery	<u>1</u>
		TOTAL	1
08200000		Alternator, Regulator, Starter	
	08210	Alternator-generator	4
	08220	Regulator	3
	08230	Starter	8
	08240	Other part	<u>2</u>
		TOTAL	17
08400000		Electrical System - Fuse & Fuse Receptical	
	08430	Fuse Receptical	<u>1</u>
		TOTAL	1
08500000		Electrical System - Ignition	
	08510	Ignition switch	6
	08520	Switch, neutral start	5
	08530	Wiring, primary and secondary	13
	08540	Electronic control unit	4
	08550	Other part	<u>19</u>
		TOTAL	47
09000000		Lighting & Communications Systems	
	09010	General or unknown component	<u>3</u>
		TOTAL	3

<u>Major Assembly Classification</u>	<u>Component Classification</u>	<u>Description</u>	<u>Quantity Received</u>
09100000	(091XX)	Switch-Button-Ring	<u>77</u>
		TOTAL	77
09200000	(092XX)	Lamp or Socket	<u>1</u>
		TOTAL	1
09500000		Communications - Horn Assembly	
	09510	Horn assembly, button, ring	3
	09530	Horn	<u>2</u>
		TOTAL	5
10100000		Visual Systems - Glass	
	10110	Windshield	<u>1</u>
		TOTAL	1
10300000		Visual Systems- Windshield	
		Wiper & Washer	
	10310	Windshield Wiper	<u>5</u>
		TOTAL	5
11000000		Heater, Defroster, Defogger and	
		Ventilation	
	11100	Water-heater, defroster, defogger	10
	11600	Air conditioner	<u>15</u>
		TOTAL	25
12200000		Interior Systems - Active Restraints,	
		Seats & Shoulder Belts & Belt Anchor	
	12210	Seat belts, lap front	<u>1</u>
		TOTAL	1
12400000		Interior Instruments & Instrument Panel	
	12430	Speedometer-odometer	<u>1</u>
		TOTAL	1
13100000		Structure - Frame, Members & Body	
	13110	Structure - frame, members	7
	13140	Shields - protectors, lines, tubing	1

<u>Major Assembly Classification</u>	<u>Component Classification</u>	<u>Description</u>	<u>Quantity Received</u>
	13150	Body ID - markings, label	1
	13170	Structure, frame, members & Body - Truck	<u>2</u>
		TOTAL	11
15000000		Equipment	
	15300	Speed control	1
	15500	Jacks	1
	15900	Other	<u>1</u>
		TOTAL	3

GRAND TOTAL PARTS RECEIVED 1,408

The following pages comprise a cumulative report of all parts and information received by the PRP from July 1, 1976, through June 30, 1977. The records in this report are grouped by component classification, i.e., steering, suspension, brakes, etc.

PARTS RETURN PROGRAM

77/07/29 Page 0001

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, ADL YR

BIN NUMBER	PRP I NUMBER	D RECEIVED	DATE	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10025	P02586	A	770427	01100000	STEERING WHEEL AND COLUMN	0000	CHEVROLET	03	B	065000	036106002
					70 000403 CHEVROLET						
					HUB BROKE FROM CENTER. HUB SPLINES ARE GOOD. WHEEL IS CRACKED AT PERIPHERIA ON BOTH SIDES OF CROSS PIECE.						
40005	P01909	A	760926	01110000	STEERING WHEEL-HANDLEBAR	0312	IMPALA	08	C	096792	051106004
					69 000403 CHEVROLET						
					PLASTIC PORTION OF WHEEL IS CRACKED TO CENTER METAL HUB. WHEEL IS ALSO CRACKED WHERE SPOKES MEET RIM. RIM IS CRACKED 90 DEG. FROM EACH SPOKE.						
30024	P01663	A	760712	01150000	STEERING COLUMN SHAFT-UPPER	0100	AUSTIN	15	C	000000	020009003
					71 110201 AUSTIN DIVISION						
					SPLINES ON COLUMN BOTTOM END WORN. COULD NOT TURN PINION SHAFT						
50020	P02143	A	761213	01150000	STEERING COLUMN SHAFT-UPPER	0600	PINTO	03	C	071856	092109035
					71 000301 FORD DIVISION						
					FLEXIBLE PORTION OF STEERING SHAFT FRAYED- METAL TWINE BROKEN						
50016	P02052	A	761021	01160000	STEERING COLUMN COUPLING	0100	TRIUMPH	03	B	070000	097266002
					67 110202 TRIUMPH DIVISION						
					RUBBER PORTION OF COUPLING SEPARATED FROM METAL. RUBBER PORTION HAS SERIES OF SMALL CRACKS. LOSS OF STEERING, BINDING & LOCK-UP						
30025	P01662	D	760712	01160000	STEERING COLUMN COUPLING	0100	CAPRI	00	C	060000	020009003
					72 000303 MERCURY						
					STEERING SHAFT COMPOSITE U-JOINT SPLITTING-LARGE RUBBER PAD						
10032	P02674	A	770519	01160000	STEERING COLUMN COUPLING	0100	CAPRI	56	B	047088	011204002
					72 000303 MERCURY						
					#70EB-3B 763 A-A: FLEXIBLE RUBBER PORTION WEAKENED - CLAIMS SHIMMY						
50023	P02116	A	761129	01160000	STEERING COLUMN COUPLING	0100	CAPRI	03	C	000000	097266002
					73 000303 MERCURY						
					RUBBER INSULATOR AT COUPLING BROKE, DETERIORATED. CONDITION WOULD CAUSE EXCESS. PLAY IN STEERING.						
30007	P01859	A	760908	01160000	STEERING COLUMN COUPLING	0102	CAPRI 2600	34	C	000000	020800002
					72 000303 MERCURY						
					STEERING COL. COUPLING RUBBER SHOCK ABSORBER SPLIT FROM METAL, TORN. THIS CONDITION WOULD CAUSE PLAY & LOOSENESS IN STEERING.						

PARTS RETURN PROGRAM

7/7/77

PAGE 0002

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, NDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50037	P02284 A	770124	01160000	STEERING COLUMN COUPLING 73 000303 MERCURY U-JOINT AT COLUMN END IS STIFF NEARLY FROZEN. RUBBER COUPLING AT OTHER END APPEARS SOFT, CRACKED AT ONE POST. NO FITTING ON U-JOINT-ID-AA1095	0102 CAPRI 2600	44	B	039400	080910072
30001	P01819 A	760824	01160000	STEERING COLUMN COUPLING 72 000301 FORD DIVISION U-JOINT FROZE MAKING STEERING VERY DIFFICULT	0600 PINTO	15	C	036416	054911002
50031	P02477 A	770330	01160000	STEERING COLUMN COUPLING 75 000301 FORD DIVISION U-JOINT PORTION OF STEERING COUPLING FROZEN ALONG ONE JOURNAL AXIS. SHOP CLAIMS BINDING & HARD STEERING.	0700 THUNDERBIRD	15	C	018404	068102007
50013	P02032 A	761027	01160000	STEERING COLUMN COUPLING 65 000401 BUICK RUBBER PORTION OF COUPLING IS TORN AT BOLT HOLES - RESULT OF COLLISION	0900 BUICK UNKNOWN	09	C	048661	098126073
10026	P02617 A	770428	01200000	STEERING GEAR BOX 74 000101 AMERICAN MOTORS DV 3 BOLTS BROKE STEERING BOX IN FRAME/STEERING BOX MOUNTING PLATE	J601 JAVELIN AMX	28	C	022000	053140014
50037	P02290 A	770120	01210000	MANUAL STEERING GEAR BOX 72 000403 CHEVROLET SHOP CLAIMS STEERING BOX IS WORN OUT. BALL BEARINGS BROKE OUT OF RETAINER. PARTS WELL GREASED-APPARENTLY NO EXCESSIVE SCORING	0900 VEGA	44	C	070000	092027017
30014	P01770 A	760811	01210000	MANUAL STEERING GEAR BOX 74 000403 CHEVROLET LOCK NUT LOOSE-WORM BEARING ADJUSTING NUT BACKED OFF CAUSING LEAKAGE & BINDING OF WORM SECTOR-ROUGH ACTION OF STEERING GEAR BOX	0900 VEGA	44	C	006775	094110115
P82005 A	761112	01210000	MANUAL STEERING GEAR BOX 66 000102 JEEP DIV STEERING GEAR BOX BRACKET BROKE AWAY FROM FRAME, FAULTY WELD ON BRKT	5102 JEEP WAGONEER	34	B	000000	083651021	
10031	P02645 A	770512	01210000	MANUAL STEERING GEAR BOX 72 000305 FORD TRUCK DIV #RF-C8UR-3550-A: CLAIMS STEERING BOX LOCKED - WORM GEAR RETAINER MISSING AND SHAFT LOOSE - ACTION IRREGULAR	5200 ECONOLINE SERIES	33	B	038000	003103010

PARTS RETURN PROGRAM

77/07/79 PAGE 0003

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR MANUFACTURER	MAKE-MODEL	FAULT. HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50006	P01968 A	761004	01210000	MANUAL STEERING GEAR BOX 74 000305 FORD TRUCK DIV STEERING BOY JAMS DOES NOT ROTATE FULLY. SUSPECT INTERNAL BREAK. ADJ'L I.D. C8UR-3550-A (TAG SMAS-4D-10C)	5208	E250 CARGO VAN	28	B	029002	J19380005
50016	P02061 A	761020	01210000	MANUAL STEERING GEAR BOX 75 000407 CHEVROLET TRUCK DV WORM GEAR, HOUSING & PITMAN SHAFT RETURNED. HOUSING-CRACKED IN 2, WEAK ON RACES OF BOTH GEAR & HOUSING. PITMAN SHAFT RACE SHOWS WEAR MARKS.	5603	P30	03	B	021606	023513001
50041	P02422 A	770310	01211000	MANUAL STEERING SHAFT-LOWER WORM 76 000305 FORD TRUCK DIV WORM GEARS IN GOOD CONDITION-COLLAR AT WORM GEAR BEARING CHIPPED APPARENTLY FROM LOOSE SMALL METAL PIECE IN BOX-4WD	5100	F SERIES(LIGHT)	03	C	015567	084111015
10007	P02496 A	770407	01220000	POWER STEERING GEAR BOX 72 000405 PONTIAC COVER PLATE IS CRACKED & WORN OUT AROUND FITTING HOLE-WILL NOT STEER	0000	PONTIAC	03	C	071682	001230005
10007	P02496 B	770407	01220000	POWER STEERING GEAR BOX 72 000405 PONTIAC SEAL IS CRACKED AND DISTORTED- SOME DAMAGE FROM REMOVAL- LEAKED	0000	PONTIAC	32	C	071682	001230005
50033	P02221 A	761217	01220000	POWER STEERING GEAR BOX 75 000402 CADILLAC EXTREME CHATTERING WHEN CORNERING. MAIN BORE OF HOUSING SCORED AT CNTR SMALL COLUMN BORE SCORED. SHOP CLMS. CAUSED BY HEAT FROM EX MANIFOLD	0201	FLEETWOOD 75	50	C	022577	068510002
50013	P02016 A	761022	01220000	POWER STEERING GEAR BOX 76 000404 OLDSMOBILE GROOVE FOR SNAP RING AT END OF STEER. BOX IS CRACKED 100 DEG AROUND PISTON WILL EXTEND TO GROOVE,POSS. CONTACT END PLATE.I.D-688,569167b	0203	DELTA 88 ROYALE	03	C	007413	008109100
30015	P01771 A	760811	01220000	POWER STEERING GEAR BOX 71 000401 BUICK VERY FINE CRACK-1" LONG IN CASING NEAR SEAM ON MOUNTING SIDE-LEAKS WHEN INPUT SHAFT ROTATED.	0405	ELECTRA 225	32	C	058000	036108000
P81986 A	760903	01220000	POWER STEERING GEAR BOX 72 000405 PONTIAC POWER STEER. GEAR BOX SPLIT IN FRONT CAUSING LCSS OF POWER. OWNER LET-TER - DEALER RETAINED PARTS.	0702	GRAND VILLE	28	C	043136	060076001	

PARTS RETURN PROGRAM

77/07/29 PAGE 0004

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PREP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81742 A	760730	01220000	POWER STEERING GEAR BOX	74 000403 CHEVROLET LOWER BEARING & CUP BROKE CAUSING SEVERE BINDING. DEALER RETAINED PART AND REFUNDED OWNER FOR REPAIRS.	1200 CHEVROLET UNKNOWN	15	C	000000	015223121
50041	P02422 C	770310	01220000	POWER STEERING GEAR BOX	76 000305 FORD TRUCK DIV POWER PISTON IS BROKEN IN GEARBOX-SUSPECT DAMAGE SUSTAINED FROM EXCESSIVE FORCE APPLIED THRU STEERING SYSTEM-ID:76B20	5100 F SERIES(LIGHT)	03	C	015567	084111015
50041	P02422 B	770310	01223000	POWER STEERING SHAFT-PITMAN	76 000305 FORD TRUCK DIV GEARBOX TEETH ARE BROKEN OFF OF PITMAN SHAFT	5100 F SERIES(LIGHT)	03	C	015567	084111015
10010	P02549 A	770329	01223000	POWER STEERING SHAFT-PITMAN	71 000305 FORD TRUCK DIV STEERING BOX PITMAN SHAFT IS BENT	5111 F250	44	C	065000	004104003
50030	P02191 A	770103	01230000	UNKNOWN TYPE STEERING, GEAR BOX	67 000305 FORD TRUCK DIV BUSHING PILOT HOUSING IN STEER. GEAR SIDE PLATE BROKE, CRACKED IN SEV. PLACES. CSD. EXCESS PLAY IN STEER. BUSH. SCORED ADD'L ID- 3580-B	5100 F SERIES(LIGHT)	03	C	116827	095401045
50040	P02424 A	770316	01233000	UNKNOWN TYPE STEERING, SHAFT-PITMAN	72 000101 AMERICAN MOTORS CV PITMAN ARM STUD BROKE ACROSS DIAMETER 5/18 INCH BELOW BASE OF THREADS ID:29 AM 3	0100 AMBASSADOR	03	C	075790	023222023
50026	P02150 A	761130	01300000	STEERING POWER ASSIST	70 000303 MERCURY STUD BROKEN AT BASE OF THREADS ON PISTON SHAFT-HEAT BUILDUP	0500 MONTEGO	03	C	044050	063105001
50031	P02467 B	770331	01300000	STEERING POWER ASSIST	73 000407 CHEVROLET TRUCK DV POWER STEERING BRACKET HAS WORN BALL AND SOCKET-EXCESSIVE PLAY	6002 C60	34	C	040700	098223001
	P81992 A	761004	01310000	STEERING POWER ASSIST-PUMP	76 000402 CADILLAC P/S PUMP IS MOUNTED 1/2" FROM EXHAUST MAN., EXCESS HEAT DETERIORATES HOSES & CAUSES EXCESS PRESSURE IN UNIT.	0200 FLEETWOOD	41	C	000000	068510002

PARTS RETURN PROGRAM

77/07/29 PAGE 0005

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, YR

BIN NUMBER	PREP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20004	P02786 A	770624	01310000		STEERING POWER ASSIST-PUMP 77 000303 MEKCURY HUB BROKE OUT OF POWER STEER. PULLEY, RUINED BELT.	0600 MONAECB	21 C	000310	064713018
50013	P02021 A	761104	01310000		STEERING POWER ASSIST-PUMP 71 000404 OLDSMOBILE KEYWAY DAMAGED ON PUMP SHAFT KEY IS WORN. KEYWAY ON PULLEY EXCESS. WORN PULLEY IS LOOSE ON SHAFT.	1000 OLDSMOBILE UNKNOW	34 C	057152	053405004
50039	P02316 A	770207	01330000		STEERING POWER ASSIST-HOSE, FLUID 00 000301 FORD DIVISION HOSE IS RELATIVELY NEW, APPEARANCE INDICATES. NO HEADILY VISIBLE DEFECTS SOME OIL RESIDUE AT GRIMP FITS - POSSIBLE LEAKAGE. NO TAG SENT	0000 FORD DIVISION	32 C	000000	000000000
50023	P02117 A	761129	01330000		STEERING POWER ASSIST-HOSE, FLUID 74 000402 CADILLAC HOSE LEAKS AT ONE END WHERE RUBBER PORTION JOINS METAL FITTING. ADD'L. ID. Y1369	0101 CADILLAC DE VILLE	32 C	036952	030501001
DOT1	P01724 A	760805	01330000		STEERING POWER ASSIST-HOSE, FLUID 64 000201 CHRYSLER DIV HOSE BURST SPRAYING FLUID ON EXHAUST MANIFOLD-HOSE HAS 3/4" SPLIT, 1" FROM METAL FITTING ON PUMP END.	0200 300	32 C	059993	051106004
50025	P02139 A	761123	01330000		STEERING POWER ASSIST-HOSE, FLUID 70 000201 CHRYSLER DIV CLAIMS HOSE LEAKS WHERE JOINS METAL FITTINGS	0200 300	32 C	070041	051106004
30012	P01723 A	760805	01330000		STEERING POWER ASSIST-HOSE, FLUID 72 000404 OLDSMOBILE P/STEERING PRESSURE HOSE LEAKS AT BOTH ENDS AT CRIMP OF METAL FITTING SLIGHT BUBBLE PRESENT IN RUBBER AT FITTINGS ON BOTH ENDS	0200 DELTA 88	32 C	059160	051106004
50032	P02221 B	761217	01330000		STEERING POWER ASSIST-HOSE, FLUID 75 000402 CADILLAC HOSE LEAKS AT CRIMP. LEAK FOUND WHEN STEER. GEAR WAS REPLACED. SHOP CLMS. MAY BE CAUSED BY EXCESS. PRESSURE FROM OVERHEATED PUMP.	0201 FLEETWOOD 75	32 C	022577	068510002
30016	P01782 A	760813	01330000		STEERING POWER ASSIST-HOSE, FLUID 72 000403 CHEVROLET HOSE LEAKS FLUID NO SPLIT VISIBLE IN HOSE, SUSPECT LEAK AT CRIMP OF HOSE TO METAL FITTING.	0312 IMPALA	32 C	084233	030501001

PARTS RETURN PROGRAM

77/07/29 PAGE 0006

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40002	P01882 A	760918	01330000	STEERING POWER ASSIST-HOSE, FLUID	06 000303 MERCURY	0405 MERCURY MONTERAY	32	C	073548	054911007
				HOSE HAS 3" SPLIT NEAR FITTING END. HOSE LEAKED FLUID.						
50026	P02152 A	761201	01330000	STEERING POWER ASSIST-HOSE, FLUID	00 000303 MERCURY	0407 MERCURY-MARQUIS	32	C	053501	068510002
				FAILURE AT CRIMP-LEAKING WHERE RUBBER HOSE JOINS METAL ADDL. ID. 2749A						
30015	P01777 A	760812	01330000	STEERING POWER ASSIST-HOSE, FLUID	00 000301 FORD DIVISION	0500 MUSTANG	32	C	082785	019802003
				LEAK AT CRIMP WHERE RUBBER HOSE JOINS MALE END FITTING						
40003	P01898 A	760919	01330000	STEERING POWER ASSIST-HOSE, FLUID	75 000101 AMERICAN MOTORS DV	0502 HORNET SPORTABOUT	28	C	035070	004038005
				RUBBER SURFACE HAS CRACKED & FALLEN OFF 2" SECTION OF HOSE. SHOP CLAIM TOO CLOSE TO EXHAUST HEADER PIPE-DETERIORATED BY HEAT. ADD'L ID 3/8-GY						
50012	P02023 A	761022	01330000	STEERING POWER ASSIST-HOSE, FLUID	72 000202 DODGE	0611 POLARA	32	C	046955	054911007
				POWER STEERING HOSE IS BRITTLE. HAS SERIES OF CRACKS- LEAKS FLUID						
30024	P01662 A	760712	01400000	STEERING GEAR, RACK AND PINION	72 000303 MERCURY	0100 CAPRI	00	C	060000	020009003
				BALL BEARING WHICH CARRIES PINION LOAD & LOCATES PINION ON RACK DIS-INTEGRATED- RACES REMAIN BUT SCORED. BALL BEARINGS HEAVILY DAMAGED						
00T1	P01818 A	760824	01410000	STEERING GEAR, SHAFT LOWER FLEXIBLE PINION	71 000301 FORD DIVISION	0600 PINTO	03	C	061174	054911002
				FLEXIBLE PORTION OF STEERING COL. CONSISTS OF TWINED METAL WIRE, APPROX. 8-10GAGE, WHICH UNRAVELED, BROKE 1/2 OF STRANDS&TWISTED-LOSS OF STEERING						
30024	P01662 B	760712	01420000	STEERING GEAR, SHAFT PINION	72 000303 MERCURY	0100 CAPRI	00	C	060000	020009003
				PINION SHOWS SOME WEAR. RESULT OF BAD BEARING & CONTINUED USAGE						
50041	P02403 A	770307	01420000	STEERING GEAR, SHAFT PINION	72 000301 FORD DIVISION	0600 PINTO	14	C	072000	090301029
				3 SPIRAL TEETH WORN ON 1 SIDE OF PINION-SUSPECT POSSIBLE DAMAGE FROM BURR ON RACK OR FOREIGN PARTICLE-SHOP-SUSPECTS METAL FATIGUE						

PARTS RETURN PROGRAM

77/07/29 PAGE 0007

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30024	P82682 A	770531	01430000	00	000303 MERCURY	0100 CAPRI	79 B	000000	020800002
					BOLTS BACK OUT OF RACK MOUNT RETAINER DUE TO INSUFFICIENT THREAD CONTACT AREA - VIBRATION & EXCESSIVE STEERING PLAY - BRACKETS BREAK				
	P01662 C	760712	01430000	72	000303 MERCURY	0100 CAPRI	00 C	060000	0200009003
					RACK SHOWS SOME WEAR. RESULT OF BAD BEARING & CONTINUED USAGE.				
	P82683 A	770601	01430000	74	000303 MERCURY	0101 CAPRI 2000	79 B	047000	020800002
					BOLTS BACK OUT DUE TO INSUFFICIENT THREAD CONTACT AREA OR IMPROPER TORQUE - VIBRATION & EXCESSIVE PLAY IN STEERING				
	P82684 A	770601	01430000	72	000303 MERCURY	0102 CAPRI 2600	79 B	063000	020800002
					BOLTS BACK OUT DUE TO INSUFFICIENT THREAD CONTACT AREA OR IMPROPER TORQUE - VIBRATION & EXCESSIVE PLAY IN STEERING				
	P01859 B	760906	01430000	72	000303 MERCURY	0102 CAPRI 2600	08 C	000000	020800002
					LEFT SIDE RUBBER STEERING RACK MOUNT IS SPLIT ACROSS WIDTH.				
	P01664 A	760712	01430000	72	150301 FIAT DIVISION	0400 128	00 C	000000	0200009003
					BUSHING FOR RACK TUBE WORN ON ONE SIDE. BUSHING IS FORCED OUT OF TUBE ON HARD LEFT TURNS				
	P81665 A	760712	01430000	73	150301 FIAT DIVISION	0400 128	44 C	032154	0200009003
					SHOP CLAIMS BUSHING CAME FREE FROM RACK CAUSING EXCESS. STEER. FREE-PLAY. PART WAS REPAIRED				
	P01820 A	760824	01430000	71	000301 FORD DIVISION	060J PINTO	03 C	055130	0193335003
					STEERING RACK IS BENT AT TOOTHED PORTION. DISCOLORATION INDICATES EXCESSIVE HEAT BUILD UP. TEETH ARE NOT CHIPPED-NO RUST.				
10031	P02660 A	770517	01510000	67	000403 CHEVROLET	0100 CAMARO	34 B	042615	090027012
					#3908391: BALL STUD WORN AND LOOSE				

PARTS RETURN PROGRAM

77/07/29 PAGE 0008

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10008	P02518 A	770401	01510000	STEERING LINKAGES-ARM, PITMAN 73 000403 CHEVROLET CLAIMS BADLY WORN- SPLINES ARE IN GOOD CONDITION- NO BALL STUD SOCKET MOVEMENT	0402 NOVA	44	C	033820	002746004
10025	P02594 A	770425	01510000	STEERING LINKAGES-ARM, PITMAN 72 000201 CHRYSLER DIV SHOP CLAIMS LOOSE JOINT. GREASE BOOT IS TORN, FAIR ACTION AT BALL STUD SOCKET. ARM SPLINES GOOD.	0600 CORDOBA	34	C	035000	075000006
40006	P01919 A	760922	01510000	STEERING LINKAGES-ARM, PITMAN 72 000407 CHEVROLET TRUCK DV BALL STUD SOCKET IS FROZEN. ARM NOT EQUIPPED WITH GREASE FITTING	5701 C10	33	C	022000	053140017
50037	P02288 A	770124	01520000	STEERING LINKAGES-LINK, DRAG-CONNECTION 72 000402 CADILLAC EXCESSIVE PLAY AT BALL STUD SOCKET. CENTER LINK IS EQUIPPED WITH LUBRICATION FITTING	0101 CADILLAC DE VILLE	34	C	062423	011204002
10026	P02500 C	770427	01520000	STEERING LINKAGES-LINK, DRAG-CONNECTION 71 140401 MERCEDES-BENZ DIV EXCESSIVE PLAY IN BALL STUD SOCKET - SHOP CLAIMS RUSTED	0102 M-B 220D	34	B	074088	068510002
40006	P01918 A	760922	01520000	STEERING LINKAGES-LINK, DRAG-CONNECTION 64 000401 BUICK 1 BALL STUD SOCKET OF CENTER LINK IS FROZEN-BOTH SOCKETS EQUIPPED WITH GREASE FITTINGS. TIE ROD CONNECTIONS ARE WORN, SCORED. "LOOSE"-SHOP	J500 LA SABRE	34	C	004876	063105001
30014	P01769 A	760811	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 00 000000 UNKNOWN BUSHING TO FRAME BRACKET SHOWS RUST. BALL STUD SOCKET TO LINKAGE FROZEN HAS NO GREASE FITTING. NO TAG SENT WITH PART	0000 UNKNOWN	28	C	000000	048906015
30014	P01768 A	760811	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 00 000000 UNKNOWN SLIGHT WEAR AT BUSHING BETWEEN FRAME BRACKET AND IDLER ARM. ARM HOLE FOR STEERING LINKAGE SCORED. NO TAG SENT WITH PART	0000 UNKNOWN	34	C	000000	048906015
50031	P02475 A	770331	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 00 000000 UNKNOWN EXCESSIVE PLAY AT BUSHING AT IDLER ARM/BACKET. TAG NOT READABLE	0000 UNKNOWN	34	C	000000	090027012

PARTS RETURN PROGRAM

77/07/29

PAGE 0009

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SOFTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10010	P02550 A 770329	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 00 000000 UNKNOWN SPRING LOADED KIT USED TO ABSORB BALL STUD SOCKET PLAY. BALL STUD SOCKET LOOSE AND WORN	0000 UNKNOWN	34 C	000000	023513001
10010	P02552 A 770329	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 00 000000 UNKNOWN SPRING LOADED KIT USED TO ABSORB BALL STUD SOCKET PLAY - BALL STUD SOCKET LOOSE AND WORN	0000 UNKNOWN	34 C	000000	023513001
10007	P02491 A 770406	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 69 000300 FORD MOTORS CO IDLER ARM/FRAME BRACKET BUSHING SEIZED, BRACKET RIPPED AWAY PART OF FRAME	0000 FORD MOTORS CO	09 C	000000	053140014
10008	P02504 A 770406	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 70 000303 MERCURY IDLER ARM/FRAME BRACKET BUSHING IS SEIZED-STEERING BUSHING IS WORN-SEIZED IDLER ARM TO BRACKET FROM FRAME	0000 MERCURY	21 B	053000	055423002
50040	P02433 A 770307	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 72 000301 FORD DIVISION IDLER ARM FROZEN AT ARM/BRACKET BUSHING-TRANSFERS GREATER FORCE TO BRACKET CAUSING FRAME TO BREAK AT BRACKET MOUNT	0000 FORD DIVISION	03 B	042528	053511008
DOT1	P01827 A 760827	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 69 000405 PONTIAC ARM SEPARATED FROM BRACKET. NO EVIDENCE OF LUBE AT BUSHING, THOUGH EQUIP WITH GREASE FITTING. GREASE RETAINER BOOT IS INTACT	0100 FIREBIRD	21 C	045615	014607007
30003	P01826 A 760827	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000302 LINCOLN BUSHING EXCESSIVELY WORN BETWEEN IDLER ARM AND BRACKET CAUSING DIFFICULTY IN STEERING CONTROL.	0102 CONTINENTAL	34 C	031856	014607007
40003	P01894 A 760919	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 72 000302 LINCOLN ACTION OF ARM IS VERY STIFF. BUSHINGS APPEAR TO BE INTACT BUT LOSS BEGINNING TO DETERIORATE ON BRACKET SHAFT. SHOP CLMS HARD TO TURN BITE	0200 MARK IV	15 C	050748	012603050
40002	P01883 A 760918	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 68 000301 FORD DIVISION EXCESSIVE PLAY AT BRACKET/IDLER ARM BUSHING	0300 LTD	34 C	002465	054911007

PARTS RETURN PROGRAM

77/07/29 PAGE 0010

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50040	P02370 A	770210	01530000		STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 72 000301 FORD DIVISION IDLER ARM BUSHING AT BRACKET END FROZE. BRACKET RIPPED AWAY FROM FRAME	0300 LTD	21	C	057100	046327016
	P82481 A	770331	01530000		STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000301 FORD DIVISION IDLER ARM SEIZED IN BRACKET. BRACKET RIPPED FROM FRAME.	0300 LTD	09	C	000000	063109030
30015	P01775 A	760812	01530000		STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 67 000403 CHEVROLET LOOSE AT BUSHING BETWEEN IDLER ARM & FRAME BRACKET-EXCESSIVE PLAY-ARM HAS GREASE FITTING	0306 BELAIR	34	C	088202	019802003
50037	P02287 A	770124	01530000		STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 69 000301 FORD DIVISION SHOP CLAIMS IDLER ARM LOOSE. ACTION IS GOOD AT FRAME BRACKET BUSHING BUSHING AT STEERING LINKAGE SHOWS SOME WEAR	0307 LTD CNTRY SQUIRE	34	C	074172	011204002
50040	P02432 A	770307	01530000		STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 72 000301 FORD DIVISION IDLER ARM FROZER AT ARM/BRACKET BUSHING-TRANSFERS GREATER FORCE TO BRACKET CAUSING FRAME TO BREAK AT BRACKET MOUNT	0307 LTD CNTRY SQUIRE	03	B	062000	053511008
50039	P02324 A	770214	01530000		STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 65 000403 CHEVROLET IDLER ARM SEPARATED FROM FRAME BRACKET. NO EVIDENCE OF LUBRICATION AT PIVOT POINT	0312 IMPALA	03	B	000000	053404006
50012	P02026 A	761022	01530000		STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 66 000403 CHEVROLET EXCESS. WEAR AT ARM/FRAME BRACKET BUSHING, LOOSE. STEER. LINKAGE JOINT IS WORN.	0312 IMPALA	34	C	076880	054911007
50032	P02207 A	761217	01530000		STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 66 000403 CHEVROLET IDLER ARM SOCKET FOR BRACKET IS RUSTED. NO FITTINGS ON ARM.	0312 IMPALA	57	C	105726	068510002
30013	P01751 A	760810	01530000		STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 66 000301 FORD DIVISION BUSHING BETWEEN FRAME BRACKET AND IDLER ARM FROZE, BREAKING FRAME.	0313 GALAXIE 500	28	C	096000	055423002

PARTS RETURN PROGRAM

77/07/29 PAGE 0011

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	D RECEIVED	DATE	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAI. AT FAILURE	MILAGE NUMBER	SHGP NUMBER
50039	P02365 A	770209	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 69 000301 FORD DIVISION		031J GALAXIE 500		21	C	083901	002140002
				IDLER ARM IS FROZEN AT BRACKET END BUSHING-BRACKET HAS BEEN TORN FROM FRAME AT MOUNTING BOLTS							
10026	P02609 A	770506	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 71 000301 FORD DIVISION		031J GALAXIE 500		21	B	084360	063109035
				#C9AA-3355-B 2: IDLER ARM/BRACKET BUSHING FROZE TORE OUT FRAME AT MOUNTING LINKAGE END BUSHING SLIGHTLY WORN							
20004	P02772 A	770602	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 72 000301 FORD DIVISION		031J GALAXIE 500		21	C	050100	046327016
				BUSHING BETWEEN FRAME BRACKET & IDLER ARM FROZEN IDLER ARM & BRACKET TORE AWAY PORTION OF FRAME							
50031	P02480 A	770331	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 72 000301 FORD DIVISION		031J GALAXIE 500		09	C	060380	063109035
				BUSHING AT IDLER ARM & BRACKET IS SEIZED. BRKT RIPPED FROM FRAME.							
50031	P02466 A	770331	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000301 FORD DIVISION		0400 MAVERICK		34	C	065420	098223001
				BUSHING IS WORN AT IDLER ARM/BRACKET CONNECTION							
10009	P02539 A	770420	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000301 FORD DIVISION		0400 MAVERICK		44	C	025712	014607007
				IDLER ARM /FRAME BRACKET BUSHING SEIZED - STEERING HARD							
50033	P02227 A	761220	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 74 000301 MERCURY		0400 MERCURY-COLONY PRK		34	C	071651	011204002
				BUSHING AT STEER. LINK. END OF ARM IS WORN. ADD'L ID-8 6							
30014	P01761 A	760811	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 68 000303 MERCURY		0405 MERCURY MONTERY		28	C	041500	055823002
				BUSHING BETWEEN IDLER ARM AND FRAME BRACKET FROZE CAUSING FRAME TO BREAK AROUND NUTS.							
30013	P01752 A	760810	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000303 MERCURY		0405 MERCURY MONTERY		14	C	026000	044114014
				THIS IDLER ARM BRACKET IS PINCHED AT END TO PREVENT BUSHING REPLACEMENT BUSHINGS WORN AT BOTH ENDS OF ARM, DOES NOT ROTATE SMOOTHLY AT BRACKET							

PARTS RETURN PROGRAM

77/07/29 PAGE 0012

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

S.N. NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20005	P02793 A	770629	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000401 BUICK IDLER ARM FROZEN AT FRAME BRACKET - PORTION OF FRAME RIPPED AWAY AT BRACKET MOUNTING BOLTS	0405 ELECTRA 225	09	B	000000	044132015
10009	P02530 A	770405	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 66 000202 DODGE BALL STUDS ARE SEIZED - SOME RUST/CORROSION EVIDENT	0500 DART	44	C	084817	063010019
30025	P01669 A	760712	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 68 000402 CADILLAC STEERING ARM SNAPPED IN TWO AT TIE ROD END EYELET	0500 CADILLAC UNKNOWN	00	C	107258	044310008
50017	P02068 A	761022	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 69 000202 DODGE EXCESS. PLAT AT BALL STUD SOCKET. GREASE BOOT IS SPLIT	0500 DART	44	C	064162	090027012
50011	P02008 A	761103	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 70 000301 FORD DIVISION IDLER ARM BUSHINGS ARE WORN. EXCESS. PLAY AT FRAME BRACKET & ARM. CAR WANDERS & TIRES WEAR EXCESSIVELY.	0500 MUSTANG	34	C	063636	054911007
50041	P02447 A	770317	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000101 AMERICAN MOTORS DV SELF LOCKING BOLT, LOCK WASHER & WASHER WERE MISSING FROM THE BOTTOM OF THE IDLER ARM SUPPORT.	0502 HORNET SPORTABOUT	34	C	032600	081003001
50012	P02025 A	761022	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000405 PONTIAC SOME PLAY AT IDLER ARM/BACKET BUSHING-ARM IS WELL LUBRICATED	0600 LE MANS	34	C	032202	012601031
50036	P02263 A	770120	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000303 MERCURY IDLER ARM DOES NOT ROTATE ON BRACKET. BUSHINGS SHOW SLIGHT WEAR. ARM DOES NOT HAVE LUBRICATION FITTING	0700 SKYLARK	34	C	097557	054911007
					STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 0800 MERCURY UNKNOWN		33	C	024336	011204002

PARTS RETURN PROGRAM

77/07/29 PAGE 0013

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, M/L YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP BUDEBE
10026	P02608 D	770504	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 76 000202 DODGE BUSHING AT MOUNTING END DISTORTED	0800 ASPEN	12	C	008537	089104010
50032	P02206 A	761227	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000204 DODGE TRUCK DIV BALL STUD SOCKET RUSTED - NO ACTION. NO LUBE FITTING PROVIDED, ADD'L ID 16127	5306 M300	33	C	050000	068510002
20016	P01633 A	760701	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 74 000407 CHEVROLET TRUCK DV FROZEN-NO MOVEMENT OF IDLER ARM STUDS. NO FITTINGS FOR GREASE	5400 CHEVY VAN SERIES	00	C	016000	044110013
40006	P01919 B	760922	01530000	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 72 000407 CHEVROLET TRUCK DV BALL STUD SOCKET IS FROZEN. ARM IS NOT EQUIPED WITH GREASE FITTING.	5701 C10	33	C	022000	053140017
40004	P01908 A	760920	01550000	01550000	STEERING LINKAGES-TIE ROD, INNER 74 150301 FIAT DIVISION SOFT PLASTIC SPLINED BUSHING BROKE INTO SEVERAL PIECES. SHOP CLAIMS IT MADE LOUD NOISE IN STEERING.	0400 128	37	C	013038	079602115
50018	P02075 A	761115	01550000	01550000	STEERING LINKAGES-TIE ROD, INNER 74 000305 FORD TRUCK DIV EXCESS WEAR AT ONE BALL STUD SOCKET, IRY- NO LUBE. STEERING LINKAGE HOLE SHOWS SOME WEAR. TIE ROD CUT IN 2 TO FIT EAG.	5111 F250	34	C	028818	076015012
50032	P02209 A	761217	01550000	01550000	STEERING LINKAGES-TIE ROD, INNER 75 000204 DODGE TRUCK DIV THREADS ON TIE ROD WHICH SCREW INTO SLEEVE ARE WORN. CAR WAS NOT PEEV. ALIGNED, BUT WELL MAINTAINED. SUDDEN SEPARATION OCCURRED IN DRIVEWAY.	5304 B300	44	B	030000	060510002
30014	P01767 A	760811	01560000	01560000	STEERING LINKAGES-TIE ROD, END 00 000000 UNKNOWN BALL STUD PULLED FROM SOCKET-RUST&EXCESSIVE WEAR ON BOTH STUD&SOCKET TIE ROD HAS GREASE FITTING BUT NO EVIDENCE OF LUBRICATION. NO TAG SENT	0000 UNKNOWN	03	C	000000	048906015

PARTS RETURN PROGRAM

77/07/79

PAGE 0014

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	PRP I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30014	P01767 B	01560000	STEERING LINKAGES-TIE ROD, END 00 000000 UNKNOWN BALL STUD PULLED FROM SOCKET-RUST&EXCESSIVE WEAR ON BOTH STUD&SOCKET TIE ROD HAS GREASE FITTING BUT NO EVIDENCE OF LUBRICATION. NO TAG SENT	0000 UNKNOWN	03 C	000000	048906015
10010	P02551 A	01560000	STEERING LINKAGES-TIE ROD, END 00 000000 UNKNOWN SPRING LOADED KIT USED TO ABSORB BALL STUD SOCKET PLAY - BALL STUD SOCKET LOOSE AND WORN	0000 UNKNOWN	34 C	000000	0235130J1
50041	P02442 A	01560000	STEERING LINKAGES-TIE ROD, END 68 000203 PLYMOUTH BALL STUD SOCKET ACTION IS ROUGH-NO EVIDENCE OF RECENT LUBRICATION- RUST IS PRESENT-SHIMMY DEVELOPED IN FRONT END & PLAY IN STEERING	0000 PLYMOUTH	44 C	043210	014607007
50041	P02442 D	01560000	STEERING LINKAGES-TIE ROD, END 68 000203 PLYMOUTH EXCESSIVE PLAY AT BALL STUD SOCKET-EXCESSIVE WEAR & RUST- NO EVIDENCE OF LUBRICATION	0000 PLYMOUTH	34 C	043210	014607007
50041	P02442 C	01560000	STEERING LINKAGES-TIE ROD, END 68 000203 PLYMOUTH SAME AS A	0000 PLYMOUTH	44 C	043210	014607007
50041	P02442 F	01560000	STEERING LINKAGES-TIE ROD, END 68 000203 PLYMOUTH BALL STUD SOCKET ACTION IS ROUGH/NOISY-SOME LUBRICATION PRESENT	0000 PLYMOUTH	44 C	043210	014607007
10027	P02624 A	01560000	STEERING LINKAGES-TIE ROD, END 69 000404 OLDSMOBILE BALL STUD SOCKET SEPARATION	0100 CUTLASS	03 C	000000	064110016
10008	P02516 A	01560000	STEERING LINKAGES-TIE ROD, END 71 160101 SUBARU DIVISION BALL STUD ACTION LOOSE- GREASE BOOT CRACKED	0100 SUBARU	41 C	074213	002746004
10016	P02693 A	01560000	STEERING LINKAGES-TIE ROD, END 74 110201 AUSTIN DIVISION SEPARATION OF BALL STUD SOCKET FROM LACK OF LUBRICATION - SEALED TYPE WITH NO GREASE FITTING (GT)	0101 AUSTIN MARINA	03 C	020000	020800002

PARTS RETURN PROGRAM

77/07/77 PAGE 0015

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT IZAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
10032	P02664	A 770518	01560000	01560000	STEERING LINKAGES-TIE ROD, END 70 000404 OLDSMOBILE EXCESSIVE PLAY AT BALL STUD SOCKET	0200 DELTA 88	34	B	088003	055406051
40002	P01884	A 760918	01560000	01560000	STEERING LINKAGES-TIE ROD, END 68 000301 FORD DIVISION EXCESSIVE PLAY AT BALL STUD SOCKET. SOCKET IS LIGHTLY RUSTED, NO EVIDENCE OF LUBE. GREASE FITTING IS BROKEN.	0300 LTD	34	C	002201	054911007
50006	P01969	A 761004	01560000	01560000	STEERING LINKAGES-TIE ROD, END 72 000403 CHEVROLET EXCESS. PLAY AT BALL STUD SOCKET. TIE ROD EQUIPPED WITH GREASE FITTING AND SOCKET IS WELL LUBED. CAUSED SHIMMY & PLAY IN STEERING.	0300 CAPRICE	55	C	026425	014607007
30029	P01691	A 760700	01560000	01560000	STEERING LINKAGES-TIE ROD, END 71 000301 FORD DIVISION SHOP CLAIMS EXCESS. VEHICLE PLAY IN SOCKET. ONLY SLIGHT PLAY DETECTED IN OFF-CAR ANALYSIS. SOCKET IS WELL LUBED. & GREASE BOOT IS INTACT	0301 LTD WAGON	34	C	031644	014607007
50040	P02392	A 770303	01560000	01560000	STEERING LINKAGES-TIE ROD, END 72 000403 CHEVROLET BALL STUD SEPARATED FROM SOCKET- NO EVIDENCE OF LUBRICATION-TIE ROD END IS EQUIPPED WITH GREASE FITTING- CAR TOWED	0312 IMPALA	03	C	000000	013901005
40002	P01888	A 760918	01560000	01560000	STEERING LINKAGES-TIE ROD, END 67 000301 FORD DIVISION EXCESSIVE PLAY AT BALL STUD SOCKET. SOCKET AREA RUSTED- NO EVIDENCE OF LUBE. NOT EQUIPPED W/GREASE FITTING.	0313 GALAXIE 500	34	C	067437	080226008
20002	P02753	A 770617	01560000	01560000	STEERING LINKAGES-TIE ROD, END 67 000301 FORD DIVISION BALL STUD CAME OUT OF SOCKET PART IS RUSTED NO EVIDENCE OF LUBE	0500 MUSTANG	21	C	000000	053404006
30012	P01718	A 760805	01560000	01560000	STEERING LINKAGES-TIE ROD, END 72 000401 BUICK SHOP CLAIMS BALL-STUD CAME OUT OF SOCKET EVEN THOUGH LUB. REG. BALL STUD IS IN SOCKET- WELL LUBED W/GREASE BOOT INTACT-BALL/SCRT ACTION IS ROUGH	0500 LA SABRE	34	C	066947	0511.6004
50004	P01960	A 760929	01560000	01560000	STEERING LINKAGES-TIE ROD, END 73 000405 PONTIAC EXCESS. PLAY AT BALL STUD SOCKET. SOCKET & BALL RUSTED. TIE ROD EQUIPPED GREASE FITTING, BUT NO EVIDENCE OF LUBE.	0500 VENTURA	57	C	069202	012601031

PARTS RETURN PROGRAM

77/07/25 PAGE 0010

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	PRP NUMBER	I D RECEIVED	DATE	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20002	P02752 B	770617	770617	01560000	01560000	STEERING LINKAGES-TIE ROD, END 72 000404 OLDSMOBILE BALL STUD CAME OUT OF SOCKET	0600 98 STUD RUSTED NO EVIDENCE OF LUB	21	C	002205	053404006
20002	P02752 A	770617	770617	01560000	01560000	STEERING LINKAGES-TIE ROD, END 72 000404 OLDSMOBILE BALL STUD CAME OUT OF SOCKET	0600 98 STUD RUSTED NO EVIDENCE OF LUB	21	C	002205	053404006
10008	P02517 A	770401	770401	01560000	01560000	STEERING LINKAGES-TIE ROD, END 72 000301 FORD DIVISION CLAIMS WORN & SLOPPY- BALL STUD SOCKET ACTION FAIR- SOME WEAR ON STUD	0607 PINTO RUNABOUT	44	C	064172	002746004
10008	P02517 B	770401	770401	01560000	01560000	STEERING LINKAGES-TIE ROD, END 72 000301 FORD DIVISION SAME AS A	0607 PINTO RUNABOUT	44	C	064122	002746004
10032	P02663 A	770518	770518	01560000	01560000	STEERING LINKAGES-TIE ROD, END 69 000401 BUICK BALL STUD SOCKET SEPARATION	0700 SKYLARK	03	B	061419	055406051
10026	P02608 C	770504	770504	01560000	01560000	STEERING LINKAGES-TIE ROD, END 76 000202 DODGE ACTION OF TIE ROD BALL STUD SOCKET GOOD - SLEEVE BENT	0800 ASPEN	00	C	008537	089104010
10026	P02608 A	770504	770504	01560000	01560000	STEERING LINKAGES-TIE ROD, END 76 000202 DODGE ACTION OF TIE ROD BALL STUD SOCKET GOOD - SLEEVE IS BENT	0800 ASPEN	00	C	008537	089104010
50041	P02448 C	770317	770317	01560000	01560000	STEERING LINKAGES-TIE ROD, END 76 000301 FORD DIVISION BALL STUD ACTION GOOD-PART OF BROKEN TIE ROD ASSEMBLY	0800 TORING	00	C	006025	012601031
50041	P02448 A	770317	770317	01560000	01560000	STEERING LINKAGES-TIE ROD, END 76 000301 FORD DIVISION TIE ROD BROKEN IN 2 AT BASE OF THREADS-SUSPECT BREAKAGE CAUSED BY EXCESSIVE FORCE EXERTED-GOOD ACTION AT BALL STUD SOCKET	0800 TORING	03	C	006025	012601031

PARTS RETURN PROGRAM

77/07/29 Page 0017

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHGF NUMBER
10027	P02625	A 770509	01560000		STEERING LINKAGES-TIE ROD, END 73 000403 CHEVROLET BENT AT THREADED PORTION	0900 VEGA	44	C	000000	064110016
	P82795	A 770604	01560000		STEERING LINKAGES-TIE ROD, END 73 000403 CHEVROLET OUTER TIE ROD BOLT POSITIONED SO IT INTERFERES WITH LOWER CONTROL ARM TO CAUSE STEERING LOCK-UP	0900 VEGA	33	B	000000	063301003
20005	P02794	A 770629	01560000		STEERING LINKAGES-TIE ROD, END 75 000301 FORD DIVISION SHOP CLAIMS THREADS ARE WORN CAUSING EXCESSIVE CLEARANCE	0900 GRANADA	29	C	053425	006470070
	P82681	A 770527	01560000		STEERING LINKAGES-TIE ROD, END 75 000403 CHEVROLET OUTER TIE ROD BOLT POSITIONED SO INTERFERES WITH LOWER CONTROL ARM TO CAUSE LOCK-UP STEERING	0900 VEGA	33	B	000000	063301003
50021	P02094	A 761122	01560000		STEERING LINKAGES-TIE ROD, END 66 000301 FORD DIVISION EXCESS. PLAY AT BALL STUD SOCKET. GREASE BOOT COLLAPSED, NO FITTING.	1100 FORD UNKNOWN	34	C	043350	070601002
	P02561	A 770404	01560000		STEERING LINKAGES-TIE ROD, END 71 000102 JEEP DIV EXCESSIVE PLAY AT BALL STUD SOCKET-NO LUBRICATION EVIDENT-SHIMMY	5000 JEEP	34	C	010017	054911007
50032	P02202	A 761217	01560000		STEERING LINKAGES-TIE ROD, END 68 000305 FORD TRUCK DIV BALL STUD SOCKET HAS SOME PLAY, SOME THREAD DAMAGE AT OUTER END OF TIE ROD. SOCKET HAS LUBE, SHOP CLMS. SOURCE OF LOOSE STEERING & SWAY	5101 F100	34	C	048500	054911007
50040	P02395	A 770303	01560000		STEERING LINKAGES-TIE ROD, END 74 000305 FORD TRUCK DIV BALL STUD SEPARATED FROM SOCKET-NO EVIDENCE OF LUBRICATION IN SOCKET-TIE ROD EQUIPPED WITH GREASE FITTING-NCISE WHEN BACKING UP	5101 F100	21	C	054501	053140019
50038	P02309	A 770131	01560000		STEERING LINKAGES-TIE ROD, END 75 000305 FORD TRUCK DIV SEP. OF BALL STUD AND SOCKET, NO EVIDENCE OF LUBE	5101 F100	21	C	020100	053140019

PARTS RETURN PROGRAM

77/07/29 PAGE 0016

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BLN NUMBER	REP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50041	P02417 A	770224	01560000	STEERING LINKAGES-TIE ROD,END 72 000305 FORD TRUCK DIV EXCESSIVE PLAY AT BALL STUD- VERTICAL PLAY	5115 F350	34	C	052252	017754007
	P81671 A	760712	01560000	STEERING LINKAGES-TIE ROD,END 00 000204 DODGE TRUCK DIV NO PART-SHOP CLAIMS BALL STUD SEPARATED FROM SOCKET AS A RESULT OF WEAR ON INNER LINER AND NO RETAINING SHOULDER.	5303 B200	21	C	000000	015223121
	P81671 A	760712	01560000	STEERING LINKAGES-TIE ROD,END 00 000204 DODGE TRUCK DIV NO PART-SHOP CLAIM BALL STUD SEPARATED FROM SOCKET AS A RESULT OF WEAR ON INNER LINER AND NO RETAINING SHOULDER.	5303 B200	21	C	000000	015223121
30026	P01671 A	760712	01560000	STEERING LINKAGES-TIE ROD,END 70 000204 DODGE TRUCK DIV BALL STUD SEPARATED FROM SOCKET. BALL NOT EXCESS. WORN. NYLON SOCKET LINER SHOULDER WORN AWAY. TIE ROD EQUIPPED WITH GREASE FITTING.	5303 B200	21	C	052000	015223121
50032	P02209 C	761217	01560000	STEERING LINKAGES-TIE ROD,END 75 000204 DODGE TRUCK DIV BALL STUD SOCKET ACTION FROZEN. SHOP CLAIMS POSSIBLY CONTRIBUTED IC STRESS ON TIE ROD END & SLEEVE WHICH SEPARATED SUDDENLY.	5304 B300	33	B	030000	068510002
30007	P01853 A	760904	01560000	STEERING LINKAGES-TIE ROD,END 71 000407 CHEVROLET TRUCK DV BALL STUD-SOCKET SEPARATION. TIE ROD END IS EQUIPPED WITH GREASE FITTING. INSIDE OF SOCKET & BALL IS RUSTED & WORN.	5401 G10	21	C	060326	017754007
50031	P02467 A	770331	01560000	STEERING LINKAGES-TIE ROD,END 73 000407 CHEVROLET TRUCK DV EXCESSIVE PLAY AT BALL STUD SOCKET	6002 C60	34	C	040700	098223001
50041	P02442 E	770316	01560000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 68 000203 PLYMOUTH SLEEVE EXHIBITS CORROSION CN INSIDE	0000 PLYMOUTH	49	C	043210	014607007
50041	P02442 B	770316	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 68 000203 PLYMOUTH SLEEVE IS BULGED OUT AT TIE ROD LOCATION	0000 PLYMOUTH	12	C	043210	014607007

PARTS RETURN PROGRAM

77/07/79

PAGE 0019

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL IF

BIN NUMBER	PRP I DATE	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILLAGE AT FAILURE	SHOP NUMBER
50041	P02448 B 770317	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 76 000301 FORD DIVISION TIE ROD SLEEVE BENT SLIGHTLY-SUSPECT BY EXCESSIVE FORCE	0800 TORINO	02	C	006025	012601031
10026	P02608 B 770504	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 76 000202 DODGE SLEEVE IS BENT - MARKS ON SLEEVE SHOW SLEEVE HAS BEEN IN ABRASIVE IMPACT - FAILED IN SHARP RIGHT U-TURN	0800 ASPEN	02	B	008537	089104010
10026	P02616 A 770503	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 72 000301 FORD DIVISION TIE ROD SLEEVE BROKEN NEAR CENTER - CUSTOMER HIT CURB	0804 GRAN TORINO	28	C	080000	092627017
10023	P02616 B 770503	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 72 000301 FORD DIVISION SLEEVE IS BENT - POSSIBLE COLLISION DAMAGE FROM SHARP RIGHT TURN?	0804 GRAN TORINO	44	C	080000	092627017
10027	P02625 B 770509	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 73 000403 CHEVROLET BROKEN AT TIE ROD BASE	0900 VEGA	03	C	000000	064110016
20035	P02794 B 770629	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 75 000301 FORD DIVISION SHOP CLAIMS THREADS ARE WORN	0900 GRANADA	29	C	053425	006470070
50032	P02209 B 761217	01570000	STEERING LINKAGES-SLEEVE,TIE ROD-ADJUSTABL 75 000204 DODGE TRUCK DIV SLEEVE SLIGHTLY RUSTED, NO THREAD DAMAGE. SHOP CLAIMS SUDDEN SEPARATN. CAUSED BY EXCESS. FINE THREADS IN TIE-ROD.	5304 B300	49	B	030000	068510002
50031	P02465 A 770413	01580000	STEERING LINKAGES-KNUCKL-SEINDL-ARM 76 000404 OLDSMOBILE BEARING INNER RACE FOR OUTER WHEEL BEARING PROZE ON SPINDLE-DAMAGED SPINDLE SURFACE-ROUGH-ID:329353L 16 D	0100 CUTLASS	50	C	015000	019409037
50040	P02396 A 770222	01580000	STEERING LINKAGES-KNUCKL-SPINDL-ARM 69 603081 CH BRADSHAW CO SPINDLE SHEARED OFF NEAR OUTER WHEEL BEARING LOCATION	0110 CHECKER MOTORS COR	03	C	051100	098108037

PARTS RETURN PROGRAM

77/07/29 PAGE 0020

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30016	P01785 A	760813	01580000	01580000	STEERING LINKAGES-KNUCKL-SPINDL-ARM 75 000403 CHEVROLET	0200 CHEVELLE STEERING KNUCKLE BROKE AT OUTER WHEEL BEARING. EXCESSIVE HEAT BUILD-UP HAD OCCURRED, ROLLER BEARINGS WELDED TOGETHER ONLY END OF SPINDLE SENT	03	B	015050	064713016
10008	P02512 A	770405	01580000	01580000	STEERING LINKAGES-KNUCKL-SPINDL-ARM 73 000401 BUICK	0300 CENTURY SPINDLE BROKE AT OUTER WHEEL BEARING LOCATION AFTER BEARING FROZE	03	C	046007	060659011
10010	P02543 A	770412	01580000	01580000	STEERING LINKAGES-KNUCKL-SPINDL-ARM 75 000403 CHEVROLET	0402 NOVA SPINDLE BROKE AT OUTER BEARING LOCATION - BEARING HAD FROZE	03	C	023435	019409097
DOT1	P01787 A	760813	01580000	01580000	STEERING LINKAGES-KNUCKL-SPINDL-ARM 75 000101 AMERICAN MOTORS DV	0500 HORNET INNER BEARING FROZEN TO SPINDLE UNEVEN WEAR ON OUTER BEARING RACE IOC. INDICATIONS OF HEAT BUILD-UP SHOP CLAIMS SPINDLE IS BENT	33	C	000000	012205003
50031	P02464 A	770413	01580000	01580000	STEERING LINKAGES-KNUCKL-SPINDL-ARM 75 000403 CHEVROLET	1100 MONZA CLAIMS BEARING OVERHEATED & FROZE TO SPINDLE- SPINDLE IS BROKEN IN TWO AT OUTER WHEEL BEARING LOCATION-ID:348177LH	03	C	022000	019409097
50031	P02468 A	770331	01580000	01580000	STEERING LINKAGES-KNUCKL-SPINDL-ARM 76 000407 CHEVROLET TRUCK DV	5707 K20 TIE ROD CONNECTION ARM BROKE OFF STEERING KNUCKLE ASSEMBLY(FRONT)-4WD	03	C	005653	083639043
50041	P02400 A	770223	01590000	01590000	STEERING LINKAGES-OTHER 68 140501 VOLKSWAGEN DIVISN	0100 TYPE I WORN STEERING DAMPER CAUSED FRONT END SHIMMY-ACTION OF DAMPER IS POOR	52	C	000000	019405094
10026	P02600 B	770427	01590000	01590000	STEERING LINKAGES-OTHER 71 140401 MERCEDES-BENZ DIV	0102 M-B 220D ACTION OF STABILIZER IS POOR - SUSPECT PISTON AND/OR SEALS WORN	44	C	074088	068510302
P81995 A	761004	02000000	SUSPENSION	73 000407 CHEVROLET TRUCK DV	5904 C30 VEHICLE W/O EQUIPMENT WAS OVERLOADED. SHOP WAS UNABLE TO REPAIR SUSP. TO SUPPORT WEIGHT. IT WAS REMOVED FROM SERVICE AS MOBILE HOSP.-UN-SAFE	75	B	010091	068510302	

PARTS RETURN PROGRAM

77/07/29 Page 0021

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER D RECEIVED	DATE	COMPONENT CLASS	COMPONENT YR	MAKE-MODEL	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81797 A	760813	02100000		SUSPENSION INDEPENDENT, FRONT		0100 BMW 2002, 2002A		44 C	000000	020600002
					76 140301 BMW DIVISION						
					NO PART SENT. SHOP CLAIMS TIRES SCRAPE FRONT FENDERS IN TURNS. CAR IS EQUIPED W/ ORIG. TIRES & WHEELS. WHEELS MAY HAVE WRONG OFF-SET.						
	P82462 A	770411	02100000		SUSPENSION INDEPENDENT, FRONT		0102 CVCC WAGON		14 B	015000	091720015
					76 160201 HONDA DIVISION						
					PULLS TO RIGHT WHEN ACCELERATING--EXCESSIVE TIRE WEAR--EXACT CAUSE UNK.						
20001	P02736 A	770608	02110000		SUSP INDP. FT. ATTACHING MECHANISMS		0100 CHALLENGER		03 C	770120	019406085
					70 000202 DODGE						
					TORSION BAR IS BROKEN "SPLIT IN HALF" SHOP CLAIMS						
50041	P02414 A	770308	02110000		SUSP INDP. FT. ATTACHING MECHANISMS		0200 DELTA 68		03 C	034306	0495504007
					75 000404 OLDSMOBILE						
					GRADE 7 BOLT BROKE ACROSS DIAMETER (7/16 INCH) AT BASE OF THREADS						
	P81726 A	760730	02110000		SUSP INDP. FT. ATTACHING MECHANISMS		0203 COROLLA WAGON		00 A	000000	098004006
					76 160601 TOYOTA DIVISION						
					STRUT ROD BROKE AS A RESULT OF ACCIDENT, ALLOWING FRONT WHEEL TO BE DRIVEN THROUGH FIREWALL INTO PASSENGER COMPARTMENT. PHOTOS - NO PARTS						
	P81727 A	760730	02110000		SUSP INDP. FT. ATTACHING MECHANISMS--STRUT ROD		0203 COROLLA WAGON		00 A	000000	098004006
					75 160601 TOYOTA DIVISION						
					STRUT ROD BROKE AS A RESULT OF ACCIDENT ALLOWING FRONT WHEEL TO BE DRIVEN THROUGH FIREWALL INTO PASSENGER COMPARTMENT. PHOTOS - NO PARTS						
50041	P02451 A	770321	02110000		SUSP INDP. FT. ATTACHING MECHANISMS--STRUT ROD		0800 REBEL		03 C	053091	004104003
					69 000101 AMERICAN MOTORS DV						
					REAR STRUT ROD BROKE AT 1 END 1/4 FROM BUSHING HOLE ON 1 SIDE--BUSHINGS SHOW SOME WEAR & LIGHT RUST ON ROD--REAR						
20003	P02764 A	770620	02113000		SUSP INDP. FT. ATTACH. MECH. -SPRING, COIL		0100 CADILLAC CALIAS		03 C	000000	095000000
					76 000402 CADILLAC						
					COIL SPRING IS BROKEN ON 2ND COIL. SHOP CLAIMS FLAK IN METAL, ALSO HAS "BAD" STRUT ROD BUSHINGS						
50030	P02189 A	761217	02110000		SUSP INDP. FT. ATTACH. MECH. -SPRING, COIL		5101 D100 SWPT, UTLINE		03 C	043857	050511007
					74 000204 DODGE TRUCK DIV						
					COIL SPRING BROKE AT 2 PLACES IN LAST COIL. BREAK TOWARD END IS OLDER THAN OTHER, 160 DEG. AROUND CIRC. SPRING IS SLIGHTLY RUSTY.						

PARTS RETURN PROGRAM

77/07/29 PAGE 0022

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, FDL YR

DIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50033	P02247 A	761220	02113000	SUSPN.,INDP.,FT. ATTACH.MECH.-SPRING, COIL	FORD TRUCK DIV	5109 F150	03	C	031160	039501021
				75 000305 FORD TRUCK DIV						
				SPRING BROKE AT 3RD COIL FROM LARGE END. SPRING IS NOT RUSTED. BREAK EXTENDS OVER 1 1/2" SECTION, NOTICED DURING BRAKE INSP.						
20016	P01624 A	760801	02113000	SUSPN.,INDP.,FT. ATTACH.MECH.-SPRING, COIL	CHEVROLET TRUCK DV	5400 CHEVY VAN SERIES	03	C	000000	040203001
				COIL SPRNG BRK AT ANGLE ACRS DIAMETER CP COIL-RUST COVERING ON SPRING						
40004	P01902 A	760919	02113000	SUSPN.,INDP.,FT. ATTACH.MECH.-SPRING, COIL	DODGE TRUCK DIV	5401 M300	03	C	053000	068510002
				SPRING IS CRACKED & BROKEN OVER 16 1/2" AREA. ONLY THIN LAYER OF SUF-FACE RUST ON SPRING.						
20016	P01623 C	760801	02120000	SUSPN.,INDP.,FT. SHOCK ABSORBER	MERCURY	0200 COMET	32	C	010449	080907103
				SHOCK ACTION IS WEAK. OIL TRACES AT TOP OF SHK PISTON. SOME WEAR ON TOP MOUNT BUSHING.						
20016	P01623 D	760801	02120000	SUSPN.,INDP.,FT. SHOCK ABSORBER	MERCURY	0200 COMET	32	C	010449	080907103
				SHOCK ACTION IS WEAK. OIL TRACES AT TOP OF SHK PISTON. SOME WEAR ON TOP MOUNT BUSHING.						
10016	P02711 A	770531	02120000	SUSPN.,INDP.,FT. SHOCK ABSORBER	FORD DIVISION	0400 MAVERICK	44	C	062143	098126073
				SHOCK ACTION WEAK LEAKING FLUID ADD'L ID - MOTORCRAFT						
10017	P02716 B	770602	02120000	SUSPN.,INDP.,FT. SHOCK ABSORBER	PLYMOUTH	0403 FURY III	44	C	052895	001230005
				SHOP CLAIMS ROAD HOP UNSTABLE WILL NOT STAY ALIGNED TOP MOUNTING STUD BROKEN POSSIBLY DURING REMOVAL						
10017	P02716 A	770602	02120000	SUSPN.,INDP.,FT. SHOCK ABSORBER	PLYMOUTH	0403 FURY III	44	C	052895	001230005
				SHOP CLAIMS ROAD HOP UNSTABLE WILL NOT STAY ALIGNED TOP MOUNTING STUD BROKEN POSSIBLY DURING REMOVAL						
50008	P01983 A	761006	02120000	SUSPN.,INDP.,FT. SHOCK ABSORBER	PLYMOUTH	0403 FURY III	44	C	031250	001230005
				SHOCK ACTION IS FAIR. SHOP CLAIMS EXCESS. TIRE WEAR AND ROAD HOP. MOUNTING STUD IS BROKEN, POSS. DURING REMOVAL.						

PARTS RETURN PROGRAM

77/J7/29 PAGE 0023

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YEAR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50008	P01983 B	761006	02120000	SUSPN,INDP,FT. SHOCK ABSORBER 73 000203 PLYMOUTH SHOP CLAIMS EXCESS. TIRE WEAR AND ROAD HOP. MOUNTING STUD BROKE - FOSS DURING REMOVAL.			0403 FURY III	44	C	031250	001230005
50008	P01982 A	761036	02120000	SUSPN,INDP,FT. SHOCK ABSORBER 69 000203 PLYMOUTH SHOP ACTION IS FAIR. POSS. LEAKAGE. SHOP CLAIMS EXCESS. TIRE WEAR, ROAD WANDER.			0500 SATELLITE	44	C	038965	001230005
50008	P01982 B	761006	02120000	SUSPN,INDP,FT. SHOCK ABSORBER 69 000203 PLYMOUTH SHOP ACTION IS FAIR, SOME WEAR AT BUSHING. SHCP CLAIMS EXCESS. TIRE WEAR, ROAD WANDER.			0500 SATELLITE	44	C	038565	001230005
50003	P01953 C	760929	02120000	SUSPN,INDP,FT. SHOCK ABSORBER 72 000203 PLYMOUTH FAIR SHOCK ACTION. BUSHING IS SLIGHTLY WORN. POOR ROAD STABILITY, TIRE WEAR, SHOP CLAIMS.			0500 SATELLITE	44	C	056054	001230005
50003	P01953 D	760929	02120000	SUSPN,INDP,FT. SHOCK ABSORBER 72 000203 PLYMOUTH FAIR SHOCK ACTION. SHOP CLAIMS POOR ROAD STABILITY, TIRE WEAR.			0500 SATELLITE	44	C	056054	001230005
40001	P01871 A	760909	02120000	SUSPN,INDP,FT. SHOCK ABSORBER 73 000203 PLYMOUTH ACTION OF SHOCK IS FAIR. SHOCK IS RUSTED EXTERNALLY & GROMMETS R WCRN. SHOP CLAIMS CAR WOULD NOT STAY ON ROAD & SHOCKS CAUSED TIRE WEAR.			0606 VALIANT SCAMP	44	C	039789	001230005
40001	P01871 B	760909	02120000	SUSPN,INDP,FT. SHOCK ABSORBER 73 000203 PLYMOUTH ACTION OF SHOCK IS FAIR. SHOCK IS RUSTED EXTERNALLY & GROMMETS R WCRN. SHOP CLAIMS CAR WOULD NOT STAY ON ROAD & SHOCKS CAUSED TIRE WEAR.			0606 VALIANT SCAMP	44	C	039789	001230005
20J15	P01638 B	760701	02120000	SUSPN,INDP,FT. SHOCK ABSORBER 71 000405 PONTIAC SHOP ACTION FAIR, BUSHINGS SHOW WEAR, NO LEAKAGE EVIDENT. POOR CONTRL WITH THESE SHOCKS.			0700 BONNEVILLE	00	C	055367	001230005
20J15	P01638 A	760701	02120000	SUSPN,INDP,FT. SHOCK ABSORBER 71 000405 PONTIAC SHOP ACTION FAIR, BUSHINGS SHOW WEAR, NO LEAKAGE EVIDENT. POOR CONTRL WITH THESE SHOCKS.			0700 BONNEVILLE	00	C	055367	001230005

PARTS RETURN PROGRAM

77/07/29 PAGE 0024

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER D RECEIVED	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOE NUMBER
20004	P02783 B	770623	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 72 000405 PONTIAC SHOCK ACTION POOR TOP MOUNTING STUD BROKEN PROBABLY DURING REMOVAL LOWER BUSHING WORN ADD'L ID 74	0700 BONNEVILLE	44 C	072000	001230005	
20004	P02783 A	770623	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 72 000405 PONTIAC SHOCK ACTION FAIR TOP MOUNTING STUD BROKEN-PROBABLY DURING REMOVAL LOWER BUSHING WORN ADD'L ID -74	0700 BONNEVILLE	44 C	072000	001230005	
10032	P02665 A	770518	02120000	SUSPN.INDP.FT. SHOCK ABSORBER 74 000204 DODGE TRUCK DIV SHOCK ABSORBER PISTON JAMMED - SHOCK CASING BROKEN AT TOP & LEAKS	5300 B SERIES	32 C	020876	055406051	
10027	P02621 A	770509	02132000	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT 00 000000 UNKNOWN BALL STUD SOCKET SEPARATION	0000 UNKNOWN	03 C	000000	064110016	
10027	P02622 A	770509	02132000	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT 00 000000 UNKNOWN BALL STUD SOCKET SEPARATION	0000 UNKNOWN	03 C	000000	064110016	
30019	P01806 B	760819	02132000	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT 00 000300 FORD MOTORS CO BALL STUD SEPARATED FROM SOCKET-EXCESSIVE WEAR-JOINT HAS GREASE IN IT- JOINT WAS FITTED WITH BALL JOINT TIGHTENER	0000 FORD MOTORS CO	34 C	000000	054911002	
30019	P01806 A	760819	02132000	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT 00 000300 FORD MOTORS CO BALL STUD SEPARATED FROM SOCKET-EXCESSIVE WEAR-JOINT HAS GREASE IN IT- JOINT WAS FITTED WITH BALL JOINT TIGHTENER	0000 FORD MOTORS CO	21 C	000000	054911002	
10009	P02531 B	770405	02132000	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT 69 000403 CHEVROLET EXCESSIVE PLAY AT BALL STUD SOCKET	0000 CHEVROLET	34 C	055360	063010015	
10009	P02531 A	770405	02132000	SUSPN.INDP.FT. CTRL ARM UNK TYP-BALL JOINT 69 000403 CHEVROLET EXCESSIVE PLAY AT BALL STUD SOCKET	0000 CHEVROLET	34 C	055360	063010015	

PARTS RETURN PROGRAM

77/07/29 PAGE 0025

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMICNENT,MODEL,MDL Y6

BLN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	COMPONENT NAME	MAKE-MODEL	FAULT-HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOF NUMBER
10027	P02619 A	770509	02132000		SUSPN,INDP.FT. CTRL ARM UNK TYP-BALL JCINT	01 000301 FORD DIVISION	0200 FALCON	03	C	000000	064110016
					BALL STUD SOCKET SEPARATION						
10027	P02619 B	770509	02132000		SUSPN,INDP.FT. CTRL ARM UNK TYP-BALL JOINT	01 000301 FORD DIVISION	0200 FALCON	03	C	000000	064110016
					BALL STUD SOCKET SEPARATION						
40006	P01920 A	760922	02132000		SUSPN,INDP.FT. CTRL ARM UNK TYP-BALL JCINT	74 150301 FIAT DIVISION	0400 128	44	C	061000	020800002
					BALL STUD SOCKET EXHIBITS LACK OF LUBE. JOINT NOT EQUIPPED W/GREASE FITTING. BUSHINGS ON ARM ARE IN GOOD CCNDITION						
40006	P01920 B	760922	02132000		SUSPN,INDP.FT. CTRL ARM UNK TYP-BALL JOINT	74 150301 FIAT DIVISION	0400 128	34	C	061000	020800002
					SLIGHT EXCESSIVE PLAY AT BALL STUD SOCKET. BUSHINGS ARE IN GOOD COND.						
10032	P02662 A	770510	02132000		SUSPN,INDP.FT. CTRL ARM UNK TYP-BALL JOINT	73 000301 FORD DIVISION	0500 MUSTANG	57	B	053542	055406051
					BALL JOINT ACTION ROUGH - BOUSING IS SCORED						
50030	P02178 A	761217	02140000		SUSPN,INDP.FT. CONTROL ARM,UPPER	70 000101 AMERICAN MOTORS DV	0100 AMBASSADOR	03	C	063829	004104003
					ARM CRACKED NEAR INNER BUSHINGS AT STRESS POINT, ONE SIDE BROKEN, OTHER IS RIPPING. BUSHINGS STIFF & WORN, POSS. CSD FAILURE. BALL JNTS-GOOD						
50032	P02203 A	761217	02140000		SUSPN,INDP.FT. CONTROL ARM,UPPER	68 000402 CADILLAC	0101 CADILLAC DE VILLE	44	C	128756	054911007
					RUBBER CONTROL ARM BUSHINGS EXCESS. WORN, CAUSING CAR TO PULL IT WHEN BRAKING.						
50036	P02260 A	770126	02140000		SUSPN,INDP.FT. CONTROL ARM,UPPER	69 000403 CHEVROLET	0200 CHEVELLE	03	C	031370	020510001
					ALIGNMENT BOLT IS BROKEN IN TWO AT BASE OF THREADS,THREADS SHOW SLIGHT WEAR						
50020	P02086 A	761126	02140000		SUSPN,INDP.FT. CONTROL ARM,UPPER	68 000301 FORD DIVISION	0313 GALAXIE 500	57	C	000000	090027012
					CONTROL ARM BUSHINGS SHOW EXCESS. WEAR. RUBBER PORTION WORN AWAY ON 2, CRACKED ON OTHER 2. SET IS FROM BOTH UPPER CONTROL ARMS.						

PARTS RETURN PROGRAM

77/07/29 PAGE 0026

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER NAME	MAKE-MODEL	FAULT-HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOF NUMBER
20015	P01631 B	760701	02140000	SUSPN.,INDP.,FT. CONTROL ARM,UPPER	0400 MAVERICK	00 C	05466	044312002		
				71 000301 FORD DIVISION CONTROL ARM BROKE AT BALL JOINT MOUNT. LT. TO MED. LAYER OF RUST ON ARM AND JOINT. SUSPECT WORN JOINT ALLOWED HARSH FORCE TO CAUSE STRESS ON A						
10027	P02635 A	770509	02140000	SUSPN.,INDP.,FT. CONTROL ARM,UPPER	0503 MUSTANG MACH I	03 B	050693	040503002		
				72 000301 FORD DIVISION CONTROL ARM BROKEN AT BALL JOINT MOUNT - BALL JOINT WAS BROKEN - SHAFT ACTION FAIL						
50033	P02233 B	761228	02141000	SUSPN.,INDP.,FT. CTRL ARM,UPPER-SHAFT,INNER	0500 MUSTANG	50 C	041200	012601031		
				73 000301 FORD DIVISION CONTROL ARM SHAFT WORN AT ONE END. SUSPECT BUSHINGS HAD WORN CAUSING METAL TO METAL CONTACT.						
50040	P02454 A	770317	02141000	SUSPN.,INDP.,FT. CTRL ARM,UPPER-SHAFT,INNER	0500 MUSTANG	34 C	061602	012601031		
				73 000301 FORD DIVISION CLAIMS SHAFT IS WORN						
50039	P02364 A	770209	02142000	SUSPN.,INDP.,FT. CTRL ARM UPPER-BALL JOINT	0000 LINCOLN	03 C	057391	002140002		
				69 000302 LINCOLN SOCKET OF BALL JOINT IS CRACKED & LIGHTLY RUSTED-LACK OF LUBRICATION IS EVIDENT						
40002	P01886 B	760918	02142000	SUSPN.,INDP.,FT. CTRL ARM UPPER-BALL JOINT	0200 FALCON	34 C	069467	080226008		
				66 000301 FORD DIVISION EXCESSIVE PLAY AT BALL STUD SOCKET, METAL TYPE BALL & SOCKET. GREASE IS EVIDENT IN SOCKET. JOINT NOT EQUIPPED W/GREASE FITTING						
40002	P01886 A	760918	02142000	SUSPN.,INDP.,FT. CTRL ARM UPPER-BALL JOINT	0200 FALCON	34 C	069467	080226008		
				66 000301 FORD DIVISION EXCESSIVE PLAY AT BALL STUD SOCKET. BOTTOM OF SOCKET IS CRACKED. BALL IS OF METAL TYPE. LUBE IS EVIDENT. JOINT NOT EQUIPPED W/GREASE FITTING						
20015	P01623 B	760801	02142000	SUSPN.,INDP.,FT. CTRL ARM UPPER-BALL JOINT	0200 COMET	34 C	010449	080907103		
				75 000303 MERCURY NO VEHICLE MOVEMENT DETECTED. SHOP CLAIMS JOINT IS LOOSE. GREASE BOOT IS SPLIT.						
20015	P01623 A	760801	02142000	SUSPN.,INDP.,FT. CTRL ARM UPPER-BALL JOINT	0200 COMET	34 C	010449	080907103		
				75 000303 MERCURY NO VEHICLE MOVEMENT DETECTED. SHOP CLAIMS JOINT IS LOOSE. GREASE BOOT IS SPLIT.						

PARTS RETURN PROGRAM

77/07/29 PAGE 0027

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50030	P02180 A	761220	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 67 000404 OLDSMOBILE SOCKET HOUSING CRACKED WHEN CAR WAS DRIVEN OVER RR TRACK. STUD PULLED FROM SOCKET. WELL LUBED, NO EXCESS WEAR VISIBLE ON STUD.	0300 F-85	03	C	062664	0262080J8	
50041	P02418 B	770223	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 72 000303 MERCURY ACTION STIFF AND ROUGH-FITTED WITH GREASE PLUG-EXCESSIVE VERTICAL PLAY	0300 COUGAR	44	C	053506	017754007	
50041	P02418 A	770223	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 72 000303 MERCURY BALL JOINT ACTION STIFF AND ROUGH, FITTED WITH GREASE PLUG- SHOP CLAIM NOT ORIGINAL BALL JOINT AND EXCESSIVE VERTICAL PLAYS 1/2 INCH	0300 COUGAR	44	C	053506	017754007	
10031	P02659 A	770517	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 66 000403 CHEVROLET BALL STUD SOCKET SEPARATION - SOCKET HOUSING IS BROKEN	0312 IMPALA	03	B	102241	090027012	
10027	P02623 A	770509	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 74 000403 CHEVROLET BALL STUD SOCKET SEPARATION	0312 IMPALA	03	C	000000	064110016	
20015	P01631 A	760701	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 71 000301 FORD DIVISION BALL JOINT EXCESSIVELY WORN-EXCESSIVE PLAY IN SOCKET, DRY OF LUBE. GREASE BOOT SPLIT	0400 MAVERICK	00	C	055466	044312002	
50041	P02453 A	770317	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 64 000403 CHEVROLET EXCESSIVE VERTICAL PLAY IN BALL STUD SOCKET- LUBRICATION EVIDENT-JOINT IS WORN OUT	0402 NOVA	34	C	069602	012601031	
40002	P01887 A	760918	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 68 000301 FORD DIVISION EXCESSIVE VERT. PLAY AT BALL STUD SOCKET. BALL IS OF NYLON-TEFLON TYPE JOINT NOT EQUIPPED WITH GREASE FITTING.	0500 MUSTANG	34	C	055238	060220000	
40002	P01887 B	760918	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 68 000301 FORD DIVISION EXCESSIVE PLAY AT BALL STUD SOCKET. BALL IS OF NYLON-TEFLON TYPE. JOINT NOT EQUIPPED W/GREASE FITTING.	0500 MUSTANG	34	C	055238	060220008	

PARTS RETURN PROGRAM

77/07/29 PAGE 0028

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY CONCERN, MODEL, HDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50033	P02233 A	761228	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 73 000301 FORD DIVISION EXCESS. PLAY AT BALL STUD SOCKET.		0500 MUSTANG	34 C	041200	012601031
10027	P02635 B	770509	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 72 000301 FORD DIVISION BALL JOINT SOCKET BROKEN - NO EVIDENCE OF LUBRICATION		0503 MUSTANG MACH I	03 B	058693	040503002
50012	P02019 A	761104	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 75 000202 DODGE BALL STUD SOCKET WORN - EXCESSIVE PLAY.		0503 DART SWINGER	34 C	009752	053405004
50004	P01954 A	760929	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 71 000405 PONTIAC JOINT IS VERY STIFF. NO EVIDENCE OF LUBE. NO VISIBLE RUST OR WEAR.		0700 BONNEVILLE	33 C	069145	001230005
50041	P02444 A	770318	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 71 000202 DODGE CLAIMS JOINT IS CAUSE EXCESSIVE TIRE WEAR & ALIGNMENT PROBLEMS - BALL PLAY DOES NOT APPEAR EXCESSIVE		0700 DEMON	44 C	052000	001230005
50030	P02183 B	761223	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 68 000405 PONTIAC JOINT ACTION IS STIFF, SUSPECT SOCKET & STUD ARE RUSTED. NO RECENT LUBE		0705 CATALINA	44 C	043625	014607007
50030	P02183 A	761223	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 66 000405 PONTIAC SOCKET SPLIT WHILE PARKING. STUD PULLED FROM SOCKET. STUD & SOCKET ARE RUSTY & PITTED - LACK OF LUBE.		0705 CATALINA	03 B	043625	014607007
50040	P02439 A	770307	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 71 000301 FORD DIVISION BALL JOINT SUPPORT BROKE OFF CONTROL ARM - SUSPECT BAD AND QUESTION CONDITION SHAFT/BUSHING OF ARM OR FREQUENCY OF LUBRICATION		0800 TORINO	03 C	061442	006610051
50040	P02439 B	770307	02142000	SUSPN.INDP.FT. CTRL ARM UPPER-BALL JOINT 71 000301 FORD DIVISION BALL JOINT SOCKET IS BROKEN APART - STUD SHOWS RUST & EXCESSIVE WEAR - NO EVIDENCE RECENT LUBRICATION		0800 TORINO	03 C	061442	006610051

PARIS RETURN PROGRAM

77/07/29

PAGE 0029

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	HAKE-MODEL	FAULT HAZ. CCDE	MILEAGE AT FAILURE	SHOE NUMBER
	P01793 B	760814	02150000	SUSPN, INDP, FT. CONTROL ARM-LOWER 00 000403 CHEVROLET BALL JOINT INTACT, ACTION GOOD. SOME WEAR ON BUSHING. RECESSED AREA FOR COIL SPRING CORRODED AND RUSTED	0200 CHEVELLE	49 C	000000	091605014
30018	P01793 A	760814	02150000	SUSPN, INDP, FT. CONTROL ARM-LOWER 00 000403 CHEVROLET BALL JOINT RIPPED OUT OF LOWER CONTROL ARM-BENDING OUTER PORTION SUBROUNDING JOINT. METAL APPEARS SOLID-NO EXCESSIVE AGE NO EXCESSIVE WEAR	0200 CHEVELLE	03 C	000000	091605014
50021	P02101 A	761129	02150000	SUSPN, INDP, FT. CONTROL ARM-LOWER 69 000301 FORD DIVISION LOWER CONTROL ARM TORE AT BALL JOINT MOUNTING HOLES, BROKEN IN TWO.	0301 LTD WAGON	03 C	062150	076103004
10012	P02570 A	770418	02150000	SUSPN, INDP, FT. CONTROL ARM-LOWER 68 000301 FORD DIVISION BALL JOINT ACTION STIFF-BUSHING WORN- ARM BROKEN AROUND BUSHING HOLE	0500 MUSTANG	03 C	000000	088001016
DOT1 1 52	P82111 A	770110	02150000	SUSPN, INDP, FT. CONTROL ARM-LOWER 75 140501 VOLKSWAGEN DIVISION FRONT INNER MOUNTING BRKT. BROKE AWAY FROM FRAME AT WELD. CAUSED SEPARATION OF REAR INNER MNT. & DRIVE SHAFT. LOSS OF STEERING CONTROL.	0603 RABBIT 174	11 A	012071	091605014
50023	P02112 A	761130	02150000	SUSPN, INDP, FT. CONTROL ARM-LOWER 68 000401 BUICK LOWER CTL. ARM BROKE AT BALL JOINT MOUNT. PRESS FIT TYPE BALL JOINT IS PROZEN. SUSPECT EXCESS. STRESS CAUSED ARM TO BREAK.	0800 SPECIAL	03 C	078410	053140005
50037	P02281 A	770124	02150000	SUSPN, INDP, FT. CONTROL ARM-LOWER 72 000203 PLYMOUTH CONTROL ARM IS TORN AT INNER BUSHING LOCATION	1000 PLYMOUTH UNKNOWN	03 C	110389	098108037
50037	P02289 A	770120	02150000	SUSPN, INDP, FT. CONTROL ARM-LOWER 66 000301 FORD DIVISION LOWER CONTROL ARM IS BROKEN AT INNER BUSHING HOLE. BALL JOINT ACTION IS FAIR	1100 FORD UNKNOWN	03 B	060000	092627017
30029	P01698 A	760730	02152000	SUSPN, INDP, FT. CTRL ARM, LOWER-BALL JOINT 00 000200 CHRYSLER MOTOR CO EXCESSIVE VERTICLE MOVEMENT IN BALL STIUD SOCKET	0000 CHRYSLER MOTOR CO	34 C	000000	008723101

PARTS RETURN PROGRAM

77/07/29 PAGE 0030

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30029	P01698	B 760730	02152000		SUSPN.INDP.FT. CTRL ARM, LOWER-BALL JOINT 00 000200 CHRYSLER MOTOR CO EXCESSIVE MOVEMENT IN BALL STUD SOCKET. GREASE BOOT IS CRACKED BUT JOINT IS WELL LUBRICATED	0000 CHRYSLER MOTOR CO	34	C	060000	008723101
30014	P01766	A 760811	02152000		SUSPN.INDP.FT. CTRL ARM, LOWER-BALL JOINT 66 000403 CHEVROLET MOUNTING EARS BROKE OFF OF LOWER BALL JOINT CAUSING "A" FRAME TO DROP TO THE GROUND. ACTION OF BALL STUD SOCKET IS GOOD.	0000 CHEVROLET	03	C	070201	019335003
10026	P02614	A 770427	02152000		SUSPN.INDP.FT. CTRL ARM, LOWER-BALL JOINT 67 140500 VOLKSWAGEN OF AMERICA IN 0000 VOLKSWAGEN OF AMER BALL STUD SOCKET SEPARATION - BALL & SOCKET ARE RUSTED SOCKET DAMAGED POSSIBLY DURING REMOVAL	0000 VOLKSWAGEN OF AMER	03	C	053422	023513001
50033	P02229	A 770109	02152000		SUSPN.INDP.FT. CTRL ARM, LOWER-BALL JOINT 00 150301 FIAT DIVISION NO PART SENT. SHOP CLMS. X/19 B-JOINTS ARE SAME AS 128, & WILL SEPARAT W/OUT WARNING SHORTLY AFTER START. TO WEAR CAUSG. FRT WHEEL TO FALLOFF	0100 X 1/9	66	C	000000	020800002
50011	P02005	A 761103	02152000		SUSPN.INDP.FT. CTRL ARM, LOWER-BALL JOINT 70 000302 LINCOLN THREADED PORTION OF STUD BROKE OFF BALL JOINT. NO EXCESS. WEAR AT BALL STUD SOCKET	0200 MARK IV	03	C	078830	077640062
20004	P02785	A 770624	02152000		SUSPN.INDP.FT. CTRL ARM, LOWER-BALL JOINT 72 000405 PONTIAC STUD BROKE AT BASE OF THREADS WHEEL COLLAPSED BALL JOINT ACTION FAIR BUT ROUGH OWNER CLAIMS HE DID NOT HIT ANYTHING	0200 GRAND PRIX	03	B	066469	033308038
10027	P02620	A 770509	02152000		SUSPN.INDP.FT. CTRL ARM, LOWER-BALL JOINT 63 000101 AMERICAN MOTORS DV BALL STUD SOCKET SEPARATION	0203 RAHBLER 400	03	C	060000	000110016
10031	P02649	A 770511	02152000		SUSPN.INDP.FT. CTRL ARM, LOWER-BALL JOINT 70 000302 LINCOLN SENT LOWER CONTROL ARM BALL JOINT ASSEMBLY - BALL STUD IS BROKEN AT BASE OF THREADS - BALL JOINT ACTION FAIR	0205 MARK III	03	B	066961	085021027

PARTS RETURN PROGRAM

77/07/29

PAGE 0031

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED PY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT-HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SROF NUMBER
50025	P02132 A	761123	02152000	SUSPN, INDP, FT. 70 000302	CTRL ARM, LOWER-BALL JOINT LINCOLN	0205 MARK III	03	C	096131	090405010
					STUD IS BROKEN AT BASE OF THREADED PORTION. BALL STUD AND SOCKET ACTION NORMAL WELL LUBRICATED					
50025	P02132 B	761123	02152000	SUSPN, INDP, FT. 70 000302	CTRL ARM, LOWER-BALL JOINT LINCOLN	0205 MARK III	00	C	096131	090405010
					BALL JOINT INTACT-BALL STUD SOCKET ACTION GOOD-WELL LUBRICATED, BOOT INTACTED					
DOT1	P02042 A	761021	02152000	SUSPN, INDP, FT. 72 000403	CTRL ARM, LOWER-BALL JOINT CHEVROLET	0206 CHEVELLE MALIBU	28	B	096323	075701042
					BALL JOINT STUD BROKE AT BASE ON THREADS. JOINT HAS EXCESS. PLAY. RESULTED IN LOSS OF STEER. CONTROL & SUSP. COLLAPSE.					
10026	P02615 A	770503	02152000	SUSPN, INDP, FT. 69 000402	CTRL ARM, LOWER-BALL JOINT CADILLAC	0300 ELDORADO	03	C	075000	092627017
					1 MOUNTING EAR BROKE OFF BALL JOINT - DAMAGE ON BOTTOM OF JOINT - BALL STUD ACTION GOOD					
50041	P02452 A	770317	02152000	SUSPN, INDP, FT. 73 140501	CTRL ARM, LOWER-BALL JOINT VOLKSWAGEN DIVISN	0300 TYPE III	34	C	055800	012601031
					EXCESSIVE PLAY IN BALL STUD SOCKET-NO EVIDENCE OF LUBRICATION					
50028	P02172 A	761214	02152000	SUSPN, INDP, FT. 70 000403	CTRL ARM, LOWER-BALL JOINT CHEVROLET	0312 IMPALA	34	C	063675	080226008
					BALL STUD & SOCKET IS EXCESS. RUSTED & WORN. EXCESS. PLAY NO FITTING LACK OF LUBE IS EVIDENT.					
50028	P02172 B	761214	02152000	SUSPN, INDP, FT. 70 000403	CTRL ARM, LOWER-BALL JOINT CHEVROLET	0312 IMPALA	34	C	063675	080226008
					BALL STUD SOCKET RUSTED & WORN, EXCESS PLAY. NO FITTING-LACK OF LUBE					
30008	P01862 A	760908	02152000	SUSPN, INDP, FT. 70 000403	CIAL ARM, LOWER-BALL JOINT CHEVROLET	0312 IMPALA	34	C	060400	003109037
					EXCESSIVE PLAY AT BALL STUD SOCKET. BALL & SCKT ARE LIGHTLY RUSTED. NO EVIDENCE OF LUBE-NO GREASE FITTING. GREASE BOOT IS SPLIT.					
10028	P02643 A	770511	02152000	SUSPN, INDP, FT. 67 000301	CTRL ARM, LOWER-BALL JOINT FORD DIVISION	0313 GALAXIE 500	03	B	075000	098106082
					BALL STUD BROKEN AT BASE OF THREADS					

PARTS RETURN PROGRAM

77/07/29 PAGE 0032

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YEAR	MANUFACTURER	MAKE-MODEL	FAULT_HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50012	P02020 A	761104	02152000	SUSPN, INDP. FT. CTRL ARM, LOWER-BALL JOINT 68 000303 MERCURY BALL STUD & SOCKET SEPARATED, RUSTED. NO EVIDENCE OF LUBE, PLUG STILL IN LUBRICATION HOLE.	21	C	056568	053405004		
50014	P02039 A	761022	02152000	SUSPN, INDP. FT. CTRL ARM, LOWER-BALL JOINT 70 000303 MERCURY BALL JOINT STUD BROKE AT BASE OF THREADED PORTION. SOCKET HOUSING IS DAMAGED & DENIED, RESTRICTING MOVEMENT OF BALL STUD.	28	C	057800	090045061		
50012	P02028 A	761022	02152000	SUSPN, INDP. FT. CTRL ARM, LOWER-BALL JOINT 65 000202 DODGE EXCESS. PLAY AT BALL STUD SOCKET. JOINT IS WELL LUBRICATED.	34	C	045981	054911007		
50003	P01953 A	760929	02152000	SUSPN, INDP. FT. CTRL ARM, LOWER-BALL JOINT 72 000203 PLYMOUTH EXCESS. PLAY AT BALL STUD SOCKET. SOCKET IS EQUIPPED W1 GREASE FITTING & WELL LUBRICATED. CAUSED ROAD WANDER.	44	C	056054	001230005		
50003	P01953 B	760929	02152000	SUSPN, INDP. FT. CTRL ARM, LOWER-BALL JOINT 72 000203 PLYMOUTH EXCESS. PLAY AT BALL STUD SOCKET. JOINT IS EQUIPPED WITH FITTING. CAUSED ROAD WANDER. ADD'L I.D. 16146	44	C	056054	001230005		
50011	P02006 A	761103	02152000	SUSPN, INDP. FT. CTRL ARM, LOWER-BALL JOINT 74 000401 BUICK THREADED PORTION OF STUD BROKE-OFF BALL JOINT. NO EXCESS. PLAY AT BALL STUD SOCKET	03	C	032047	077640082		
10016	P02708 B	770531	02152000	SUSPN, INDP. FT. CTRL ARM, LOWER-BALL JOINT 74 000203 PLYMOUTH CLAIMS JOINT WORN OUT & WANDER CAR. NO EXCESSIVE VERTICLE PLAY IN FALL STUD SOCKET - MOUNTING HOLES ARE IN GOOD CONDITION	44	B	020010	098036056		
10016	P02708 A	770531	02152000	SUSPN, INDP. FT. CTRL ARM, LOWER-BALL JOINT 74 000203 PLYMOUTH CLAIMS #132837 JOINTS WORN OUT & CAR WANDERS. NO EXCESSIVE VERTICLE PLAY IN BALL STUD SOCKET - MOUNTING HOLES ARE GOOD	44	B	028918	098036056		
30028	P01685 A	760730	02152000	SUSPN, INDP. FT. CTRL ARM, LOWER-BALL JOINT 73 000403 CHEVROLET JOINT HAS EXCESS. PLAY GREASE BOOT TORN AWAY. SOCKET IS WORN & SHOULDER IS DISTORTED. WORN JOINT CAUSED WHEEL COLLAPSE. GREASE FITT. ON JOINT	76	A	066254	091105033		

PARTS RETURN PROGRAM

77/07/29 PAGE 0033

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YEAR	MAKE-MODEL	FAULT-CODE	HZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10027	P02633	A 770512	02152000	SUSPN. INDP. FT. CTRL ARM, LOWER-BALL JOINT 73 000407 CHEVROLET TRUCK LV BALL STUD BROKEN AT BASE OF THREADS - TOP OF JCINT SCORED			03	B	070108	075701042
50038	P02315	A 770204	02160000	SUSPN. INDP. FT. SPINDLE-KNUCKLE, STEERING 70 110206 MG DIVISION SPINDLE BROKE AT OUTER BEARING LOCATION - EVIDENCE OF HEAT MARKS AT EDGE OF BREAK-SPINDLE SHOWS SIGNS OF BEING VERY HOT			03	B	000000	019335003
30019	P01808	A 760819	02160000	SUSPN. INDP. FT. SPINDLE-KNUCKLE, STEERING 75 000302 LINCOLN CALIPER BOOT HOLE ELONGATED WEAR EXHIBITED AT BALL JOINT CONNECTIONS. BEARING SURFACES APPEAR NORMAL			12	C	015000	044110013
50037	P02302	A 770131	02160000	SUSPN. INDP. FT. SPINDLE-KNUCKLE, STEERING 74 000403 CHEVROLET SPINDLE BROKE AT OUTER BEARING RACE-15MPH, WHEEL FELL OFF. RACE FROZEN ON SPNDL END. RACE WORN-HEATED. NO PRICR NOISE ACCORDING TO OWNER.			03	A	041720	006856001
30015	P01773	A 760812	02160000	SUSPN. INDP. FT. SPINDLE-KNUCKLE, STEERING 65 000301 FORD DIVISION SPINDLE BROKE AT BASE 1/8" FROM INNER WHEEL BEARING. BREAK IS ACROSS CIR OF SPINDLE SHAFT-SLIGHT WEAR ON SPINDLE AT BEARING BUT NOT DISCOLORED			03	C	006189	073102005
20002	P02748	A 770616	02160000	SUSPN. INDP. FT. SPINDLE-KNUCKLE, STEERING 75 000203 PLYMOUTH SPINDLE BROKE AT OUTER BEARING LOCATION AT BASE OF THREADS INNER BRNG RACE FROZE ON SPINDLE EVIDENCE OF EXCESS HEAT DISCOLORATION			03	C	070602	007644103
50037	P02300	A 770121	02160000	SUSPN. INDP. FT. SPINDLE-KNUCKLE, STEERING 73 000403 CHEVROLET BEARING, OUTER, WAS FROZEN TO SPINDLE. OUTER SPINDLE SURFACE IS SCORED HEAT MARKS			33	C	025505	012205003
10008	P02505	A 770331	02170000	SUSPN. INDP. FT. -BEARING WHEEL 73 000402 CADILLAC BEARING RACE CRACKED, ROLLERS WORN-BROKEN BEARING PRODUCED NOISE, FOUR HANDLING			44	C	047501	021003011
50038	P02315	B 770204	02170000	SUSPN. INDP. FT. -BEARING WHEEL 70 110206 MG DIVISION BEARING IS BROKEN-ONLY OUTER RACE-3. ROLLER BRNGS & PART OF BRNG CAGE SENT TO FRP-OUTER RACE IS WORN-CAGE IS BROKEN-BRNGS SHOW EXCESS HEAT			03	B	000000	019335003

PARTS RETURN PROGRAM

77/07/29 PAGE 0034

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	D DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50038	P02315	C 770204	02170000		SUSPN.INDP.FT. - BEARING WHEEL 70 110206 MG DIVISION PART NO S-6 GREEN LM67048 - PLASTIC BEARING RETAINER BROKE. NO WEAR OR HEAT MARKS TO INDICATE A PROBLEM WITH THIS PART. ADD'L ID LM67048	0102 MGB GT	03	B	000000	019335003
40007	P01922	B 760922	02170000		SUSPN.INDP.FT. - BEARING WHEEL 70 000403 CHEVROLET BEARING RACE CRACKED ACROSS WIDTH. HEAT MARKS INDICATE IT TURNED IN DRUM	0200 CHEVELLE	03	C	000000	051106004
50038	P02312	A 770201	02170000		SUSPN.INDP.FT. - BEARING WHEEL 75 000404 OLDSMOBILE INNER RACE IS CRACKED, BLUE. ROLLER ENDS WORN, ROLLERS LOOSE IN CAGE ROLLERS & CAGE CANTED TO ONE SIDE. ROLLERS WORN AT CRACK. NOISY	0200 DELTA 88	37	C	025930	054911002
10016	P02685	A 770523	02170000		SUSPN.INDP.FT. - BEARING WHEEL 76 000403 CHEVROLET ONE ROLLER IS MISSING - SHOP CLAIMS CRACKED IN HALF: RACE #LM11910, BEARING #LM11949	0407 NOVA CONCOURS	36	C	016203	027105003
30013	P01757	A 760810	02170000		SUSPN.INDP.FT. - BEARING WHEEL 70 000405 PONTIAC INNER BEARING RACE IS LOOSE IN HUB. NO SIGN OF EXCESSIVE WEAR ON INNER OR OUTER RACE.	0600 LE MANS	34	C	080472	J23513001
50041	P02404	A 770307	02170000		SUSPN.INDP.FT. - BEARING WHEEL 74 000407 CHEVROLET TRUCK DV VAN-OUTER FRONT: ONE ROLLER IS BROKEN/WORN IN HALF	5401 G10	14	C	033242	050021021
50041	P02404	B 770307	02170000		SUSPN.INDP.FT. - BEARING WHEEL 74 000407 CHEVROLET TRUCK DV BEARING ACTION IS ROUGH-ONE ROLLER IS WORN-ID:CM 67010 (OUTER RACE)NDH	5401 G10	14	C	033242	050021021
P81728	A 760730		02210000		SUSPN.I BEAM (NON-POWER AXLE) 70 000305 FORD TRUCK DIV SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.	6203 B-700	52	C	000000	019709004
P81731	A 760730		02210000		SUSPN.I BEAM (NON-POWER AXLE) 73 000305 FORD TRUCK DIV SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.	6203 B-700	52	C	000000	019709004

EARTS RETURN PROGRAM

77/07/29

PAGE 0335

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81729 A	760730	02210000	SUSPN. I BEAM (NON-POWER AXLE) 73 000305 FORD TRUCK DIV SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.	6203 B-700	52 C	000000	019709004	
	P81730 A	760730	02210000	SUSPN. I BEAM (NON-POWER AXLE) 73 000305 FORD TRUCK DIV SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.	6203 B-700	52 C	000000	019709004	
	P81732 A	760730	02210000	SUSPN. I BEAM (NON-POWER AXLE) 74 000305 FORD TRUCK DIV SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.	6203 B-700	52 C	000000	019709004	
	P81736 A	760730	02210000	SUSPN. I BEAM (NON-POWER AXLE) 75 000305 FORD TRUCK DIV SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.	6203 B-700	52 C	000000	019709004	
	P81735 A	760730	02210000	SUSPN. I BEAM (NON-POWER AXLE) 75 000305 FORD TRUCK DIV SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.	6203 B-700	52 C	000000	019709004	
	P81734 A	760730	02210000	SUSPN. I BEAM (NON-POWER AXLE) 75 000305 FORD TRUCK DIV SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.	6203 B-700	52 C	000000	019709004	
	P81733 A	760730	02210000	SUSPN. I BEAM (NON-POWER AXLE) 75 000305 FORD TRUCK DIV SEVERE SHIMMY IN FRONT END. UNABLE TO DIAGNOSE OR CORRECT.	6203 B-700	52 C	000000	019709004	
30020	P01670 A	760714	02250000	SUSPN. I BEAM, SLD, FT: SPINDLE - KNUCKLE 71 000305 FORD TRUCK DIV SHOP CLAIMS PIN COMING LOOSE CAUSED WHEEL TO PLOF INWARD. BEAR DOES NOT APPEAR EXCESSIVE	5113 F250 4X4 PU	12 C	000000	019709004	
	P82348 A	770207	02250000	SUSPN. I BEAM, SLD, FT: SPINDLE - KNUCKLE 65 000406 GMC TRUCK DIV SPINDLE CRACKED AT COLLAR. CRACK REVEALED AFTER MAGNA-FLUXING. FO-55 AXLE	6400 GMC BUS	08 A	178400	090051124	

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
P82346 A	770207	02250000	SUSPN, I BEAM, SLD, FT: SPINDLE - KNUCKLE 65 000406 GMC TRUCK DIV SPINDLE FAILED - NO OTHER INFO. FO-55 AXLE			6400 GMC BUS	03 A	000000	090051124
P82349 A	770207	02250000	SUSPN, I BEAM, SLD, FT: SPINDLE - KNUCKLE 66 000406 GMC TRUCK DIV SPINDLE BROKE AT COLLAR. FO-55 AXLE. NO OTHER INFO			6400 GMC BUS	03 A	185000	090051124
P82347 A	770207	02250000	SUSPN, I BEAM, SLD, FT: SPINDLE - KNUCKLE 66 000406 GMC TRUCK DIV SPINDLE FAILED - NO OTHER INFO. AXLE # FO-55			6400 GMC BUS	03 A	000000	090051124
10017	P02715 A	770601	02340000	SUSPN-TWIN-I-BEAM, SLD, FRONT-SPRING COIL 75 000305 FORD TRUCK DIV COIL SPRING BROKE ONE COIL FROM END		5100 F SERIES (LIGHT)	08 C	027660	065021027
30014	P01763 A	760811	02340000	SUSPN-TWIN-I-BEAM, SLD, FRONT-SPRING COIL 71 000305 FORD TRUCK DIV LEFT FRONT COIL SPRING IS BROKEN. BREAK EXTENDS 90 DEG. AROUND COIL, BROKEN Laterally. MOST OF BROKEN SURFACE IS SMOOTH.		5200 ECONOLINE SERIES	03 C	029780	075060152
P81993 A	761004	02410000	SUSPN, SINGL AXLE, REAR-LEAF SPRING ASSEMBLY 76 000402 CADILLAC VEHICLE REAR SUSPENSION IS OVERLOADED. ADD'L REAR LEAF SPRINGS WERE INSTALLED.			0200 FLEETWOOD	44 B	000000	068510002
P81904 A	760919	02410000	SUSPN, SINGL AXLE, REAR-LEAF SPRING ASSEMBLY 71 000301 FORD DIVISION BROKEN REAR CROSS MEMBER DUE TO AIR SHOCK OVER-INFLATION. PART WAS REPAIRED			0400 MAVERICK	03 C	063471	066510002
P81903 A	760919	02410000	SUSPN, SINGL AXLE, REAR-LEAF SPRING ASSEMBLY 73 000204 DODGE TRUCK DIV BROKEN SPRING MOUNT - REAR SUSPENSION. SPRINGS HAD TO BE REBUILT			5304 B300	03 C	036000	068510002
P81994 A	761004	02411000	SUSPN, SGL AXL R-LEAF SPRING ASSEMBLY-LEAF 75 000402 CADILLAC VEHICLE REAR SUSP. WAS OVER-LOADED. ALL'L LEAF SPRINGS WERE INSTALLED			0200 FLEETWOOD	44 B	000000	068510002

PARTS RETURN PROGRAM

77/07/29 PAGE 0037

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CCODE	MILLAGE AT FAILURE	SHOF NUMBER
50026	P02146 A		761206	024414000	SUSPN-SGL	AXL R-LEAF SPRING-U-BOLT	0600 PINTO	03 C	037500	046327016
				74 000301	FORD DIVISION					
						GRADE B BOLTS 5/16 USS 1 3/4-IN LONG SEVERLY RUSTED & CRACKED				
30007	P01858 A		760908	024420000	SUSPN-SGL	AXL R-CONTROL ARM	0401 128SL COUPE	34 C	000000	0268J0002
				74 150301	FIAT DIVISION					
						EXCESSIVE VERTICAL MOVEMENT IN BALL STUD SOCKET. ARM IS NOT EQUIPPED WITH GREASE FITTING.				
50039	P02340 B		770207	024420000	SUSPN-SGL	AXL R-CONTROL ARM	0500 LA SABRE	57 C	019975	019360005
				75 000401	BUICK					
						BUSHING ON ONE SIDE DETERIORATED FROM FUEL LEAK, CAUSING REAR END SHIFT.				
50033	P02242 A		770108	024420000	SUSPN-SGL	AXL R-CONTROL ARM	0600 RIVIERA	03 C	033847	076103004
				75 000401	BUICK					
						L/R AXLE STRUT TWISTED & BROKE NEAR CENTER. BUSHINGS ARE NOT EXCESS. WORN, BUT ARE LOOSE IN HOUSING. HAPPENED W/ FRONT WHEELS 'CUT-OVER'				
10009	P02535 A		770408	024420000	SUSPN-SGL	AXL R-CONTROL ARM	0705 CATALINA	03 C	036931	001605008
				71 000405	PONTIAC					
						CONTROL ARM IS HEAVILY RUSTED AND BROKEN AT BUSHING LOCATION - BUSHINGS ARE CRACKED AND WORN - BROKEN ARM CAUSES AXLE TO SHIFT				
50004	P01958 A		760929	024420000	SUSPN-SGL	AXL R-CONTROL ARM	0900 STARFIRE	44 C	013779	001240002
				75 000404	OLDSMOBILE					
						BUSHING HOLES ARE ELONGATED IN ARM AT ONE END. BUSHINGS SHOW SOME WEAR COND. CAUSED POOR VEHICLE CONTROL.				
50004	P01958 B		760929	024420000	SUSPN-SGL	AXL R-CONTROL ARM	0900 STARFIRE	44 C	013779	001240002
				75 000404	OLDSMOBILE					
						ONE SIDE OF BUSHING HOLE IN ARM IS ELONGATED. BUSHINGS SHOW SOME WEAR COND. CAUSED POOR VEHICLE CONTROL				
50026	P02151 B		761201	024600000	SUSPN-SGL	AXL R-SHOCK ABSORBER	0101 M-B 220	44 C	090000	068510002
				70 140401	MERCEDES-BENZ DIV					
						SHOCK POOR ACTION-LOSS DAMPENING GAS- RUBBER DUST BOOT SPLIT				
50026	P02151 A		761201	024600000	SUSPN-SGL	AXL R-SHOCK ABSORBER	0101 M-B 220	44 C	090000	068510002
				70 140401	MERCEDES-BENZ DIV					
						SHOCKS POOR ACTION-LOSS DAMPENING GAS- RUBBER DUST BOOT SPLIT				

PARTS RETURN PROGRAM

77/07/29

PAGE 0038

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
20008	P01645 B	760701	02460000	SUSPN.SGL AXL R-SHOCK ABSORBER 70 000403 CHEVROLET ACTION OF SHOCK IS GOOD. SOME WEAR AT BUSHINGS. RT SHOCK BROKE - BEST TO REPLACE IN PAIRS	0200 CHEVELLE	00	C	095276	066032002	
30003	P01645 A	760701	02460000	SUSPN.SGL AXL R-SHOCK ABSORBER 70 000403 CHEVROLET SHOCK SEPARATED AT PISTON, TWO SECTIONS PULLED APART. SOME WEAR AT BUSHINGS	0200 CHEVELLE	00	C	095276	066032002	
50013	P02035 B	761027	02460000	SUSPN.SGL AXL R-SHOCK ABSORBER 72 000203 PLYMOUTH TOP BUSHING HAS SERIES OF SMALL CRACKS. SHOCK IS WEAK- NO LEAKAGE. ACTION IS FAIR.	0500 SATELLITE	44	C	051000	0012J0005	
50013	P02035 A	761027	02460000	SUSPN.SGL AXL R-SHOCK ABSORBER 72 000203 PLYMOUTH TOP BUSHING HAS SERIES OF SMALL CRACKS. SHOCK IS WEAK, NO LEAKAGE. ACTION IS FAIR.	0500 SATELLITE	44	C	051000	001230005	
	P82361 B	770309	02620000	WHEELS, SINGLE 75 000202 DODGE WHEEL BROKE WHILE TRAVELLING NORTH (MILE 118) AT 6:00 PM ON FLORIDA TURNPIKE AT 55 MPH ON WET 1-31-77 AFTER 2 MRS DRIVING (305)-753-1866	0500 DART	21	A	064048	027107014	
	P82362 B	770301	02620000	WHEELS, SINGLE 73 000403 CHEVROLET WHEEL BROKE WHILE TRAVELLING NORTH (MILE 118) AT 6:00 PM ON FLORIDA TURNPIKE AT 55 MPH ON WET 1-31-77 AFTER 2 HRS DRIVING (305)-753-1866	0800 MONTE CARLO	21	A	064048	033308038	
50010	P02029 A	761022	02620000	WHEELS SNGL-MAG 73 000407 CHEVROLET TRUCK DV 5 INCH CRACK IN CASTING. CRACK EXTENDS FROM RIM TO WITHIN ONE INCH OF SPIDER. OUTER RIM EDGE IS SCRATCHED, GOUGED. SUSPECT NOT O.E.M.	5300 BLAZER	44	C	055000	068510002	
50030	P02193 A	761200	02620000	WHEELS SNGL-DISC-SPIDER 67 000303 MERCURY SPIDER BROKE FROM WHEEL, 360 DEG. AROUND CIRC. DURING SLOW SLIDE ON A WET ROAD. RIM IS DENTED AT 1 POINT. MAG TYPE SPOKE W/ 2 PIECE CONSTRUC	0300 COUGAR	03	C	000000	000000000	
40005	P01910 A	760920	02620000	WHEELS SNGL-BEAD 74 000301 FORD DIVISION WHEEL SPLIT 80 DEG. AROUND CIRCUMFERENCE AT TIRE BEAD SEAT.	0800 TORINO	32	C	022371	006850001	

PARTS RETURN PROGRAM

77/07/29 PAGE 0039

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER D RECEIVED	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	CAT.	RELEASE AT FAILURE	SHOP NUMBER
P82459 A	770318	02625000	WHEELS SNGL-LUGS-NUTS-BOLTS 00 000000 UNKNOWN LUG BOLTS BROKEN OFF FROM TOO MUCH TORQUE, PROBABLY INSTALLED WITH 1/2 INCH AIR WRENCH	0000 UNKNOWN	03 C	000000	036037023		
P02707 B	770531	02625000	WHEELS SNGL-LUGS-NUTS-BOLTS 66 000202 DODGE NUT HAD FALLEN OFF STUD ALLOWING TO SLIP INTO DRUM CAUSING DAMAGE TO WHEEL CYLINDER - POSSIBLE WEAR ON DRUM AT STUD HOLE	0400 CORONET	06 B	080659	089104010		
P81749 A	760801	02627000	WHEELS SNGL-OTHER 00 000000 UNKNOWN SHOP REPORTS SEEING TRU-SPOKE BRAND WIRE WHEEL FOR 5 BOLT HUB WITH ONE ROW OF BROKEN SPOKES-NO PART-SHOP CALLED WITH REPORT.	0000 UNKNOWN	44 C	000000	048213003		
P81798 A	760801	02627000	WHEELS SNGL-OTHER 70 160601 TOYOTA DIVISION NO PART SENT. SHOP CLAIMS WHEEL WAS COING APART.	0100 TOYOTA CELICA	32 C	000000	020800002		
P81799 A	760813	02627000	WHEELS SNGL-OTHER 74 160601 TOYOTA DIVISION NO PART-SENT. SHOP CLAIMS WHEEL WAS COING APART.	0100 TOYOTA CELICA	32 C	000000	020800002		
P82258 C	770120	02700000	TIRES 74 000404 OLDSMOBILE OWNER CLAIMS TIRE HAS SLOW LEAK. SHOP CLMS NO VISIBLE PUNCTURES OR SEPARATION, LEAK NOT FOUND.	0200 DELTA 88	44 C	000000	011204002		
P82258 D	770120	02700000	TIRES 74 000404 OLDSMOBILE OWNER CLAIMS TIRE HAS SLOW LEAK. SHOP CLMS NO VISIBLE PUNCTURES OR SEPARATION, LEAK NOT FOUND.	0200 DELTA 88	44 C	000000	011204002		
P82350 A	770207	02700000	TIRES 75 000301 FORD DIVISION BROKEN BELT OR PLY IN CENTER OF TIRE	0700 THUNDERBIRD	64 C	022458	0554000		
P81750 E	760801	02730000	TIRES PLY 00 000000 UNKNOWN SHOP REPORTS SEEING MANY FAILURES INVOLVING PLY SEPARATION-MOSTLY ON STEEL RADIALS	0000 UNKNOWN	44 C	000000	060659011		

PARTS RETURN PROGRAM

77/07/29 PAGE 0040

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATL RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81750 D	760801	02730000		TIRES PLY 00 000000 UNKNOWN SHOP REPORTS SEEING MANY FAILURES INVOLVING PLY SEPARATION-MOSTLY ON STEEL RADIALS.	0000 UNKNOWN	44	C	000000	060659011
	P81750 C	760801	02730000		TIRES PLY 00 000000 UNKNOWN SHOP REPORTS SEEING MANY FAILURES INVOLVING PLY SEPARATION-MOSTLY ON STEEL RADIALS.	0000 UNKNOWN	44	C	000000	060659011
	P81750 B	760801	02730000		TIRES PLY 00 000000 UNKNOWN SHOP REPORTS SEEING MANY FAILURES INVOLVING PLY SEPARATION-MOSTLY ON STEEL RADIALS.	0000 UNKNOWN	44	C	000000	060659011
	P81750 A	760801	02730000		TIRES PLY 00 000000 UNKNOWN SHOP REPORTS SEEING MANY FAILURES INVOLVING PLY SEPARATION-MOSTLY ON STEEL RADIALS.	0000 UNKNOWN	44	C	000000	060659011
	P81747 A	760730	02730000		TIRES PLY 00 000000 UNKNOWN TIRE HAS BLISTERS IN TREAD DUE TO PLY SEPARATION 7/32" OF TREAD REMAINING NO PART-SHOP PHONED REPORT	0000 UNKNOWN	44	C	000000	085004002
	P82258 B	770120	02730000		TIRES PLY 74 000404 OLDSMOBILE BULGES APPEAR IN SIDEWALL WHEN TIRE IS INFLATED.	0200 DELTA 88	61	C	000000	011204002
	P82455 B	770224	02730000		TIRES PLY 75 000301 FORD DIVISION TIRE TREAD HAS A LATERAL SHIFT OF 1 TC 1 1/4 INCH TO ONE SIDE	1000 ELITE	55	C	005000	050702006
	P82455 A	770224	02730000		TIRES PLY 75 000301 FORD DIVISION TIRE TREAD HAS LATERAL SHIFT OF ONE INCH TO ONE SIDE	1000 ELITE	55	C	010000	050702006
	P81803 A	760813	02740000		TIRES TREAD 00 000000 UNKNOWN NO PART SENT. SHOP REPORTS PROBS. W/ TREAD SEPARATION ON HWY. DEALER NO HELP. TIRES FULL TO ONE SIDE.	0000 UNKNOWN	64	C	000000	060659011

PARTS RETURN PROGRAM

77/07/29 PAGE 0041

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P82353 A	770126	02740000		TIRES TREAD 75 000401 BUICK TREAD SEPARATION	0000 BUICK	44 C	030349	011204002
	P82351 A	770207	02740000		TIRES TREAD 74 000404 OLDSMOBILE LARGE BULGE IN CENTER OF TREAD	0100 CUTLASS	64 A	013000	055423002
	P82256 A	770120	02740000		TIRES TREAD 74 000404 OLDSMOBILE COMPLETE & TOTAL TREAD SEPARATION. BELTS DAMAGED FROM ROAD CONTACT.	0200 DELTA 88	64 C	000000	011204002
	P82352 A	770131	02740000		TIRES TREAD 74 000301 FORD DIVISION BAD BREAK IN CENTER OF TREAD	0300 LTD	64 A	030000	055423002
20015	P01653 A	760701	02740000		TIRES TREAD 71 160401 DATSUN DIVISION PLY SEPARATION IN TREAD AREA CAUSED TIRE TO WEAR EXCESSIVELY IN 1"X3" AREA. STEEL BELT SHOWS THROUGH PLY.	0800 DATSUN UNKNOWN	00 C	050000	000000000
1164	P81786 A	760813	02740000		TIRES TREAD 00 000301 FORD DIVISION WITHIN 10000 MI ALL 4 REPLACEMENT STEEL RADIALS LOST 1 FOOT SECTION OF TREAD. NO PROB. WITH NEW 4 FLY POLYESTER OVERSIZE TIRES.	1100 FORD UNKNOWN	21 C	010000	084713018
	P82354 A	770203	02740000		TIRES TREAD 76 000204 DODGE TRUCK DIV TREAD SEPARATION - TO PROVIDE PHOTOS	5400 M SERIES-MOBILE HM	44 C	005100	094022118
	P82459 B	770318	02770000		TIRES OTHER 00 000000 UNKNOWN RADIAL TIRES UNDERINFLATED 10 TO 15 POUNDS	0000 UNKNOWN	44 C	000000	036037023
	P81696 A	760730	03212000		BRAKES HYDRAULIC-LINKAGE, PEDAL 00 000300 FORD MOTORS CO METAL BUSHING IN PEDAL SUPPORT FAILED RESULTING IN STIFF PEDAL OR BRAKE LOCK-UP	0000 FCRD MOTORS CO	15 C	000000	098103087

PARTS RETURN PROGRAM

77/07/29

PAGE 0042

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	D DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81696 A	760730	03212000		BRAKES HYDRAULIC-LINKAGE, PEDAL 00 000300 FORD MOTORS CO METAL BUSHING IN PEDAL SUPPORT BRAKE LOCK-UP	0000 FORD MOTORS CO	15	C	000000	098103087
	P81696 A	760730	03212000		BRAKES HYDRAULIC-LINKAGE, PEDAL 00 000300 FORD MOTORS CO METAL BUSHING IN PEDAL SUPPORT BRAKE-LOCK-UP	0000 FORD MOTORS CO	15	C	000000	098103087
	P01696 A	760801	03212000		BRAKES HYDRAULIC-LINKAGE, PEDAL 67 000301 FORD DIVISION METAL BUSHING IN PEDAL SUPPORT SWING SHAFT ON RIGHT SIDE. RESULTS IN STIFF PEDAL OR BRAKE LOCK-UP.	0500 MUSTANG	15	C	062000	098103087
50033	P02243 A	761220	03212000		BRAKES HYDRAULIC-LINKAGE, PEDAL 67 000301 FORD DIVISION SUPPORT BRACKET IS WORN AT PEDAL OTHER SIDE IS WORN. BOTH HOLES ARE ELONGATED.	0500 MUSTANG	44	C	076848	083617023
	P82140 A	761123	03212000		BRAKES HYDRAULIC-LINKAGE, PEDAL 67 000301 FORD DIVISION BRAKE PEDAL SUPPORT WORN AT CROSS SHAFT BUSHING. NEW PART WAS PUNCHED OUT-OF-ROUND WHERE PIVOT SHAFT GOES. HAD TO REHAKE NEW PART TO FIT	0500 MUSTANG	53	C	070000	051106004
	P82141 A	761123	03212000		BRAKES HYDRAULIC-LINKAGE, PEDAL 69 000301 FORD DIVISION PEDAL SUPPORT WORN AT CROSS SHAFT BUSHINGS FOR ORIG. SUPPORT AFTER LAST PART WAS RCVD. DEFECTIVE.	0500 MUSTANG	53	C	050000	051106004
50006	P01979 B	761005	03213000		BRAKES HYDRAULIC-SWITCH, BRAKE LIGHT 74 000407 CHEVROLET TRUCK DV LITTLE MOVEMENT IN SWITCH. SUSPECT INTERNAL DAMAGE CAUSED BY HARNESS FAILURE. COPPER SLUG IN FUSE SLOT TO BRAKE LIGHTS.	5702 C20	28	C	064499	098126073
50003	P01947 A	760928	03213000		BRAKES HYDRAULIC-SWITCH, BRAKE LIGHT 73 000407 CHEVROLET TRUCK DV NO BRAKE LIGHTS. PLUNGER CONTACT IS FROZEN. PLASTIC CASING IS PARTIALLY MELTED INDICATING INTERNAL ELECTRICAL SHORT.	5704 C30	28	C	030000	099206096
50036	P02271 A	770128	03221000		BRKS. HYDRAULIC-PWR. ASSIST-LINES, VACUUM 0000 CADILLAC 71 000402 CADILLAC INSIDE OF RUBBER HOSE PARTIALLY COLLAPSED. NO CRACKS-SOME FLEXIBILITY LOST. HOSE SMELLS OF GAS, SUSPECT CONTAMINATION. SHOP CLMS NO ASSIST	0000 CADILLAC	44	C	000000	008723101

PARTS RETURN PROGRAM

77/07/29 PAGE 0043

OFFICE OF DEFECIS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SOEKED BY COMECNET, MODEL, MDL YR

BIN NUMBER	PKP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HQZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50022	P02110 A	761129	03221000	BRKS.HYDRAULIC-PWR ASSIST-LINES, VACUUM	72 000402 CADILLAC	CADILLAC UNKNOWN	28	C	057562	096126073
				HOSE HAS DETERIORATED INSIDE. COLLAPSED. NO POWER ASSIST EFFECT. HCSE RESTRICTING VACUUM PULL. HCSE RAN FROM CARB TO BOOSTER.						
10032	P02680 A	770516	03223000	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE	00 000400 GENERAL MOTORS CO	GENERAL MOTORS CO	28	C	000000	070130001
				PLASTIC CAP FELL OUT OF VALVE						
10032	P02678 A	770516	03223000	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE	00 000400 GENERAL MOTORS CO	GENERAL MOTORS CO	28	C	000000	070130001
				PLASTIC CAP FELL OUT OF VALVE						
10032	P02677 A	770516	03223000	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE	00 000400 GENERAL MOTORS CO	GENERAL MOTORS CO	28	C	000000	070130001
				PLASTIC CAP FELL OUT OF VALVE						
10032	P02676 A	770516	03223000	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE	00 000400 GENERAL MOTORS CO	GENERAL MOTORS CO	28	C	000000	070130001
				PLASTIC CAP FELL OUT OF VALVE						
10032	P02679 A	770516	03223000	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE	00 000400 GENERAL MOTORS CO	GENERAL MOTORS CO	28	C	000000	070130001
				PLASTIC CAP FELL OUT OF VALVE						
50024	P02129 A	761122	03223000	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE	07 000401 BUICK	WILDCAT	28	C	080190	060659011
				BROKEN VALVE CAUSED LOSS OF POWER ASSIST & NO IDLE COND. IN ENGINE.						
50036	P02264 A	770124	03223000	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE	69 000404 OLDSMOBILE	DELTA 88	32	C	030100	061107005
				POWER BRAKE BOOSTER VACUUM CHECK VALVE IS MADE FROM PLASTIC. PLAT PLASTIC DISC FELL OUT. LOST BRAKING POWER ASSIST						
50020	P02087 A	761126	03223000	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE	71 000403 CHEVROLET	NOVA	28	B	045000	090027012
				PLASTIC CAP IS MISSING FROM PLASTIC VALVE, POWER BRAKES FAILED						

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, WDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10025	P02579	A 770429	03223000	BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE 68 000404 OLDSMOBILE LOSS OF BROKE POWER ASSIST, BACKFIRE THROUGH CARBURETOR - END POPPED OUT OF PLASTIC VALVE	0700 DELMONT	44	B	068000	087104018
DOT1	P02542	A 770412	03224000	BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 72 200031 INTERNATIONAL TRUCK RUBBER PORTION OF DIAPHRAM IS SPLIT IN ONE PLACE AT OUTER EDGE	0000 INTERNATIONAL TRUCK	06	C	037604	019405097
DOT1	P02384	A 770222	03224000	BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 76 000404 OLDSMOBILE CASING IS INTACT-NO VISIBLE DEFECTS	0100 CUTLASS	15	C	012179	012205098
10026	P82359	A 770201	03224000	BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 76 000404 OLDSMOBILE VACUUM BOOSTER FAILED DUE TO EXTREME COLD. LOSS OF POWER ASSIST.	0111 CUTLASS SUPR CR	15	A	011000	055402019
10026	P02603	A 770507	03224000	BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 70 000203 PLYMOUTH SHOPS CLAIMS ERRATIC BRAKING & LOCK-UP - DIAPHRAM HUB BROKEN	0404 FURY VIP	14	B	000000	063301003
50010	P02055	A 761021	03224000	BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 74 000203 PLYMOUTH POWER BOOSTER SOURCE OF VACUUM LEAK, SHOP CLAIMS. ENGINE RAN ROUGH, EXCESS. PEDAL PRESSURE. DIAPHRAM APPRARS INTACT. ADD'L IC CC 3580339	0601 VALIANT DUSTER	15	C	007773	023513001
DOT1	P02269	A 770122	03224000	BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 76 000404 OLDSMOBILE BOOSTER FAILED WHILE CAR WAS IN MOTION-FIRST FAILURE	0605 CUSTOM CRUISER	28	C	000000	019025000
50032	P02210	A 761220	03223000	BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 00 000101 AMERICAN MOTORS DV EXTERNAL APPEARANCE OF M-CYL NORMAL. SUSPECT INTERNAL L AKAGE. TAG NOT READABLE. ADD'L ID-BENDIX	0000 AMERICAN MOTORS DV	28	C	000000	023513001
50017	P02066	A 761020	03223000	BRKS.HYDRAULIC-PWR ASSIST-BOOSTER 00 000000 UNKNOWN SUSPECT LEAKAGE PAST CUPS IN BORE. NO COMMENTS ON TAG. DUAL RESEVOIR TYPE CYL. IS VERY DIRTY, RUSTED.	0000 UNKNOWN	28	C	000000	004104003

PARTS RETURN PROGRAM

77/07/29

PAGE 0045

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MILE YR

BIN NUMBER	PRP I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50025	P02133 A	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000200 CHRYSLER MOTOR CO EXTERNAL APPEARANCE OF MASTER CYL. NORMAL-SUSPECT INTERNAL MALFUNCTION, LEAKAGE			0000 CHRYSLER MOTOR CO	28	C	000000	060076001
50017	P02064 A	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000200 CHRYSLER MOTOR CO SUSPECT LEAKAGE IN BORE AT CUPS - TAG NOT READABLE.			0000 CHRYSLER MOTOR CO	28	C	000000	004104003
10008	P02513 A	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000000 UNKNOWN BENDIX-EXTERNAL APPEARANCE NORMAL-SUSPECT INTERNAL MALFUNCTION/LEAKAGE			0000 UNKNOWN	28	C	000000	008861107
30018	P01794 A	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000400 GENERAL MOTORS CO EXTERNAL APPEARANCE OF M/CYL. NORMAL-SUSPECT INTERNAL MALFUNCTION			0000 GENERAL MOTORS CO	00	C	000000	050205003
30011	P01705 A	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000000 UNKNOWN TAG NOT READABLE. EXTERNAL APPEARANCE NORMAL. SUSPECT INTERNAL PROBLEM			0000 UNKNOWN	28	C	000000	023513001
30022	P01650 A	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000200 CHRYSLER MOTOR CO NO VISIBLE SIGNS OF FAILURE. SUSPECT INTERNAL DEFECT. TAG NOT READABLE			0000 CHRYSLER MOTOR CO	00	C	000000	014607007
20010	P01647 A	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000200 CHRYSLER MOTOR CO NO VISIBLE SIGNS OF FAILURE. TAG UNREADABLE. SUSPECT INTERNAL MALFUNCTION			0000 CHRYSLER MOTOR CO	00	C	000000	014607007
30005	P01846 A	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000000 UNKNOWN NO EXTERNAL DEFECTS, SUSPECT INTERNAL MALFUNCTION. TAG NOT READABLE			0000 UNKNOWN	00	C	000000	063109037
30005	P01845 A	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000000 UNKNOWN NO EXTERNAL DEFECTS-SUSPECT INTERNAL MALFUNCTION. TAG NOT READABLE.			0000 UNKNOWN	00	C	000000	063105037

PARTS RETURN PROGRAM

77/07/79

PAGE 0046

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR	MANUFACTURER	NAKE-MODEL	FAULI CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50031	P02474	A 770331	03230000	BRKS.HYDRAULIC-MSTR CYL 00 000000 UNKNOWN TAG NOT READABLE - NO VISIBLE EXTERNAL DAMAGE. TAG NOT READABLE.		0000 UNKNOWN	0000	00	D	000000	090027012
10017	P02723	A 770606	03230000	BRKS.HYDRAULIC-MSTR CYL 00 000000 UNKNOWN SUSPECT INTERNAL LEAKAGE TAG NOT READABLE		0000 UNKNOWN	0000	00	C	000000	090027012
20001	P02741	A 770615	03230000	BRKS.HYDRAULIC-MSTR CYL 00 000200 CHRYSLER MOTOR CO O.E.M. TYPE CHRYSL. M-CYL. SUSPECT INTERNAL DEFECT. TAG UNREADABLE, SHOP DOES NOT RECALL PART.		0000 CHRYSLER MOTOR CO	0000	00	C	000000	055103001
30018	P01795	A 760814	03230000	BRKS.HYDRAULIC-MSTR CYL 67 000300 FORD MOTORS CO EXTERNAL APPEARANCE OF W/CYL.NORMAL SUSPECT INTERNAL MALFUNCTION		0000 FORD MOTORS CO	0000	00	C	000000	050265003
10031	P02650	A 770512	03230000	BRKS.HYDRAULIC-MSTR CYL 75 000403 CHEVROLET CLAIMS PEDAL SINKS - SUSPECT INTERNAL LEAKAGE AT SEALS		0000 CHEVROLET	0000	28	C	030600	090027012
50002	P01952	A 760929	03230000	BRKS.HYDRAULIC-MSTR CYL 67 000203 PLYMOUTH LIGHT RUST ON INSIDE BORE OF CYL. BORE IS DIRTY.		0100 BARRACUDA	0100	44	C	078554	030501001
30011	P01699	A 760730	03230000	BRKS.HYDRAULIC-MSTR CYL 72 000202 DODGE EXTERNAL APPEARANCE NORMAL-SUSPECT INTERNAL MALFUNCTION. PEDAL FAILURE OCCURED DURING BRAKING.		0100 CHALLENGER	0100	44	C	037793	023513001
50039	P02321	A 770214	03230000	BRKS.HYDRAULIC-MSTR CYL 72 140501 VOLKSWAGEN DIVISION SHOP CLAIMS BRAKE LOSS. NO EXTERNAL DEFECTS, SUSPECT INTERNAL MALFUNCTION		0100 TYPE I	0100	28	A	045000	098036056
50031	P02478	A 770331	03230000	BRKS.HYDRAULIC-MSTR CYL 76 150301 FIAT DIVISION SHOP CLAIMS SEALS LEAK IN CYL.- COST BRAKES		0100 X 1/9	0100	28	C	013832	098036056

PARTS RETURN PROGRAM

77/07/49 PAGE 0047

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, NDL 11

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YEAR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	RELEASE AT FAILURE	SHOP NUMBER
50005	P01976	A 761005	03230000	BRKS. HYDRAULIC-MSTR CYL 69 000402 CADILLAC NO EXTERNAL DEFECTS, SUSPECT INTERNAL MALFUNCTION.			0101 CADILLAC DE VILLE	28	C	045000	090027014
30029	P01692	A 760730	03230000	BRKS. HYDRAULIC-MSTR CYL 73 110206 MG DIVISION LOCKHEED CYL. APPEARS NORMAL-SUSPECT INTERNAL MALFUNCTION. SHOP CLAIMS CYL. CAUSED BRAKE FAILURE. ADD'L I.D. NO. 3/4 C4			0101 MGB	28	C	052124	019803001
50033	P02246	A 770104	03230000	BRKS. HYDRAULIC-MSTR CYL 71 000303 MERCURY SHOP CLMS. LOSS OF FLUID & REAR BRAKE LOCK-UP AFTER SITTING OVERNIGHT EXTERNAL APPEARANCE NORMAL, SUSPECT INTERNAL MALFUNCTION.			0200 COMET	44	C	043210	014607007
50005	P01977	A 761005	03230000	BRKS. HYDRAULIC-MSTR CYL 68 000303 MERCURY NO EXTERNAL DEFECTS, SUSPECT INTERNAL MALFUNCTION. LOSS OF PEDAL			0300 COUGAR	28	C	068000	050027014
40001	P01872	A 760909	03230000	BRKS. HYDRAULIC-MSTR CYL 70 000303 MERCURY SHOP CLAIMS PEDAL FADES. EXTERNAL APPEARANCE NORMAL. SOME DIRT IN RESEVOIRS. SUSPECT INTERNAL MALFUNCTION.			0300 COUGAR	19	C	063469	063105001
10012	P02569	A 770410	03230000	BRKS. HYDRAULIC-MSTR CYL 70 000301 FORD DIVISION PEDAL BLEEDS TO FLOOR WHEN STOPPED-SUSPECT LEAKAGE PAST SEALS			0300 LTD	44	C	079633	023513001
30004	P01834	A 760828	03230000	BRKS. HYDRAULIC-MSTR CYL 71 000301 FORD DIVISION SHOP CLAIMS LOSS OF BRAKES IMPROPER RELEASE. EXTERNAL APPEARANCE NORMAL SUSPECT INTERNAL MALFUNCTION			0300 LTD	28	C	043201	014607007
50025	P02135	A 761123	03230000	BRKS. HYDRAULIC-MSTR CYL 72 000301 FORD DIVISION SUSPECT INTERNAL LEAKAGE MASTER CYLINDER			0300 LTD	14	C	045720	051176004
50019	P02084	A 761110	03230000	BRKS. HYDRAULIC-MSTR CYL 75 000202 DODGE SHOP CLAIMS M. CYL. LEAKS. POSS. LEAKAGE WHERE PLASTIC RESEVOIRS JOIN METAL CYLINDERS. ADD'L. ID JAPAN 813B.			0300 COLT	32	C	015027	092703069

PARTS RETURN PROGRAM

77/07/29

PAGE 0048

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECNET, MODEL, MDL YR

BIN NUMBER	PREP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YEAR	MANUFACTURER	MAKE-MODEL	SHOP CLAIMS	FAULT HAZ. CODE CAT.	MIILEAGE AT FAILURE	SHOP NUMBER
10017	P02730 A	770607	03230000	BRKS-HYDRAULIC-MSTR CYL 75 140501 VOLKSWAGEN DIVISM SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING NO ADD'L ID	75	DASHER 324	0303 DASHER 324		28 B	047000	030060081
20001	P02743 A	770615	03230000	BRKS-HYDRAULIC-MSTR CYL 74 140501 VOLKSWAGEN DIVISM INTERNAL LEAKAGE COMPLETE BRAKE FAILURE OWNER ABLE TO STOP FROM 25MPH WITH HAND BRAKE	74	DASHER 364	0304 DASHER 364		28 A	059200	055103001
10009	P02538 A	770420	03230000	BRKS-HYDRAULIC-MSTR CYL 71 000403 CHEVROLET EXCESSIVE USE OF FLUID - SUSPECT LEAKAGE	71	BELAIR	0306 BELAIR		32 C	066854	014607007
50039	P02345 A	770207	03230000	BRKS-HYDRAULIC-MSTR CYL 73 000403 CHEVROLET EXTERNAL APPEARANCE OF MASTER CYLINDER NORMAL. SUSPECT INTERNAL MALFUNCTION. OCCASIONAL COMPLETE LOSS OF BRAKES.	73	IMPALA	0312 IMPALA		28 A	038819	055423002
30016	P01788 A	760813	03230000	BRKS-HYDRAULIC-MSTR CYL 66 000301 FORD DIVISION M/CYLINDER RUSTED IN BORE	66	GALAXIE 500	0313 GALAXIE 500		28 C	057840	030501001
40006	P01915 A	760922	03230000	BRKS-HYDRAULIC-MSTR CYL 70 000301 FORD DIVISION EXTERNAL APPEARANCE NORMAL, SUSPECT INTERNAL MALFUNCTION. NO LOSS OF FLUID- NO BRAKING ACTION TWICE, PEDAL SINKS TO FLOOR AT TRAFFIC LIGHT.	70	MAVERICK	0400 MAVERICK		44 C	029042	014707007
50025	P02136 A	761123	03230000	BRKS-HYDRAULIC-MSTR CYL 70 000301 FORD DIVISION SUSPECT INTERNAL MALFUNCTION MASTER CYLINDER	70	MAVERICK	0400 MAVERICK		28 C	050000	051106004
50028	P02175 A	761214	03230000	BRKS-HYDRAULIC-MSTR CYL 71 000203 PLYMOUTH PEDAL BLEEDS DOWN. EXTERNAL APPEARANCE NORMAL -SUSPECT INTERNAL LEAKAGE. ADD'L ID - 3461187	71	FURY	0400 FURY		44 C	074994	023513001
50023	P02124 A	761129	03230000	BRKS-HYDRAULIC-MSTR CYL 72 000301 FORD DIVISION SHOP CLAIMS NO BRAKES. MASTER CYL. INTACT, FLUID IS DIRTY. SUSPECT INTERNAL MALFUNCTION. SHOP CLMS 'SAFETY VALVE SWITCH' ALSO FAILED.	72	MAVERICK	0400 MAVERICK		28 C	045230	019020002

PARTS RETURN PROGRAM

77/07/42

FAO 0043

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL II.

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	COMPONENT YF MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50026	P02149 A	761130	03230000	BRKS.HYDRAULIC-MSTR CYL 73 000301 FORD DIVISION SUSPECT INTERNAL MALFUNCTION-LEAKAGE REAR BRAKE FLUID	0400 HAVERICK	040613	28 C	040613	060201006
10016	P02704 A	770526	03230000	BRKS.HYDRAULIC-MSTR CYL 71 000203 PLYMOUTH CLAIMS NO BRAKES - EXTERNAL APPEARANCE OF MASTER CYLINDER NORMAL - SUSPECT INTERNAL MALFUNCTION/LEAKAGE	0402 FURY II	090000	28 B	090000	061230005
30013	P01754 A	760810	03230000	BRKS.HYDRAULIC-MSTR CYL 66 000203 PLYMOUTH RUSTED IN PISTON CYLINDER OF HOUSING.	0403 FURY III	061361	44 C	061361	030501001
40006	P01914 A	760922	03230000	BRKS.HYDRAULIC-MSTR CYL 71 000203 PLYMOUTH EXTERNAL APPEARANCE NORMAL, SUSPECT INTERNAL MALFUNCTION. POSSIBILITY OF FLUID CONTAMINATION. CYL. WAS LEAKING FLUID & REAR BRKS WERE LOCKING	0403 FURY III	031603	32 C	031603	014607007
50005	P01975 A	761005	03230000	BRKS.HYDRAULIC-MSTR CYL 00 000201 CHRYSLER DIV NO EXTERNAL DEFECTS, SUSPECT INTERNAL MALFUNCTION. SHOP CLAIMS PEDAL SINKS.	0500 NEWPORT	063994	28 C	063994	090027012
10017	P02724 A	770606	03230000	BRKS.HYDRAULIC-MSTR CYL 67 000202 DODGE SHOP CLAIMS LEAKAGE SUSPECT INTERNAL LEAK ADDL ID- 225601	0500 DART	094277	44 C	094277	090027012
50017	P02065 A	761020	03230000	BRKS.HYDRAULIC-MSTR CYL 68 000203 PLYMOUTH LEAKAGE IN BORE FROM RUST, SHOP CLAIMS. ADD'L I.D. 0392223	0500 SATELLITE	078240	28 C	078240	004104003
30013	P01759 A	760810	03230000	BRKS.HYDRAULIC-MSTR CYL 69 000202 DODGE CYL.AREA OF PISTON TRAVEL SLIGHTLY RUSTED.SUSPECT INTERNAL DEFECT	0500 DART	046402	28 C	046402	012601031
50025	P02134 A	761122	03230000	BRKS.HYDRAULIC-MSTR CYL 70 000203 PLYMOUTH EXTERNAL APPEARANCE IS NORMAL-SUSPECT INTERNAL MALFUNCTION,LEAKAGE	0500 SATELLITE	060091	28 C	060091	001230005

PARTS RETURN PROGRAM

77/07/79 PAGE 0050

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P82358 A	770201	03230000	03230000	BRKS. HYDRAULIC-MSTR CYL 70 000301 FORD DIVISION OWNER REPORTS PROBLEMS W/ MASTER CYL. NOT SPECIFIC - NO OTHER INFO.	0500 MUSTANG	00	C	000000	055402019
10026	P02606 A	770505	03230000	03230000	BRKS. HYDRAULIC-MSTR CYL 70 000201 CHRYSLER DIV EXTERNAL APPEARANCE NORMAL - SUSPECT INTERNAL MALFUNCTION/LEAKAGE	0500 NEWPORT	44	B	070000	001230005
20001	P02742 A	770615	03230000	03230000	BRKS. HYDRAULIC-MSTR CYL 70 000202 DODGE INTERNAL LEAK - #2225531 AT	0500 DART	28	B	000000	055103001
10010	P02544 A	770412	03230000	03230000	BRKS. HYDRAULIC-MSTR CYL 72 000301 FORD DIVISION RUST IN CYLINDER BORE - LOSS OF BRAKES - #2227731	0500 MUSTANG	28	A	000000	046204013
50040	P02440 A	770303	03230000	03230000	BRKS. HYDRAULIC-MSTR CYL 72 000203 PLYMOUTH CLAIMS CYLINDER LEAKED FLUID INTO POWER BRAKE UNIT-EVIDENCE OF LEAKAGE AT CYLINDER MOUTH/PUSH ROD LOCATION-ID:3765L 3461187R8	0500 SATELLITE	28	C	070472	060201006
50017	P02062 A	761021	03230000	03230000	BRKS. HYDRAULIC-MSTR CYL 72 000203 PLYMOUTH SHOP CLAIMS INTERNAL FLUID BYPASS CAUSED BRAKE FAILURE.	0500 SATELLITE	28	C	045771	023513001
10008	P02514 A	770420	03230000	03230000	BRKS. HYDRAULIC-MSTR CYL 75 000401 BUICK DELCO MORaine-PEDAL PASSES-BYPASS LEAKS-INTERNAL LEAKAGE PAST SEALS	0500 LA SABRE	19	C	034720	008861107
50036	P02248 A	761103	03230000	03230000	BRKS. HYDRAULIC-MSTR CYL 71 000301 FORD DIVISION SHOP CLMS. MASTER CYL. LEAKS. EXTERNAL APPEARANCE NORMAL, SUSPECT INTERNAL MALFUNCTION	0600 PINTO	44	C	064610	090027012
10016	P02687 A	770523	03230000	03230000	BRKS. HYDRAULIC-MSTR CYL 75 000404 OLDSMOBILE CASING INTACT, SHOP CLAIMS VEHICLE HAD NO BRAKES. SUSPECT INTERNAL LEAK.	0600 98	44	C	034200	095820123

PARTS RETURN PROGRAM

77/07/29 PAGE 0051

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECMENT, MODEL, HDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10017	P02728 A	770607	03230000	BRKS-HYDRAULIC-MSTR CYL 75 140501 VOLKSWAGEN DIVISION	0600 RABBIT	28	B	030000	030060001	
				SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID-1774 402 914 1012						
10017	P02727 A	770607	03230000	BRKS-HYDRAULIC-MSTR CYL 75 140501 VOLKSWAGEN DIVISION	0600 RABBIT	28	B	030000	030060001	
				SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID-1774 402 94691911D						
10017	P02729 A	770607	03230000	BRKS-HYDRAULIC-MSTR CYL 76 140501 VOLKSWAGEN DIVISION	0600 RABBIT	28	B	030000	030060001	
				SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID 1774 .02:941:3001E						
10012	P02574 A	770421	03230000	BRKS-HYDRAULIC-MSTR CYL 77 000405 PONTIAC	0600 LE MANS	44	B	001205	014607007	
				BENDIX- PEDAL GOES TO FLOOR WHEN HOLDING BRAKE OR-SUSPECT LEAKAGE						
20002	P01764 A	760811	03230000	BRKS-HYDRAULIC-MSTR CYL 69 000301 FORD DIVISION	0700 THUNDERBIRD	28	C	066426	063105001	
				EXTERNAL APPEARANCE IS NORMAL. SUSPECT INTERNAL MALFUNCTION, POSS.LEAK						
10025	P02586 A	770429	03230000	BRKS-HYDRAULIC-MSTR CYL 76 000405 PONTIAC	0705 CATALINA	44	B	031486	027101002	
				FLUID LEAKED INTO BOOSTER FROM REAR OF MASTER CYLINDER-MORRINE 5470408						
50036	P02249 A	770109	03230000	BRKS-HYDRAULIC-MSTR CYL 64 000405 PONTIAC	0800 PONTIAC UNKNOWN	44	C	000000	090027012	
				SHOP CLMS. CYL. LEAKS, NO PEDAL. EXTERNAL APPEARANCE NORMAL, SUSPECT INTERNAL MALFUNCTION						
50017	P02067 A	761022	03230000	BRKS-HYDRAULIC-MSTR CYL 69 000301 FORD DIVISION	0800 TORINO	28	C	081562	090027012	
				SHOP CLAIMS PEDAL SINKS. SUSPECT FLUID LEAKAGE FAST CUPS IN BORE OF BAD VALVE						
30001	P01809 A	760819	03230000	BRKS-HYDRAULIC-MSTR CYL 70 000301 FORD DIVISION	0800 TORINO	28	C	070276	047710001	
				NO PEDAL PRESSURE FROM MASTER CYL.SUSPECT INTERNAL MALFUNCTION-PROBABLY LEAKAGE AT CUPS						

PARTS RETURN PROGRAM

77/07/29

PAGE 0052

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YEAR	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30029	P01697	A 760730	03230000	71	000101 AMERICAN MOTORS DV NO VISIBLE EXTERNAL DEFECTS. SUSPECT INTERNAL MALFUNCTION. CAUSED BRAKE LOSS	BRKS.HYDRAULIC-MSTR CYL	0800 REBEL	28	C	066894	019803001
50033	P02241	A 770108	03230000	72	000301 FORD DIVISION SHOP CLAIMS CYL. IS LEAKING, LOSS OF PEDAL. CYL. APPEARS NORMAL	BRKS.HYDRAULIC-MSTR CYL	0800 TORINO	44	C	071799	023513001
50019	P02083	A 761110	03230000	73	160401 DATSUN DIVISION SHOP CLAIMS MASTER CYL. LEAKS	BRKS.HYDRAULIC-MSTR CYL	0800 DATSUN UNKNOWN	32	C	033048	092703069
20004	P02773	A 770617	03230000	73	000301 FORD DIVISION SHOP CLAIMS PEDAL BLEEDS TO FLOOR AT STOP SUSPECT INTERNAL LEAKAGE	BRKS.HYDRAULIC-MSTR CYL	0800 TORINO	44	C	025556	023513001
50007	P02003	A 761103	03230000	73	000301 FORD DIVISION NO PART SENT. SHOP SUGGEST SEALS IN CYL. HAVE BEEN DAMAGED DUE TO LENGTH OF STORAGE. FLUID BYPASSING INTERNALLY CAUSES EXCESS TRAVEL	BRKS.HYDRAULIC-MSTR CYL	0804 GRAN TORINO	44	C	014000	068510011
50037	P02299	A 770128	03230000	75	000401 BUICK NO VISIBLE EXTERNAL DEFECTS. SUSPECT INTERNAL MALFUNCTION, LEAKAGE. TAG IS PARTLY ILLEGIBLE.	BRKS.HYDRAULIC-MSTR CYL	0900 BUICK UNKNOWN	44	C	000000	000000000
30013	P01758	A 760810	03230000	72	000301 FORD DIVISION NO VISIBLE EXTERNAL DEFECTS. SUSPECT INTERNAL MALFUNCTION, PROBABLY IN REAR BRAKE SECTION. RESIDUE OF FLUID AT FRT. PORT. TAG NOT READABLE	BRKS.HYDRAULIC-MSTR CYL	1100 FORD UNKNOWN	28	C	050000	063105001
50015	P02046	A 761020	03230000	00	000403 CHEVROLET SUSPECT INTERNAL MALFUNCTION. SINGLE CHAMBER M-CYL. - DELCO TYPE. BOTTOM OF RESEVOIR IS DIRTY - GUMMED UP.	BRKS.HYDRAULIC-MSTR CYL	1200 CHEVROLET UNKNOWN	13	C	000000	019020002

PARIS RETURN PROGRAM

77/07/29 PAGE 0033

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, ALL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
3001	P01810 A	760619	03230000	BRKS.HYDRAULIC-MSTR CYL 74 000403 CHEVROLET NO PEDAL PRESSURE FROM M/CYL.SUSPECT INTERNAL MALFUNCTION-PROBABLY LEAKAGE AT CUPS		1200 CHEVROLET UNKNOWN	28	C	032890	047710001
5002	P01937 A	760928	03230000	BRKS.HYDRAULIC-MSTR CYL 76 000403 CHEVROLET SHOP CLAIMS M/CYL LEAKS. ADD'L I.D. D-47		1200 CHEVROLET UNKNOWN	32	C	013320	078710089
50015	P02045 A	761020	03230000	BRKS.HYDRAULIC-MSTR CYL 00 000406 GMC TRUCK DIV SUSPECT INTERNAL MALFUNCTION - TAG NOT READABLE. DUAL CHAMBERED DELCO TYPE N-CYL.		5000 GMC	00	C	000000	019020002
	P82313 A	770203	03230000	BRKS.HYDRAULIC-MSTR CYL 70 000305 FORD TRUCK DIV SEAT SEAL IS IRREGULAR, LEAKS CAUSING LOSS OF BRAKES, PART #E71108, MFG - ELS BRAKE, NEW PART PURCHASED AT TIDEWATER AUTO SUPPLY.		5101 F100	32	B	000300	023502078
50023	P01620 A	760607	03230000	BRKS.HYDRAULIC-MSTR CYL 68 000305 FORD TRUCK DIV NO EXTERNAL DAMAGE-SUSPECT INTERNAL DEFECT		5111 F250	28	C	085150	051106004
50011	P02015 A	761028	03230000	BRKS.HYDRAULIC-MSTR CYL 72 000204 DODGE TRUCK DIV INNER BORE OF MASTER CYL. RUSTED & WORN - PRESSURE LOSS.		5300 B SERIES	44	C	073891	030501001
50039	P02318 A	770211	03230000	BRKS.HYDRAULIC-MSTR CYL 72 000305 FORD TRUCK DIV SHOP CLAIMS FRONT STAGE OF DUAL BRAKING SYSTEM FAILED. NO EXTERNAL DEFECTS. SUSPECT INTERNAL MALFUNCTION.		5301 BRONCO V100 4X4	28	B	040108	006470070
10010	P02546 A	770329	03230000	BRKS.HYDRAULIC-MSTR CYL 74 000204 DODGE TRUCK DIV SUSPECT INTERNAL LEAKAGE #2225674		5308 TRADESMAN VAN	44	C	023660	023513001
50039	P02319 A	770209	03230000	BRKS.HYDRAULIC-MSTR CYL 74 000407 CHEVROLET TRUCK DV SHOP CLAIMS FLUID LEAK. EXTERNAL APPEARANCE OF MASTER CYLINDER NORMAL		5802 C20	32	C	027100	055802006

77/07/29

PAGE 0054

OFFICE OF DEFECTS INVESTIGATION
CUMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YK MANUFACTURER	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10026	P02600	A 770427	03233000		BRKS, HYDRAULIC-MSTR CYL. PISTONS-CUPS-SPRNG 71 140401 MERCEDES-BENZ DIV J102 M-B 220D #23099/#23002: 1 SEAL ON FORWARD PISTON SPLIT, 1 SEAL ON REARWARD PISTON SHOWS WEAR ON SEALING SURFACE - SUSPECT LEAKAGE		32	B	074088	068510002
10011	P02568	A 770404	03233000		BRKS, HYDRAULIC-MSTR CYL. PISTONS-CUPS-SPRNG 71 000301 FORD DIVISION 0600 PINTO CLAIMS SEALS ARE HARD- SUSPECT LEAKAGE AT SEALS		32	C	035638	054911007
40001	P01869	A 760909	03233000		BRKS, HYDRAULIC-MSTR CYL. PISTONS-CUPS-SPRNG 70 000201 CHRYSLER DIV 0700 CHRYSLER UNKNOWN M/CYL. PRIMARY & SECONDARY PISTON CUPS ARE DISTORTED. SOME RUST ON SPRINGS. SHOP CLAIMS CAUSED BRAKE FAILURE. POSS. CONTAMINATED FLUID		28	C	064990	001230005
10010	P02548	A 770329	03233000		BRKS, HYDRAULIC-MSTR CYL. PISTONS-CUPS-SPRNG 75 000403 CHEVROLET 0900 VEGA SHOP CLAIMS CYLINDER LEAKING BY REAR PLUNGER - LOSS OF BRAKES		28	B	000000	004104003
10008	P02528	A 770406	03234000		BRKS, HYDRAULIC-MSTR CYL. OTHER 00 000000 UNKNOWN 0000 UNKNOWN SUSPECT LEAKAGE IN CYLINDER BORE - EVIDENCE OF FLUID AT PLUNGER LOCAT- ION		44	C	000000	015697025
50040	P02373	A 770215	03234000		BRKS, HYDRAULIC-MSTR CYL. OTHER 71 000406 GMC TRUCK DIV 5200 JIMMY SERIES SHOP CLAIMS BRAKES SUDDENLY LOCKED UP-NO VISIBLE EXTERNAL DEFECTS- ADEQUATE SEATING OF LINE EVIDENT AT FORWARD CHAMBER-CHECK VALVE?		33	C	059670	014607007
10007	P02501	B 770407	03240000		BRKS, HYDRAULIC-LINES, FITTINGS, 66 000201 CHRYSLER DIV 0500 NEWPORT RUBBER BRAKE FLEX HOSE HAS SERIES OF CRACKS AT BOTH ENDS NEAR FITTINGS SO LEAKS		32	C	000000	049509001
30004	P01840	A 760828	03241000		BRKS, HYDRAULIC-LINES, METALLIC 68 000203 PLYMOUTH 0000 PLYMOUTH METAL BRAKE LINE IS SEVERELY RUSTED. HOLE IS RUSTED IN LINE AT 1 END.		28	C	000000	017754007
50036	P02262	A 770120	03241000		BRKS, HYDRAULIC-LINES, METALLIC 70 000402 CADILLAC 0101 CADILLAC DE VILLE EXHAUST RUBBED THROUGH BRAKE LINE OVER 1 1/2" AREA CAUSING BRAKE FLUID LOSS		32	A	071981	011204002

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
50031	P02473 A	770331	03242000	00	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	0000 UNKNOWN	03	C	000000	090027012
				00	000000 UNKNOWN	0000 UNKNOWN				
					HOSE IS SPLIT IN RUBBER 270 DEG. AROUND CIRC. AT FRAME BRACKET END.					
					TAG NOT READABLE.					
50001	P01932 B	760927	03242000	00	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	0000 UNKNOWN	08	C	000000	001880001
				00	000000 UNKNOWN	0000 UNKNOWN				
					HOSE IS IN 2 PIECES - SUSPECT CUT BY SHOP. HOSE IS CRACKED 1/8" AROUND CIRC. AT WHEEL END. SMALL CRACKS APPEAR AT OTHER END W/ FLEXING.					
50001	P01932 A	760927	03242000	00	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	0000 UNKNOWN	08	C	000000	001880001
				00	000000 UNKNOWN	0000 UNKNOWN				
					SERIES OF SMALL CRACKS VISIBLE WITH FLEXING, CRACKS AT ENDS OF HOSE & OTHER PLACES. TAG NOT READABLE.					
30025	P01676 A	760712	03242000	00	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	0000 CHRYSLER MOTOR CO	00	C	000000	015223121
				00	000200 CHRYSLER MOTOR CO	0000 CHRYSLER MOTOR CO				
					HOSE IS CRACKED 360 DEG AROUND CIRC. 3/8 IN FROM FRAME FITTING. LENGTH AND FITTINGS SIMILAR TO 70 DODGE DART.					
30007	P01851 A	760904	03242000	70	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	0000 PLYMOUTH	08	C	095647	017754007
				70	000203 PLYMOUTH	0000 PLYMOUTH				
					BRAKE HOSE IS CRACKED, SPLIT 3/8" FROM BOTH FITTINGS. CRACK AT FRAME END EXTENDS 180 DEG AROUND CIRC. RUBBER IS HARD, NOT VERY PLIABLE					
50040	P02389 A	770223	03242000	73	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	0000 PLYMOUTH	56	C	023075	019560055
				73	000203 PLYMOUTH	0000 PLYMOUTH				
					HOSE IS SWELLED AT CRIMP- ID:5018-A08013-SAE-J140					
50040	P02389 B	770223	03242000	73	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	0000 PLYMOUTH	56	C	023075	019560055
				73	000203 PLYMOUTH	0000 PLYMOUTH				
					HOSE IS SWELLED AT CRIMP					
10011	P02566 A	770404	03242000	68	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	0100 CAMARO	32	C	113000	001880001
				68	000403 CHEVROLET	0100 CAMARO				
					HOSE IS CRACKED 180 DEGREES AROUND AT ONE END- LEAKS					
10016	P02694 A	770524	03242000	70	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	0100 SCOUT SERIES	08	B	059408	017754007
				70	2000J1 INTERNATIONAL TRUCK	0100 SCOUT SERIES				
					800A- HOSE IS CRACKED NEAR MIDDLE SHOP CLAIMS FLEX HOSE & CLADP SUP-PORT TOO CLOSE TO BACKING PLATE					

PARTS RETURN PROGRAM

77/07/29 PAGE 0057

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE	HAZ. CAT.	MILEAGE	SHOP NUMBER
	P02675 A	770516	03242000		BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000403 CHEVROLET #J401-AV-1/8: HOSE POSITIONED TOO CLOSE TO EXHAUST PIPE - HOLE BURNED THROUGH SLEEVE AND NEAR MIDDLE OF HOSE	CANARO	04	B	049297	070130001
DOT1	P02317 A	770214	03242000		BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 75 000403 CHEVROLET TAILPIPE WORE A HOLE IN THE BRAKE HOSE	CANARO	32	C	000000	048203091
10011	P02567 A	770404	03242000		BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 66 000402 CADILLAC HOSE IS SPLIT 360 DEGREES AROUND AT ONE END- SERIES OF CRACKS THROUGHOUT	CADILLAC DE VILLE	32	B	062096	054911007
10012	P02573 B	770419	03242000		BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 69 110206 MG DIVISION CENTRAL PORTION OF LINE HAD BEEN RUBBING- WORN TO CORD	MG HIDGET	57	C	070834	098105017
10012	P02573 A	770419	03242000		BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 69 110206 MG DIVISION CENTRAL PORTION OF LINE HAD BEEN RUBBING WORN TO CORD	MG HIDGET	57	C	070834	098105017
50020	P02088 A	761126	03242000		BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 69 000405 PONTIAC SHOP CLAIMS HOSE IS KINKED, RESTRICTING FLOW. HOSE IS CRACKED ON TOP COVERING IN SEVERAL PLACES.	GRAND PRIX	28	C	077806	090027012
50033	P02246 B	770104	03242000		BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000303 MERCURY HOSE IS SPLIT 180 DEG. ABOUT CIRC. AT BOTH ENDS, 1/8" TO 1/4" FROM FITTINGS. SHOP CLAIMS TOO SHORT, REPLACEMENTS WERE LONGER.	COMET	08	C	043210	014607007
50033	P02246 C	770104	03242000		BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000303 MERCURY HOSE IS SPLIT 180 DEG. ABOUT CIRC. AT ONE END, 360 DEG AT OTHER, 1/8" TO 3/8" FROM FITTINGS. SHOP CLAIMS TOO SHORT & REPLACEMENTS WERE LONGER	COMET	08	C	043210	014607007
30028	P01690 A	760730	03242000		BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 66 000101 AMERICAN MOTORS DV LEAKING AT FITTING FOR STEEL LINE. FITTING & ATTACHED LINE ARE RUSTY HOSE IS NOT VERY PLIABLE BUT NOT CRACKED	RAMBLER AMERICAN	32	C	017624	014607007

PARTS RETURN PROGRAM

77/07/29

PAGE 0056

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	PREP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30028	P01690	B	760730	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 66 000101 AMERICAN MOTORS DV LEAKING AT FITTING FOR STEEL LINE. FITTINGS ARE RUSTY. HOSE IS NOT VERY PLIABLE BUT NOT CRACKED	0202 RAMBLER AMERICAN	32	C	017624	014607007
30028	P01687	A	760730	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 70 000403 CHEVROLET BRAKE HOSE IS SPLIT 90 DEG. AROUND CIRC. 3/8" FROM FITTING AT WHEEL CAUSING LOSS OF FLUID.	0206 CHEVELLE MALIBU	32	C	033888	012603050
50033	P02232	A	770108	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000403 CHEVROLET BRAKE HOSE IS SPLIT 90 DEG. ABOUT CIRC. 1/8" FROM WHEEL CYL. FITTING SHOP CLAIMS LOSS OF FLUID. ADD'L ID -1/8-8396-EG8050-SAE	0206 CHEVELLE MALIBU	32	C	080915	012603050
50033	P02232	B	770108	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000403 CHEVROLET BRAKE HOSE IS SPLIT NEARLY 360 DEG. AROUND CIRC. 1/8" FROM WHEEL CYL. FITTING. SHOP CLMS. FLUID LOSS. ADD'L ID-AV-1/8-8396-A27040	0206 CHEVELLE MALIBU	32	C	080915	012603050
30024	P01651	A	760701	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 66 000404 OLDSMOBILE HOSE IS BROKEN IN TWO 4" FROM FRAME FITTING	0300 F-85	00	C	026221	014607007
P81990	A	761019	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 76 000402 CADILLAC BRAKE LINES ARE ROUTED TOO CLOSE TO CAT. CONVEYER, CAUGHT FIRE, CAUS- ING REAR BRAKE FAILURE.	0300 ELDORADO	22	A	000012	091043044	
DOT1	P02166	B	761217	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 70 000404 OLDSMOBILE BRAKE HOSE IS SPLIT 340 DEG. AROUND CIRC. 3/16" FROM METAL BAND TO BALL JOINT SUPPORT. CORD IS VISABLE. ADD'L ID - C260089-SAE 40R1	0400 TORONADO	08	C	058773	012205003
50028	P02166	A	761217	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 70 000404 OLDSMOBILE BRAKE HOSE IS SPLIT 270 DEG AROUND CIRC. 1/8" FROM BAND TO BALL JOINT SUPPORT BRKT. CORD IS VISABLE. ADD'L ID 8396-C030	0400 TORONADO	08	C	058773	012205003
30026	P01674	A	760712	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 70 000203 PLYMOUTH BRAKE HOSE IS CRACKED 360 DEG AROUND CIRC. AT BOTH ENDS. SERIES OF SMALLER CRACKS AT FRAME END. HOSE CAUSED BRAKE FAILURE.	0400 FURY	32	C	000000	015223121

PARTS RETURN PROGRAM

77/07/29 PAGE 0059

OFFICE OF DEFECTS INVESTIGATION
 CUMMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COHECNET, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT. HAZ. CODE CAT.	MILEAGE AT FAILURE	SHGE NUMBER
30026	P01674 B	760712	03242000	ERKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 70 000203 PLYMOUTH HOSE CRACKED 360 DEG AROUND CIRC. AT WHEEL END, 90 DEG AROUND AT FRAME END. SERIES OF SMALLER CRACKS AT FRAME END.	0400 FURY	32 C	000000	015223121
50041	P02411 A	770309	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 72 000404 OLDSMOBILE HOSE IS SWELLED AT END CRIMPS & AT SUPPORT BRACKET-INTERNAL LEAKS ID:1/8-8396	0400 TORONADO	32 C	034300	044110013
40003	P01895 A	760919	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 70 000202 DODGE HOSE IS CRACKED AT BOTH ENDS. ONE END IS WRAPPED WITH ELECTRIC TAPE, EXPOSED END IS CRACKED 300 DEG. AROUND CIRC. 3/8" FROM FITTING.	0406 CORONET 440	32 C	043176	012603050
20004	P02776 A	770613	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 76 000401 BUICK SHOP CLAIMS BRAKE HOSE BLOCKAGE CAUSED CAR TO PULL SEVERELY TO RIGHT	0406 ELECTRA LIMITED	28 B	011090	075701042
30019	P01805 B	760818	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000203 PLYMOUTH HOSE IS CRACKED 360 DEG. AROUND CIRCUMFERENCE-3/8" TO 1/2" FROM BOTH FITTINGS.	0408 FURY SUBURBAN WAG	08 C	042053	046619005
30019	P01805 A	760818	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000203 PLYMOUTH BRAKE HOSE SEPARATED AT ONE END, 3/8" FROM METAL FITTING. HOSE CRACKED 360 DEGREES AROUND CIRCUMFERENCE AT OTHER FITTING.	0408 FURY SUBURBAN WAG	03 C	042053	046619005
10007	P02501 A	770407	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 66 000201 CHRYSLER DIV HOSE HAS SERIES OF CRACKS, MOST SEVERE AT ENDS NEAR FITTINGS-LEAKS	0500 NEWPORT	32 C	000000	049509001
10012	P02575 A	770422	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 67 000202 DODGE HOSE IS CRACKED 180 DEGREES AROUND AT FRAME BRACKET END- LEAKS	0500 DART	32 B	055135	030501001
10012	P02575 B	770422	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 67 000202 DODGE HOSE IS CRACKED 350 DEGREES AROUND 3/8 INCH FROM WHEEL END	0500 DART	08 B	055135	030501001

PARTS RETURN PROGRAM

77/07/29 PAGE 0060

OFFICE OF DEFECTS INVESTIGATION
CUMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

SIN NUMBER	PRP NUMBER	I D	DATE RECEIVED	COMPONENT CLASS	YEAR	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10017	P02724	B	770606	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 67 000202 DODGE HOSE IS SPLIT 90 DEG AROUND CIRC 1/4" FROM FRAME FITTING SERIES OF SMALL CRACKS AT EACH END	0500 DART	32	C	094277	090027012	
50041	P02410	A	770310	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 68 000201 CHRYSLER DIV HOSE HAS SERIES OF CRACKS-MOST PREDOMINANT AT ENDS-LOSS OF BRAKES THRU LEAKAGE	0500 NEWPORT	32	C	059996	023513001	
10007	P02498	A	770407	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 69 000202 DODGE HOSE IS SPLIT 360 DEGREES AROUND AT FRAME BRACKET END- 180 DEGREES AT WHEEL CYLINDER END-SERIES CF SMALL CRACKS EVIDENT THROUGHOUT	0500 DART	08	C	000000	049509001	
10026	P02612	A	770428	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 69 000405 PONTIAC HOSE IS PARTIALLY COLLAPSED INSIDE-CUT BY SHOP FOR INSPECTION	0500 VENTURA	44	B	065047	058201003	
50041	P02445	A	770321	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000303 MERCURY HOSE IS CRACKED IN RUBBER AT WHEEL END	0500 MONTEGO	08	C	053471	014607007	
50041	P02445	B	770321	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000303 MERCURY HOSE IS CRACKED IN RUBBER AT WHEEL END	0500 MONTEGO	08	C	053471	014607007	
50039	P02363	B	770209	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000101 AMERICAN MOTORS DV HOSE IS SPLIT 360 DEGREES AT 1/8 INCH FROM FITTING	0500 HORNET	08	C	029755	063111008	
50039	P02363	A	770209	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000101 AMERICAN MOTORS DV HOSE IS SPLIT 360 DEGREES AROUND CIRCUMFERENCE TO INNER CORE AT 1/8 IN FROM FITTING AND LEAKING FLUID	0500 HORNET	08	C	029755	063111008	
50018	P01576	A	760801	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000201 CHRYSLER DIV FRONT BRAKE HOSE IS SPLIT 360 DEG. AROUND CIRC., 3/16" FROM FRAME MNT.	0500 NEWPORT	00	C	072198	054130001	

PARTS RETURN PROGRAM

77/07/29 PAGE 0061

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30026	P81741	A	760730	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000101 AMERICAN MOTORS DV	0500 HORNET	08	C	014511	015223121
					BRAKE HOSE SPLIT. HOSE MAY BE TOO SHORT CAUSING STRAIN ON TURNS. FABI NOT AVAILABLE.						
30026	P01675	B	760712	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000202 DODGE	0500 DART	00	C	051246	015223121
					HOSE CRACKED 360 DEG. AROUND CIRC. 3/8 IN FROM WHEEL FITTING.						
30026	P01675	A	760712	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000202 DODGE	0500 DART	00	C	051246	015223121
					HOSE CRACKED 360 DEG. AROUND CIRC 3/8 TO 1/2 IN. FROM WHEEL FITTING						
50041	P02409	A	770310	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000202 DODGE	0500 DART	08	C	026383	023513001
					HOSE IS SPLIT THRU OUTER RUBBER LAYER 180 DEGREES AROUND 1/8 INCH FROM FRAME FITTING-NO BRAKES						
10008	P02523	A	770412	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000202 DODGE	0500 DART	32	C	043861	003242005
					BRAKE HOSE HAS SEVERAL CRACKS AROUND CIRCUMFERENCE:#A0208						
10032	P02669	A	770519	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	74 000202 DODGE	0503 DART SWINGER	08	B	017540	017109006
					#12024H-SAE J1401: HOSE IS CRACKED 360 DEGREES AROUND 1/4 INCH FROM FITTING						
10032	P02669	B	770519	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	74 000202 DODGE	0503 DART SWINGER	08	B	017540	017109006
					#5011-C12024H-SAE J1401: HOSE CRACKED 180 DEGREES AROUND 1/4 INCH FROM FITTING						
10016	P02688	A	770524	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	65 000203 PLYMOUTH	0600 VALIANT	08	B	020005	02113001
					HOSE HAS SERIES OF SMALL CRACKS IN OUTER RUBBER CASING - IS CRACKED 360 DEGREES AROUND 1/16 INCH FROM FITTING AT FRAME END LOST BRAKES						
10031	P02661	A	770517	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC	69 000203 PLYMOUTH	0600 VALIANT	32	B	030028	090027012
					HOSE IS SPLIT 180 DEGREES AROUND NEAR FITTING AT BRACKET END - LEAKS						

PARTS RETURN PROGRAM

77/07/29

PAGE 0062

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	PRP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME IF MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20018	P01622 A	760607	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 69 000203 PLYMOUTH HOSE CRACKED 180 DEG AROUND, 3/8 IN FROM FRAME FITTING-CHKD AT CYL	0600 VALIANT 0600 VALIANT	08 C	113169	051106004
50023	P01622 B	760607	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 69 000203 PLYMOUTH HOSE SPLIT 180 DEG AROUND 3/8 IN FROM FRAME FITTING	0600 VALIANT	08 C	113169	051106004
50037	P02301 A	770127	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT 360 DEG AROUND CIRCUMFERENCE AT BOTH ENDS. ONE END IS SPLIT 3/4" FROM FITTING. OTHER END IS SPLIT. PARTIALLY RESULT OF CHAFF.	0600 VALIANT	32 C	023325	012205003
50037	P02301 B	770127	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT 180 DEG AROUND CIRCUMFERENCE AT ONE END, 3/8" FROM FITTING	0600 VALIANT	08 C	023325	012205003
50040	P02387 B	770305	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000203 PLYMOUTH HOSE IS SPLIT 180 DEGREES AROUND 3/16 INCH FROM CALIPER END-ID C07113H SAE J1401	0600 VALIANT	03 C	041000	055408005
50040	P02387 A	770305	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000203 PLYMOUTH HOSE IS SPLIT 180 DEGREES AROUND 1/4 INCH FROM FRAME END-ID:GY 1/8 5011-C07113H	0600 VALIANT	03 C	041000	055408005
50001	P01931 A	760927	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000203 PLYMOUTH HOSE HAS 1/4" SPLIT AT CALIPER END. SMALL CRACKS VISIBLE W/ FLEXING. ADD'L I.D. 5011 C06034H	0600 VALIANT	08 C	053439	001880001
50001	P01931 B	760927	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000203 PLYMOUTH HOSE IS CRACKED 180 DEG. AROUND CIRC. AT BOTH ENDS. SMALL CRACKS VISIBLE WITH FLEXING. ADD'L I.D. SAE J140 GY 1/8"	0600 VALIANT	08 C	053439	001880001
50001	P01930 B	760927	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000203 PLYMOUTH BRAKE HOSE IS CRACKED 180 DEG. AROUND CIRC., 1/8" FROM FITTING. SMALL CRACKS APPEAR AT ENDS WHEN FLEXED. ADD'L I.D. 5011 A 12024H	0600 VALIANT	08 C	023574	001880001

PARTS RETURN PROGRAM

77/07/29

FAJL 0003

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECKENI, MODEL, MDL IN

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHCE NUMBER
50001	P01930	A 760927	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000203 PLYMOUTH BRAKE HOSE IS CRACKED 360 DEG. AROUND CIRC., 3/8" FROM FITTING. ADD'L I.D. 5011 A 12024.	0600 VALIANT	08	C	025672	001800001
40006	P01916	A 760922	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH BRAKE HOSE CRACKED AND SPLIT 180 DEG. AROUND CIRC. 1/2" FROM FITTING	0601 VALIANT DUSTER	08	C	025155	014607007
30028	P01689	B 760730	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT 180 DEG AROUND CIRC. 3/8" FROM FRAME FITTING. HOSE APPEARS TOO SHORT FOR APPLICATION. ADD'L I.D. NO. GY-1/8-5011 B07122Y	0601 VALIANT DUSTER	32	C	023341	014607007
30028	P01689	A 760730	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE SPLIT 180 DEG. AROUND CIRC. 3/8" FROM FRAME FITTING. HOSE APPEARS TOO SHORT FOR APPLICATION. ADD'L I.D. NO. GY-1/8-5011-A0211211	0601 VALIANT DUSTER	32	C	023341	014607007
30028	P01688	A 760730	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH BRAKE HOSE IS SPLIT 180 DEG AROUND CIRC. 3/8" FROM FITTING ADD'L I.D. NO - GY-1/8-5011-A0211211	0601 VALIANT DUSTER	32	C	018486	012603050
30012	P01719	A 760805	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE IS CRACKED 360 DEG AROUND CIRC. 1/2" FROM FITTING AT 1 END- 180 DEG. AROUND CIRC. 3/8" FROM FITTING AT OTHER END. FOSS. HOSE IS SHORT	0601 VALIANT DUSTER	32	C	029578	051106004
50041	P02446	B 770321	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH SAME AS A- 1/8-5011-012043H-SAL-J140	0601 VALIANT DUSTER	03	C	048973	014607007
50041	P02446	A 770321	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT THRU RUBBER 360 DEGREES AROUND AT 1 END NEAR FITTING ID:1/8-50111316043H-SAE-J1401	0601 VALIANT DUSTER	03	C	048973	014607007
50016	P02053	B 761020	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH BOTH ENDS OF BRAKE HOSE ARE SPLIT 180 DEG AROUND CIRC. WITHIN 1/2" OF METAL FITTINGS. ADD'L I.D. 508043H SAL	0601 VALIANT DUSTER	08	C	038102	012603050

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, NDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE CAT.	WILDRAGE AT FAILURE	SHOP NUMBER
50019	P02077 B	761117	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE BROKE IN 2 AT 2/3 POINT, CRACKED 360 DEG. AROUND CIRC. 1/4" FROM FITTING. SHOP CLAIMS TOO SHORT, NEW HOSE IS 1" LONGER. ID-Y SAE J1401	0601 VALIANT DUSTER 0601 VALIANT DUSTER	03 C	033670	014607007
50019	P02077 A	761117	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE BROKE IN 2 AT 2/3 POINT, CRACKED 180 DEG. AROUND CIRC., 3/8" FROM FITTING. SHOP CLAIMS TOO SHORT, NEW PART WAS 1" LONGER. ID-A06033Y SAE	0601 VALIANT DUSTER 0601 VALIANT DUSTER	03 C	033670	014607007
50016	P02053 A	761020	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH BRAKE HOSE IS CRACKED 360 DEG. AROUND CIRC. AT BOTH ENDS, 1/2" FROM FITTINGS. ADD'L I.D.-A08043H	0601 VALIANT DUSTER 0601 VALIANT DUSTER	08 C	038102	012603050
20004	P02777 B	770613	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH FRAME END OF HOSE CRACKED 360 DEG AROUND CIRC 3/16" FROM FITTING ADD'L ID 1-A12043H-SAE-J1401	0601 VALIANT DUSTER 0601 VALIANT DUSTER	08 C	029961	014607007
20004	P02777 A	770613	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH FRAME END OF HOSE CRACKED 360 DEG AROUND CIRC 1/8" FROM FITTING ADD'L ID 1-B16043H	0601 VALIANT DUSTER 0601 VALIANT DUSTER	08 C	029961	014607007
10032	P02668 B	770519	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE IS CRACKED 180 DEGREES AROUND AT WHEEL END 1/4 INCH FROM FITTING & 360 DEGREES AROUND AT FRAME END 3/8 INCH FROM FITTING #G11/85011	0601 VALIANT DUSTER 0601 VALIANT DUSTER	08 B	038855	014607007
10032	P02668 A	770519	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH #GY-1/8-5011-C24023H: HOSE IS CRACKED 180 DEGREES AROUND AT 2 PLACES AT WHEEL END 1/4 INCH FROM FITTING & 360 DEGREES AROUND AT FRAME END	0601 VALIANT DUSTER 0601 VALIANT DUSTER	08 B	038855	014607007
10007	P02500 B	770407	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT 360 DEGREES AROUND 3/8 INCH FROM FITTINGS AT BOTH ENDS- #A07122 SAE J1401	0606 VALIANT SCAMP 0606 VALIANT SCAMP	08 C	053871	0495J9001
10007	P02500 B	770407	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH BRAKE FLEX HOSE CRACKED 360 DEGREES AROUND AT FRAME BRACKET END 3/8-IN FROM FITTING & 180 DEGREES AT CALLIPER END- #SAE J1401	0606 VALIANT SCAMP 0606 VALIANT SCAMP	08 C	053871	0495J9001

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PARTS RETURN PROGRAM

77/07/29 PAGE 0065

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, YR

SN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILSPEC AT FAILURE	SN01 NUMBER
50030	P02185 A	761223	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 75 000203 PLYMOUTH EXTERNAL APPEARANCE EXCELLENT, SHOP CLAIMS HOSE BLOKCKED FLUID, LOCKED BRAKES ON LFT. FRONT. ADD'L ID 75-1/8 HL (WEATHERHEAD)	0606 VALLIANT SCAMP	26	C	024000	023181002
30016	P01780 A	760814	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 68 000202 DODGE HOSE CRACKED IN 2 PLACES AT FRAME BRACKET END, CRACK EXTENDS 180 DEG. AROUND CIR.-1/8" TO 3/8" FROM FITTING 2ND CRACK EXTENDS 10DEG HOSE BRITLE	0610 MONACO FOLARA	32	C	000000	054130001
30026	P01673 A	760712	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 71 000202 DODGE HOSE IS CRACKED 180 DEG. AROUND CIR. 3/8 IN. FROM FRAME FITTING	0610 MONACO FOLARA	32	C	047420	015223121
20015	P01645 A	760701	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 68 000405 PONTIAC BRAKE HOSE BROKE APPROX. 8" FROM WHEEL CYL. FITTING. TAG NOT READABLE	0612 TEMPEST	00	C	000000	014007007
10007	P02495 A	770407	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 66 000301 FORD DIVISION HOSE IS SPLIT 360 DEG. AROUND 3/8 FROM METAL FITTINGS AT BOTH ENDS 6 100 DEG. AROUND NEAR MIDPOINT #MIL-H-137	0700 THUNDERBIRD	08	C	000000	049509001
50039	P02368 B	770214	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 63 000405 PONTIAC HOSE IS CRACKED IN 2 PLACES 180 DEG AT FRAME END 1/16 & 1/4 INCH FROM FITTING-HOSE IS CRACKED 345 DEG AT WHEEL CYLINDER END	0705 CATALINA	08	C	010013	054130001
50039	P02368 A	770214	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 63 000405 PONTIAC HOSE IS CRACKED 345 DEG. AROUND CIRCUMFERENCE AT WHEEL CYLINDER END, 180 DEG. AROUND FRAME END 1/4 INCH FROM FITTINGS	0705 CATALINA	08	C	010013	054130001
30015	P01779 A	760814	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 70 000405 PONTIAC CRACK EXTENDS 180 DEG. AROUND CIR.-3/8" FROM FITTING.	0705 CATALINA	08	C	000000	054130001
40002	P01879 A	760916	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 70 000405 PONTIAC HOSE IS CRACKED 360 DEG. ABOUT CIRCUMFERENCE 1/2" FROM METAL FITTING	0800 PONTIAC UNKNOWN	08	C	033160	049509001

PARTS RETURN PROGRAM

77/07/29 PAGE 0060

OFFICE OF DEFECTS INVESTIGATION
CUMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECMENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YF	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	CAT.	MILEAGE AT FAILURE	SHOP NUMBER	
40002	P01879 B	760916	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC	70 000405 PONTIAC	0800 PONTIAC UNKNOWN	08	C	033160	0495090J1	
				HOSE HAS SERIES OF SMALL CRACKS NEAR METAL FITTINGS.							
30026	P01672 A	760712	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC	74 000202 DODGE	0900 DODGE UNKNOWN	57	C	018844	015223121	
				HOSE CRACKED AROUND CIRC. 3/8" FROM FITTING AT CALIP. END & 90 DEG. AROUND CIRC. 3/8 IN. FROM FRAME FITTING. ADD'L ID NO. A22063Y SAEJ1401							
10015	P02375 A	770105	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000204 DODGE TRUCK DIV	5101 D100 SWPT, UTLNE	08	C	050474	084107017	
				HOSE SPLIT 180 DEG. AROUND CIRCUMFERENCE AT FITTING AT WHEEL CYL. END OF HOSE FROM SHARP LEFT TURN- SHOP SAYS TOO SHORT							
10015	P02385 A	770314	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000204 DODGE TRUCK DIV	5101 D100 SWPT, UTLNE	03	C	044017	083201008	
				HOSE IS SPLIT 180 DEGREES AROUND CIRCUMFERENCE AT WHEEL CYLINDER END- 4WD 1/2 TON							
10015	P02386 A	770314	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC	75 000204 DODGE TRUCK DIV	5101 D100 SWPT, UTLNE	03	C	009811	063201068	
				HOSE IS SPLIT 360 DEGREES 1/8 INCH FROM CALIPER END-SPLIT EXTENDS THRU RUBBER LAYER INTO CORD-4WD-ID A13094H DISC BRAKES							
50333	P02226 A	770108	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000204 DODGE TRUCK DIV	5104 D300 SWPT, UTLNE	32	C	000000	084107017	
				BRAKE HOSE CRACKED 270 DEG. ABOUT CIRC., 1/8" FROM WHEEL FITTING. HOSE LEAKED. SHOP CLAIMS HOSE TOO SHORT, BROKE ON SHARP TURN. ADD'L ID- J1401							
50030	P02184 A	761223	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC	74 000204 DODGE TRUCK DIV	5107 W100	08	C	055000	083661033	
				HOSE IS SPLIT 360 DEG. AROUND CIRC., 1/4" FROM FITTING. CORE IS EXPOSED							
50040	P02425 A	770315	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000305 FORD TRUCK DIV	5111 F250	00	C	000000	084107017	
				HOSE IS SPLIT 180 DEGREES AROUND AT WHEEL END 1/8 INCH FROM FITTING							
50038	P02303 A	770131	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000204 DODGE TRUCK DIV	5304 B300	28	C	013454	017109006	
				HOSE IS SPLIT THROUGH OUTER RUBBER LAYER IN TWO PLACES AT FITTING. SHOP CLAIMS HOSE STRETCHED BLOCKING FLUID FLOW							

PARTS RETURN PROGRAM

77/07/29 PAGE 0007

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL IN

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50038	P02303 B	770131	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000204 DODGE TRUCK DIV HOSE IS SPLIT THROUGH OUTER RUBBER LAYER IN SEVERAL PLACES AT FITTING SHOP CLAIMS HOSE STRETCHED BLOCKING FLUID FLOW	5304 B300	28	C	013454	017109006
50033	P02245 A	761220	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 67 000406 GMC TRUCK DIV HOSE HAS SERIES OF CRACKS THROUGHOUT OUTER LAYER. FRAME BRACKET ENL OF HOSE SPLIT 170 DEG. ABOUT CIRC. 1/4" FROM FITTING.	5601 C1500	08	C	036271	083617023
50030	P02245 B	761220	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 67 000406 GMC TRUCK DIV HOSE HAS SERIES OF CRACKS THROUGHOUT OUTER LAYER, SPLIT 180 DEG. ABOUT CIRC. 3/16" FROM FRAME FITTING.	5601 C1500	08	C	036271	083617023
50023	P02113 A	761130	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000400 GMC TRUCK DIV RUBBER CRACKED & FRAYED AT FITTING CAUSING LEAK, BROKE WHEN REMOVED. ADD'L ID AV-1/8-8396	5602 C2500	03	C	023500	053511008
40002	P01878 A	760916	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 65 000407 CHEVROLET TRUCK DV HOSE HAS SERIES OF CRACKS AT EACH END & AT BEND IN MIDDLE. SHOP CLAIMS HOSE IS LEAKING.	5701 C10	32	C	018497	049509001
40002	P01878 B	760916	03242000	BRKS. HYDRAULIC-LINES-HOSE, NON-METALLIC 65 000407 CHEVROLET TRUCK DV HOSE HAS SERIES OF CRACKS AT EACH END & AT MIDDLE BEND. SHOP CLAIMS HOSE IS LEAKING.	5701 C10	32	C	018497	049509001
50001	P01929 A	760927	03245000	BRKS. HYDRAULIC-DIFFERENTIAL-PROPORTION.VLV 75 000402 CADILLAC VALVE IS NOISY - ERRATIC PERFORMANCE. EXTERNAL APPEARANCE IS NORMAL- SUSPECT INTERNAL MALFUNCTION.	0101 CADILLAC DE VILLE	37	C	000000	0018880001
50021	P01641 A	760701	03245000	BRKS. HYDRAULIC-DIFFERENTIAL-PROPORTION.VLV 75 000203 PLYMOUTH SUSPECT INTERNAL MALFUNCTION - TAG NOT READABLE	0401 FURY I	00	C	020000	001605006
30021	P01639 A	760701	03245000	BRKS. HYDRAULIC-DIFFERENTIAL-PROPORTION.VLV 75 000203 PLYMOUTH SUSPECT INTERNAL MALFUNCTION - TAG NOT READABLE	0401 FURY I	00	C	020000	001605006

PARTS RETURN PROGRAM

77/07/29 PAGE 0008

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

5IN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81997 A	760927	03245000		BRKS. HYDRAULIC-DIFFERENTIAL-PROPORTION. VLV 72 000202 DODGE REPLACED PROPORTIONING VALVE TWICE IN 10,000 MILES TO CORRECT RECURRING BEAR WHEEL LOCK-UP.	0500 DART	33 C	010000	019380005
30021	P01640 A	760701	03243000		BRKS. HYDRAULIC-DIFFERENTIAL-PROPORTION. VLV 75 000203 PLYMOUTH SUSPECT INTERNAL MALFUNCTION TAG NOT READABLE	1000 PLYMOUTH UNKNOWN	00 C	000000	001605008
50041	P02419 A	770223	03249000		BRKS. HYDRAULIC-LINES, FITTINGS-OTHER 71 000301 FORD DIVISION WHEEL CYLINDER WALLS SCORED FROM KUST-LEAK-NO BRAKES-SUSPECT CYLINDERS ARE FROM GMC PRODUCT-ID: 1 5450 649 T 68 MORaine	0900 FORD DIVISION	32 C	047000	017754007
50041	P02419 B	770223	03249000		BRKS. HYDRAULIC-LINES, FITTINGS-OTHER 71 000301 FORD DIVISION SAME AS A	0000 FORD DIVISION	32 C	047000	017754007
30017	P01790 A	760814	03249000		BRKS. HYDRAULIC-LINES, FITTINGS-OTHER 75 000301 FORD DIVISION SHOP CLAIMS VALVE CAUSED EXCESS. PEDAL TRAV. CUT OFF REAR SEC. OF H/CYL SUSP. INTERNAL MALFUNCTION. ADD'L ID# E52A 2E328 BA	0504 MUSTANG II	44 C	000000	012205003
50023	P02122 A	761123	03261000		BRKS. HYDR-SHOE AND DRUM WHEEL CYLINDERS 73 160401 DATSUN DIVISION PISTON IS FROZEN IN WHEEL CYLINDER- RUSTED	0300 DATSUN B-210	33 C	125000	098106082
	P81744 B	760730	03261000		BRKS. HYDR-SHOE AND DRUM WHEEL CYLINDERS 74 000101 AMERICAN MOTORS DV WHEEL CYLINDER IS LEAKING. NO PARTS AVAILABLE.	0300 PACER	44 C	000000	013301005
50038	P02314 A	770204	03261000		BRKS. HYDR-SHOE AND DRUM WHEEL CYLINDERS 62 000403 CHEVROLET MOUNTING BRACKET BROKE ON WHEEL CYLINDER. CYLINDER IS ALSO PITTED	0312 IMPALA	03 A	000000	098106082
10016	P02707 A	770531	03261000		BRKS. HYDR-SHOE AND DRUM WHEEL CYLINDERS 66 000202 DODGE SLOT WORN ACROSS LENGTH OF TOP OF WHEEL CYLINDER BY LOOSE WHEEL STUD- CASING BEGINNING TO CRACK ON INSIDE CYLINDER SURFACE - NOISE & LEAK	0400 CORONET	57 B	080659	089104010

PARTS RETURN PROGRAM

77/07/29

PAGE 0069

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, BDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40004	P01901 A	760919	03261000	BRKS, HYDR-SHOE AND DRUM WHEEL CYLINDERS 71 000301 FORD DIVISION PISTONS APPEAR FIXED SOLID IN CYL. DUST BOOT IS CRACKED & PARTIALLY DRAWN INTO CYL AT 1 END. SHOE CLRS CYL MTD WRONG. ADD'L IL 2230739 R	0600 PINTO		28	C	072655	068510002
50032	P02213 A	761220	03261000	BRKS, HYDR-SHOE AND DRUM WHEEL CYLINDERS 71 160401 DATSUN DIVISION CYL. IS FROZEN. ADD'L ID - JAPAN 13/16	0601 DATSUN 510		33	C	056626	056106082
DOT1	P01911 A	760920	03261000	BRKS, HYDR-SHOE AND DRUM WHEEL CYLINDERS 70 000102 JEEP DIV WHEEL CYL. IS CRACKED AT ONE END 160 DEG. AROUND CIR. CRACK IS AT DUST BOOT GROOVE.	5201 CJ-5 JEEP		08	C	014721	006856001
30028	P01684 B	760730	03262000	BRKS, HYDR-SHOE AND DRUM SYSTEM-SHOES 68 000403 CHEVROLET PRIMARY SHOE APPEARS NORMAL. SECONDARY SHOE IS BENT. ADD'L ID NO. 312636	0312 IMPALA		00	C	000000	019803001
30028	P01684 A	760730	03262000	BRKS, HYDR-SHOE AND DRUM SYSTEM-SHOES 68 000403 CHEVROLET REPLACEMENT SHOES - NEVER USED. LINING SURFACE ON SECONDARY SHOE IS BENT AT CORNERS. DEFORMITY WILL RESULT IN IRREGULAR & PREMATURE WEAR	0312 IMPALA		44	C	000000	019803001
10027	P02636 A	770509	03262000	BRKS, HYDR-SHOE AND DRUM SYSTEM-SHOES 67 000301 FORD DIVISION ANCHOR PLATE IS CRACKED AT HOLD DOWN SPRING LOCATION - ALL LINING IS WORN OFF SHOE	0500 MUSTANG		44	B	076200	040503002
DOT1	P02040 A	761021	03262000	BRKS, HYDR-SHOE AND DRUM SYSTEM-SHOES 73 000202 DODGE SHOE RIB IS CRACKED AT RETURN SPRING HOLE. ALL LINING IS WORN FROM SHOE.	0503 DART SWINGER		44	C	000000	040503002
50032	P02212 B	761220	03262000	BRKS, HYDR-SHOE AND DRUM SYSTEM-SHOES 68 000401 BUICK BRAKE SHOE CRACKED AT EMERGENCY BRAKE SLOT. ANCHOR PLATE IS BENT	0700 SKYLARK		00	C	098710	056106082
10028	P02639 A	770511	03262000	BRKS, HYDR-SHOE AND DRUM SYSTEM-SHOES 69 000401 BUICK BRAKE SHOE ANCHOR PLATE IS BENT AT ANCHOR PIN - BRAKE LINING IS WORN IRREGULARLY	0700 SKYLARK		56	B	065555	023513001

PARTS RETURN PROGRAM

77/07/29 PAGE 0070

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30004	P01836 A	760828	03262000		BRKS-HYDR-SHOE AND DRUM SYSTEM-SHOES 73 000305 FORD TRUCK DIV SECONDARY SHOE SCORED AND EXCESSIVELY WORN. SHOE IS DEFORMED AT TOP PORTION BETWEEN ANCHOR PIN GROOVE & LINING. SHOE IS BOWED UP-WRONG ARC	5201 F100 CARGO VAN	57	C	000000	023513001
40004	P01913 A	760920	03263000		BRKS-HYDR-SHOE AND DRUM SYSTEM-LININGS 67 000403 CHEVROLET BONDED LININGS CAME OFF SHOES ON 1 WHEEL. PRIM. LINING IS MORE THAN 1/4" THICK, SECOND. IS 1/8" THICK-BENT AT BOTTC. FAIL. JAMMED BRAKES	0200 CHEVELLE	33	C	087009	070601009
10016	P02689 A	770524	03263000		BRKS-HYDR-SHOE AND DRUM SYSTEM-LININGS 70 000403 CHEVROLET SHOP SENT TWO FRAGMENTS OF SHOE LINING BONDED TYPE - LINING SEPARATED FROM SHOE & CRACKED SHOP CLAIMS HEAT CRACKED BONDING	0312 IMPALA	03	B	064500	081003001
30005	P01844 A	760902	03263000		BRKS-HYDR-SHOE AND DRUM SYSTEM-LININGS 00 140501 VOLKSWAGEN DIVISN SET OF SHOES FROM 1 WHEEL. LININGS ARE EXCESSIVELY WORN, DOWN TO RIVTS ON BOTH SHOES. LINING IS CRACKED ON ONE SHOE	0700 VOLKSWAGEN UNKNOWN	57	C	000000	063109037
30008	P01863 A	760908	03264000		BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM 72 200031 INTERKNATIONAL TRCK DRUM IS DENTED INWARD AROUND MOUNTING HOLES. SHOP CLAIMS BRAKING SUR-FACE IS WORN BEYOND LIMITS-DRUM SCORED AT CUTTEF EDGE OF SURFACE	0100 SCOUT SERIES	57	C	043000	063109037
40008	P01877 A	760916	03264000		BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM 70 000403 CHEVROLET BRAKING SURFACE OF DRUM EXCESSIVELY SCORED, WORN BEYOND LIMITS. METAL IS FLAKING ON DRUM EXTERIOR.	0200 CHEVELLE	57	C	066055	049509001
20002	P02749 A	770614	03264000		BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM 70 000301 FORD DIVISION FACING OF DRUM IS EXCESSIVELY SCORED	0200 FALCON	57	C	000000	023513001
10009	P02533 A	770601	03264000		BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM 68 000301 FORD DIVISION HUB BROKE OUT OF DRUM -BRAKE SHOE RETURN SPRING HAD BROKE AND CUT DRUM WEAR ON DRUM FACE IS NOT EXCESSIVE	0500 MUSTANG	03	C	016061	092632025
50039	P02320 A	770211	03264000		BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM 71 000101 AMERICAN MOTORS DV FACE OF DRUM IS SCORED. SPIDER PORTION OF DRUM IS BENT	0500 HORNET	44	C	000000	002140002

PARTS RETURN PROGRAM

77/07/29 PAGE 0071

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	P&P NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SQCE NUMBER
30014	P01762 A	760811	0J264000	BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM	71 000202 DODGE	0500 DART	14 C	027217	095207019
				WELD FAILURE ON DRUM CAUSED ERRATIC BRAKING. WELD HAS SPLIT 10J DEG. AROUND CIRC. WHERE CONTACT SURFACE JOINS TO SPIDER (BOLL) PLATE.					
50039	P02366 A	770209	0J264000	BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM	68 000203 PLYMOUTH	0600 VALIANT	57 C	000000	002100002
				BRAKE DRUM IS 9 IN. DIAMETER- FACING IS SCORED WITH 2 GROOVES CAUSED BY METAL TO METAL CONTACT					
50126	P02145 A	761206	0J264000	BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM	72 000203 PLYMOUTH	0601 VALIANT DUSTER	03 C	050000	040327010
				HUB IS BROKEN OUT OF ASSEMBLY-CHACK EXTENDS ALONG INNER CIRCUMFERENCE OF 4 WHEEL MOUNTING STUDS-SUSPECT TURNED BEYOND LIMITS					
30006	P01043 A	760902	0J264000	BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM	73 000203 PLYMOUTH	0601 VALIANT DUSTER	57 C	000000	058109009
				BRAKE DRUM IS EXCESSIVELY WORN. WEAR IS GREATER TOWARD CENTER OF CAR. DRUM IS FINELY SCORED					
30005	P01844 B	760902	0J264000	BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM	00 140501 VOLKSWAGEN DIVISION	0700 VOLKSWAGEN UNKNOWN	57 C	000000	063109037
				EXCESSIVELY SCORED ON SHOE CONTACT FACE. SHOE LININGS ARE WORN.					
30009	P01817 A	760824	0J264000	BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM	73 000301 FORD DIVISION	0800 TORINO	57 C	036000	022601028
				LINING CONTACT AREA OF DRUM EXCESSIVELY WORN, SCORED. SHOE CLAIMS CAR WAS RUN WITH PARKING BRAKE ON.					
50032	P02214 A	761220	0J264000	BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM	71 000301 FORD DIVISION	1100 FORD UNKNOWN	03 C	078988	044046005
				DRUM IS SPLIT IN TWO NEAR INNER RIM ALONG CIRC. FACING OF DRUM IS WORN DRUM IS RUSTED					
30009	P01816 A	760824	0J264000	BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM	66 000407 CHEVROLET TRUCK DV	5200 EL CAMINO	57 C	000000	050000001
				BRK LINING CONTACT AREA EXCESSIVELY WORN, GROOVED. INDICATIONS DEMONSTRATE NORMAL WEAR FROM LINING-DRUM CONTACT. TEO MILEAGE TOO LOW					
30009	P01816 B	760824	0J264000	BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM	66 000407 CHEVROLET TRUCK DV	5200 EL CAMINO	57 C	036841	090405016
				BRK LINING CONTACT AREA EXCESSIVELY WORN, GROOVED. INDICATIONS DEMONSTRATE NORMAL WEAR FROM LINING DRUM CONTACT THO MILEAGE TOO LOW					

PARTS RETURN PROGRAM

77/07/29 PAGE 0072

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

DIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOE NUMBER
50007	P02004 A	761111	03264000	BRKS, HYDR-SHOE AND DRUM SYSTEM-DRUM	71 000305 FORD TRUCK DIV	5201 E100 CARGO VAN	08 C	132049	060905050
				DRUM HAS ONLY SLIGHT WEAR- APPEARS RECENT. RESURF. CRACK EXTENDS 360 DEG. AROUND SPIDER, 3/4" FROM CTR. OF IUG HOLES. HOLES SHOW SOME WEAR					
30013	P01753 A	760810	03265000	BRKS, HYDR-SHOE AND DRUM SYSTEM-OTHER	70 000403 CHEVROLET	0200 CHEVELLE	33 C	056000	051103030
				KT. FRT. BRAKE ANCHOR PIN BROKE IN SPINDLE ON THREADED PORTION, 1/2" FROM TOP OF HOLE. BACKING PLATE PIN HOLE IS ELONGATED. BRAKE LOCKED-UP					
10011	P02563 A	770404	03265000	BRKS, HYDR-SHOE AND DRUM SYSTEM-OTHER	71 000301 FORD DIVISION	0300 LTD	28 B	071199	054911007
				HOOK BROKE OFF SPRING CAUSING BRAKES TO LOCK-UP					
50038	P02314 B	770204	03265000	BRKS, HYDR-SHOE AND DRUM SYSTEM-OTHER	62 000403 CHEVROLET	0312 IMPALA	03 A	000000	0981J6082
1-95				ANCHOR PIN BROKE AT BASE OF THREADS ON SHUL WHICH SECURES PIN TO BACKING PLATE					
50032	P02212 A	761220	03265000	BRKS, HYDR-SHOE AND DRUM SYSTEM-OTHER	68 000401 BUICK	0700 SKYLARK	57 C	098710	0981J6082
				BACKING PLATE WORN FROM BRAKE SHOE CONTACT. PORTION ON BOTTOM WORN THRU. ADD'L ID-MORALINE 5465157-R					
20003	P02765 A	770620	03265000	BRKS, HYDR-SHOE AND DRUM SYSTEM-OTHER	00 000403 CHEVROLET	0900 VEGA	28 C	000000	008723101
				REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					
20003	P02768 A	770620	03265000	BRKS, HYDR-SHOE AND DRUM SYSTEM-OTHER	00 000403 CHEVROLET	0900 VEGA	28 C	000000	008723101
				REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					
20003	P02767 A	770620	03265000	BRKS, HYDR-SHOE AND DRUM SYSTEM-OTHER	00 000403 CHEVROLET	0900 VEGA	28 C	000000	008723101
				REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					
20003	P02766 A	770620	03265000	BRKS, HYDR-SHOE AND DRUM SYSTEM-OTHER	00 000403 CHEVROLET	0900 VEGA	28 C	000000	008723101
				REAR BRAKE SHOE ADJ. ASSY. RACHET TEETH DON'T HOLD TO ADJUST REAR BRKS					

PARTS RETURN PROGRAM

77/07/29 PAGE 0073

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MCL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULI. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
50033	P02244	A 761220	03265000	BRKS. HYDR-SHOE AND DRUM SYSTEM-OTHER	5402 J20 TRUCK	03 C	03	C	010396	063617023
			73 000102	JEEP DIV	HOOK IS BROKEN OFF RED BRAKE SHOES RETURN SPRING AT ANCHOR IN END. POSS. CHAFFING CAUSED BREAK FROM APPEARANCE. TENSION IS GOOD.					
10038	P02520	A 770401	03271000	BRKS HYDRAULIC-DISC-CALIPER	0100 JAGUAR	28 C	28	C	000000	068510002
			59 110203	JAGUAR DIVISION	CLAIMS RUST IN BORE- DUST EVIDENT IN CALIPER- BRAKE FAILURE					
50040	P02383	A 770222	03271000	BRKS HYDRAULIC-DISC-CALIPER	0221 HALLBU CLASSIC	44 C	44	C	020292	0556002000
			76 000403	CHEVROLET	SHOP CLAIMS THAT PISTON STICKS IN BORE-LIGHT RUST SPOTS IN PISTON BORE					
10017	P02706	C 770527	03271000	BRKS HYDRAULIC-DISC-CALIPER	0300 124	44 B	44	B	015531	090723119
			74 150301	FIAT DIVISION	CLAIMS SINGLE PISTON CALIPER MALFUNCTIONING - CAUSED PREMATURE PAD & ROTOR WEAR - SUSPECT CALIPER WAS BINDING/POOR SLIDE ACTION					
10009	P02536	A 770420	03271000	BRKS HYDRAULIC-DISC-CALIPER	0312 IMPALA	33 C	33	C	078910	014607007
			72 000403	CHEVROLET	BRAKES FROZE-CALIPER PISTON IS RUSTED ON INSIDE AND OUTER SEAL LOCATION					
10009	P02537	A 770420	03271000	BRKS HYDRAULIC-DISC-CALIPER	0312 IMPALA	33 C	33	C	054412	014607007
			72 000403	CHEVROLET	BRAKES LOCKED LIGHT RUST ON PISTON					
30002	P01935	A 760825	03271000	BRKS HYDRAULIC-DISC-CALIPER	0500 SATELLITE	33 C	33	C	053360	044905004
			73 000203	PLYMOUTH	SHOP CLAIMS CALIPER LOCKED UP. CALIPER IS SINGLE PISTON TYPE. PISTON IS RUSTED LIGHTLY ON OUTSIDE, BOOT IS INTACT. SUSPECT INTERNAL PROBLEM					
50030	P02176	A 761214	03271000	BRKS HYDRAULIC-DISC-CALIPER	0601 JAVELIN AMX	44 C	44	C	086604	057266002
			68 000101	AMERICAN MOTORS DV	PISTON CYLS. ARE RUSTED & FITTED IN SECTS, SHOP CLMS BY MOISTURE. CYLS ARE 4 PISTON DESIGN - SUSPECT PRONE TO LEAKAGE. ADD'L II CASTING #311					
50007	P01934	A 760927	03271000	BRKS HYDRAULIC-DISC-CALIPER	0813 GRAN TORINO ELITE	08 C	08	C	026000	044110013
			74 000301	FORD DIVISION	CALIPER HOUSING IS CRACKED PARALLEL TO ROTOR FACE NEAR INNER PAD LOCAT CRACK IS ON CROSS PLECE.					

PARTS RETURN PROGRAM

77/07/29 PAGE 0074

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPCENI,MODEL,MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30025	P01666	A 760712	03271000	BRKS HYDRAULIC-DISC-CALIPER 76 000305 FORD TRUCK DIV RUBBER CALIPER DUSTBOOTS MELTED AROUND PERIMETER AND SPLIT. SET OF 4	5200 ECONOLINE SERIES	08	C	000000	340203007	
50019	P02076	A 761117	03271000	BRKS HYDRAULIC-DISC-CALIPER 75 000204 DODGE TRUCK DIV PISTON FROZEN IN CALIPER. OUTER EDGE OF PISTON WHICH RIDES ON PAD RACK IS EXCESS. WORN. WEAR ON OUTER SURFACE OF HOUSING. ADD'L. ID H84 4766B	5302 B100	28	C	039077	060616012	
50028	P02173	A 761215	03271000	BRKS HYDRAULIC-DISC-CALIPER 76 000204 DODGE TRUCK DIV CALIP. PISTON HAS 1/2" CRACK ON OUTER WALL. SEALS WOULD NOT HOLD-FLUID LEAKED OUT TWICE, NO FRONT BRAKES. PISTON APPEARS PLASTIC OR COATEL.	5305 CB300	32	B	006602	047305031	
50030	P02182	A 761223	03271000	BRKS HYDRAULIC-DISC-CALIPER 74 000204 DODGE TRUCK DIV CALIPER PISTON IS RUSTED & PITTED IN SPOTS. SHOP CLMS FLUID LOOKED COR TAMINATED, CALIP HOUSING OK. R.F. WHEEL LOCKED W/ NO WARNING OR BINDNG	5308 TRADESMAN VAN	33	B	054625	014607007	
20093	P02771	A 770621	03271000	BRKS HYDRAULIC-DISC-CALIPER 74 000407 CHEVROLET TRUCK DV SHOP CLAIMS CALIPER IS FROZEN BRAKES WOULD NOT APPLY	5401 G10	33	C	032000	031204007	
50033	P02235	A 761228	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 71 000403 CHEVROLET BRAKE PAD IS WORN INTO RIVETS FROM METAL TO METAL CONTACT. SHOP CLAIMS CALIPER WAS FROZEN.	0000 CHEVROLET	57	C	036300	012001031	
10026	P02599	A 770416	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 160601 TOYOTA DIVISION PADS WORE OUT IN 4,000 MILES, ORIGINAL EQUIPMENT. SHOP CLAIMS POSSIBLY WRONG PARTS WERE INSTALLED.	0100 TOYOTA CELICA	57	C	004000	091720015	
30015	P01772	A 760812	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 160401 DATSUN DIVISION 3 OF 4 PADS CRACKED AT RIVETS-1PAD AT 2 RIVETS, 1 PAD AT ALL 4 RIVETS-LINING LOOSE#1 PAD AT 4 RIVETS-LINING FELL-OFF-PROBABLY LES THN 36000M	0103 HG MIDGET J202 010 WAGCN	44	B	055000	068510002	
						21	C	036323	094706117	

PARTS RETURN PROGRAM

77/07/29 PAGE 0075

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MIL YR

BIM NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	YEAR	COMPONENT NAME	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SIDOF NUMBER
50040	P02399 B	770215	03272000	BRKS	HYDRAULIC-DISC-PADS AND SHOES	0300 COUGAR	57	C	053566	017754007
			72 000303	MERCURY	INBOARD PAD IS WORN TO METAL-NO LINING REMAINING-OUTER PAD LINING WORN AT ANGLE-SHOP CLAIMS CAUSED BY BUSTED CALIPEP					
50040	P02399 D	770215	03272000	BRKS	HYDRAULIC-DISC-PADS AND SHOES	0300 COUGAR	57	C	053566	017754007
			72 000303	MERCURY	INBOARD PAD WORN TO RIVETS-LINING BROKEN-OUTER PAD HAS CRACKED LINING-CALIPEP FROZE CAUSED BY RUST					
50006	P01964 A	761004	03272000	BRKS	HYDRAULIC-DISC-PADS AND SHOES	0300 CAPRICE	03	C	042210	012603050
			73 000403	CHEVROLET	PADS INSTALLED ON WORN ROTORS. PADS ARE WORN WITH RIDGE - CRACKS VISIBLE AT RIVET HOLES.					
10017	P02706 B	770527	03272000	BRKS	HYDRAULIC-DISC-PADS AND SHOES	0300 124	57	B	015931	090723119
			74 150301	FIAT DIVISION	1 OF 4 PADS EXCESSIVELY WORN - LINING WORN INTO METAL ON ONE					
30006	P01841 B	760902	03272000	BRKS	HYDRAULIC-DISC-PADS AND SHOES	0301 LTD WAGON	44	C	065524	066516005
			70 000301	FORD DIVISION	PADS FROM WHEEL SET, 1 WORN TO RIVETS METAL TO METAL. IRREG WEAR ON 2ND PAD. ONE END WORN TO RIVET, OTHER HAS 3/8" LINING LEFT.					
10008	P02524 A	770412	03272000	BRKS	HYDRAULIC-DISC-PADS AND SHOES	0306 BELAIR	03	C	072549	003242005
			73 000403	CHEVROLET	BRAKE LINING CAME OFF ONE PAD AT RIVETS					
10017	P02720 A	770531	03272000	BRKS	HYDRAULIC-DISC-PADS AND SHOES	0400 MAVERICK	57	C	062143	098126073
			74 000301	FORD DIVISION	SMALLER PADS SHOW EXCESS WEAR INTO RIVETS					
20054	P02762 A	770623	03272000	BRKS	HYDRAULIC-DISC-PADS AND SHOES	0403 FURY III	14	C	056358	001230005
			72 000203	PLYMOUTH	BRAKE PADS HALF WORN SHOW EVEN WEAK SHCP CLAIMS LOW PEDAL ROAD HOP WHEN BRAKING FROM HIGH SPEED					
50015	P02047 B	761020	03272000	BRKS	HYDRAULIC-DISC-PADS AND SHOES	0500 MONTEGO	50	D	054106	015004020
			73 000303	MERCURY	1 AXLE SET OF PADS, ALL ARE WORN EXCESS. 2 ARE WORN TO METAL, OTHER 2 AT LIMITS.					

PARTS RETURN PROGRAM
OFFICE OF DEFECTS INVESTIGATION
CUMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
50021	P02102 A	761129	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 000301 FORD DIVISION ONE PAD WORN THROUGH RIVETS, OTHER 3 OF AXLE SET ARE GOOD. SHOP CLAIMS CALIPER PISTON STUCK.	0600 PINTO	58	C	027000	098134058
20004	P02781 A	770615	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000405 PONTIAC INBOARD PADS WORN INTO RIVETS OUTBOARD PADS NEAR MAX SAFE WEAR SHOE CLAIMS NO BRAKE PEDAL FLUID LEAK	0700 BONNEVILLE	28	B	072000	001230005
50033	P02220 A	761227	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 000301 FORD DIVISION ONE PAD OF FRONT AXLE SET WORN IRREG. R/F INNER PAD WORN EVENLY EXCEPT AT LOWER CENTER. SUSPECT INSTALLATION PROBLEM. ADD'L ID 2440	0700 THUNDERGIRD	57	C	022622	033308038
50036	P02266 B	770124	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 69 000303 MERCURY PAD SET FOR ONE WHEEL SENT IN. ONE PAD HAS LINING COMPLETELY WORN AWAY. FLAR EXTENDS INTO PLATE. OTHER PAD WORN IRREGULARLY.	0800 MERCURY UNKNOWN	57	C	109720	061107005
50032	P02197 B	761227	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000303 MERCURY LINING WORN OFF PAD, RIVETS WORN BY ROTOR. SHOE CLAIMS CALIPER WOULD NOT RETRACT	0800 MERCURY UNKNOWN	57	C	034128	012603050
40004	P01907 B	760920	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000303 MERCURY SET OF RIVITED FRT. PADS. ONE PAD IS 1/4" THICK. OTHER IS WORN TO NEIL MUCH WEAR ON METAL PORTION. POSS. LINING FELL OFF PAD. CSD. ROTOR FAIL	0800 MERCURY UNKNOWN	58	C	061551	019002026
50032	P02194 B	761217	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000301 FORD DIVISION LINING CAME OFF BRAKE PADS, INBOARD BACKING PLATE WORN AT ONE END. SHOP CLMS. PAD INSTALLED OUT OF SLOT 2 MONTHS ERIOE	0804 GRAN TORINO	57	C	036000	046219002
50019	P02076 B	761117	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 75 000204 DODGE TRUCK DIV PAD LININGS WORN IN NORMAL PATTERN. BACKING PLATE WORN AT PISTON LOCATION. CALIPER PISTON WAS FROZEN	0302 B100	57	C	039077	060616012
10009	P02529 A	770406	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 00 000000 UNKNOWN ROTOR IS SCORED ON OUTER FACE - BEARING RACES OK	0000 UNKNOWN	57	C	000000	015697025

PARTS RETURN PROGRAM

7/7/77 PAGE 0077

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, DEL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. AT FAILURE	SHOP NUMBER
30017	P01791 A	760814	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 71 160600 TOYOTA MOTOR CO LTD ROTOR SEVERELY RUSTED. PAD CONTACT AREA HEAVILY GROOVED	0000 TOYOTA MOTOR CO LTD	49	C	000000 01220500J
40009	P01874 B	760910	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 70 000405 PONTIAC INNER FACE OF ROTOR EXCESSIVELY SCORED, WORN BEYOND LIMITS. OUTER SURFACE SHOWS NORMAL WEAR. INNER BEARING RACE IS SLIGHTLY SCORED	0100 FIREBIRD	57	C	086910 04950900J
40009	P01874 A	760910	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 70 000405 PONTIAC INSIDE FACE OF ROTOR EXCESSIVELY SCORED, WORN BEYOND LIMITS. OUTER FACE SHOWS NORMAL WEAR. INNER BEARING RACE IS SLIGHTLY SCORED.	0100 FIREBIRD	57	C	088916 04950900J
50017	P02063 A	761021	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 140301 BMW DIVISION INNER FACE OF ROTOR SCORED FROM PADS, SHOP CLAIMS.	0100 BMW 2002, 2002A	50	D	045837 023513001
50025	P02131 B	761124	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000303 MERCURY ROTOR IS RUSTED-SURFACE WHERE PADS MAKE CONTACT WORN AWAY-NO EXCESSIVE SCORING OR GROOVES-ROTOR HAS METAL FLAKING OFF OF IT. NO COOLING FINS	0102 CAPRI 2600	57	C	023040 019380005
50025	P02131 A	761124	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000303 MERCURY ROTOR IS RUSTED-SURFACE WHERE PADS MAKE CONTACT WORN AWAY-NO EXCESSIVE SCORING OR GROOVES-ROTOR HAS METAL FLAKING OFF OF IT. NO COOLING FINS	0102 CAPRI 2600	57	C	023040 019380005
50020	P02085 A	761120	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 69 000405 PONTIAC ROTOR IS SCORED ON BOTH FACES AS IF FROM WORN PADS. BEARING RACES ARE GOOD.	0200 GRAND PRIX	57	C	077806 090027012
40007	P01922 A	760922	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 70 000403 CHEVROLET RECESS FOR OUTER BEARING RACE WORN- RACE FITS LOOSELY. RACE WAS BECKEN CRACKED. BOTH FACES OF ROTOR SCORED.	0200 CHEVELLE	57	C	000000 051106004
50009	P01961 B	761004	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 70 000402 CADILLAC INNER FACE OF ROTOR IS SCORED - WORN BEYOND LIMITS.	0300 ELDERADO	57	C	065000 019560055

PARTS RETURN PROGRAM

77/07/49 PAGE 077b

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MILE IN

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50009	P01961	A 761004	03273000		ERKS HYDRAULIC-DISC-ROTOR-DISC HUB 70 000402 CADILLAC INNER FACE OF ROTOR SLIGHTLY SCORED. CLAIMS WORN BEYOND REPAIR.	0300 ELDORADO	0300 ELDORADO	57	C	065000	019560055
30010	P01814	A 760824	03273000		ERKS HYDRAULIC-DISC-ROTOR-DISC HUB 70 000301 FORD DIVISION INSIDE BRAKE PAD CONTACT AREA OF ROTOR WORN EXCESSIVELY THIN CRACKING AT EDGES, EXCESS. GROOVED, OUTER AREA LIGHTLY SCORED. RUSTY & FLAKING	0300 LTD	0300 LTD	57	C	111076	055805004
50040	P02399	C 770215	03273000		ERKS HYDRAULIC-DISC-ROTOR-DISC HUB 72 000303 MERCURY ROTOR FACING IS SCORED AND BROKEN 1 1/2 INCH SECTION ON INSIDE-SHCE CLAIMS CALIPER FROZE DUE TO RUST-ROTOR IS RUSTED	0300 COUGAR	0300 COUGAR	50	C	053566	017754007
50040	P02399	A 770215	03273000		ERKS HYDRAULIC-DISC-ROTOR-DISC HUB 72 000303 MERCURY INNER FACE OF ROTOR SCORED & WORN VERY THIN-SHOP CLAIMS CAUSED BY RUSTED FROZEN CALIPER-ROTOR IS RUSTED	0300 COUGAR	0300 COUGAR	50	C	053566	017754007
10017	P02705	A 770520	03273000		ERKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000402 CADILLAC OUTBOARD FACING OF ROTOR GROOVED & EXCESSIVELY WORN	0300 ELDORADO	0300 ELDORADO	57	B	072881	065104010
10017	P02706	A 770527	03273000		ERKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 150301 FIAT DIVISION BOTH FACES OF ROTOR WORN - INBOARD FACE IS SCORED	0300 124	0300 124	50	B	015931	090723119
30006	P01841	A 760902	03273000		ERKS HYDRAULIC-DISC-ROTOR-DISC HUB 70 000301 FORD DIVISION INNER FACE OF ROTOR EXCESSIVELY WORN-SCORED, FROM METAL TO METAL OUTER FACE IS NORMAL	0301 LTD WAGON	0301 LTD WAGON	57	C	065524	006516005
40007	P01905	A 760920	03273000		ERKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000403 CHEVROLET INNER FACE OF ROTOR EXCESSIVELY WORN- HAS 2 DEEP GROOVES. BEARING FACES SHOW NORMAL WEAR.	0312 IMPALA	0312 IMPALA	50	C	060036	060616012
40009	P01875	A 760916	03273000		ERKS HYDRAULIC-DISC-ROTOR-DISC HUB 72 000301 FORD DIVISION INNER FACE OF ROTOR EXCESSIVELY SCORED, WORN BEYOND LIMITS. OUTER FACE & BEARING RACE SHOW NORMAL WEAR.	0313 GALAXIE 500	0313 GALAXIE 500	57	C	046718	081004032

PARTS RETURN PROGRAM

77/07/29 PAGE 0079

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MLL IN

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILLAGE AT FAILURE	SHOP NUMBER
10015	P02450 A	770317	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB	74 000203 PLYMOUTH	CLAIMS ROTOR OVERHEATED-MOFAR BEARING RACES GOOD, ROTOR FACES GROOVED BUT MACHINABLE, NO HEAT MARKS OR CRYSTALLIZATION EVIDENT	0400 FURY	41	C	024000	006793044
30019	P01607 A	760819	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB	67 000203 PLYMOUTH	ROTOR-BRAKE PAD CONTACT SURFACE BADLY GROOVED AS IF FROM METAL TO METAL CONTACT. INNER SURFACE ONLY SLIGHTLY GROOVED & LESS WORN	0403 FURY III	57	C	095425	02711002
30036	P01842 A	760902	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB	74 000203 PLYMOUTH	ROTOR FACE SHOWS HEAT CRACKS IN SEVERAL PLACES. CRACKS RADIATE FROM CTR OF ROTOR. CRACKS ARE ONLY ON OUTER SURFACE.	0403 FURY III	08	C	044945	064107017
50033	P02226 A	761220	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB	69 000303 MERCURY	INNER FACE OF ROTOR IS GROOVED. WEAR ON BEARING RACE IS NORMAL.	0407 MERCURY-MARQUIS	57	C	094307	011204002
50008	P01936 A	760928	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB	71 000303 MERCURY	INNER FACE OF ROTOR SCORED EXCES. WORN FROM PAD RIVETS. BEARING RACES ARE GOOD	0407 MERCURY-MARQUIS	50	C	049380	023513001
40009	P01873 A	760916	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB	72 000203 PLYMOUTH	INNER FACE OF ROTOR EXCESSIVELY SCORED, EXCESSIVELY WORN. OUTER FACE SHOWS LESSER, NORMAL WEAR. BEARING RACES ARE NORMAL.	0500 SATELLITE	57	C	054926	093301046
50038	P02310 A	770207	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB	72 000402 CADILLAC	ROTOR HAS BEEN TURNED - SHOP CLAIMS STILL OUT OF ROUND - WARPED	0500 CADILLAC UNKNOWN	44	C	046046	011204002
40009	P01876 B	760916	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB	73 000301 FORD DIVISION	INNER FACE OF ROTOR EXCESSIVELY SCORED. BEARING RACES & OUTER FACE SHOW NORMAL WEAR. METAL OTHER THAN BRAKING SURFACE IS FLAKING.	0500 MUSTANG	57	C	000000	006400091
40009	P01876 A	760916	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB	73 000301 FORD DIVISION	INNER FACE OF ROTOR EXCESSIVELY SCORED, & CONCENTRIC GROOVES WORN IN FACE. BEARING RACES & OUTER FACE SHOW NORMAL WEAR.	0500 MUSTANG	57	C	000000	006400091

PARTS RETURN PROGRAM

77/07/29 PAGE 0060

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT MAKE YR MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50015	P02047 A	761020	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000303 MERCURY MOTOR FACINGS EXCESS- WORN FROM PADS. INNER FACE CUT WITH 2 DEEP GROOVES, OUTER FACE IS VERY THIN. ADD'L I.D. C-6026.	G500 MONTEGO	50 D	054106	019002026
10009	P02532 A	770406	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 75 000301 FORD DIVISION OUTER FACE OF ROTOR SEVERELY SCORED - BEARING RACES OKAY	0500 MUSTANG	57 C	024563	060201006
10009	P02532 B	770406	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 75 000301 FORD DIVISION ONE FACING OF ROTOR COMPLETELY WORN AWAY - PAD HAD BEEN ON COOLING FINS- ROTOR FACE BROKE AWAY FROM HUB	0500 MUSTANG	03 C	024563	060201006
50038	P02311 A	770201	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION OUTER FACE OF ROTOR IS EXCESSIVELY GROOVED AND WORN THIN. INNER FACE FAIR. BEARING RACES GOOD.	0504 MUSTANG II	57 C	042875	084111015
50038	P02311 B	770201	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION MOTOR FACINGS ARE EXCESSIVELY GROOVED ON BOTH SIDES. BEARING RACES GOOD	0504 MUSTANG II	57 C	042875	084111015
10015	P02397 A	770222	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 72 000301 FORD DIVISION OUTER FACE OF ROTOR WORN EXCESSIVELY THIN & BROKEN IN SPOTS AT OUTER EDGE-INNER FACE WORN-BEARING RACES IN GOOD CONDITIONS	0600 PINTO	03 C	033033	063105001
50009	P01963 B	761004	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000301 FORD DIVISION BOTH FACES OF ROTOR ARE SCORED, INNER FACE HAS MORE WEAR. BEARING RACES ARE GOOD. ADD'L I.D. CENTURY R-6-002	0600 PINTO	57 C	019142	001240002
50009	P01963 A	761004	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000301 FORD DIVISION INNER ROTOR FACE IS EXCESS. WORN. COOLING FINS ARE RUSTED & FLAKING. BEARING RACES ARE GOOD.	0600 PINTO	57 C	019142	001240002
10008	P02511 A	770324	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION OUTER FACE OF ROTOR SEVERELY SCORED-BEARING RACES & INNER FACE IN GOOD CONDITION-CLAIMS 2ND ROTOR-SUSPECT CALLER STICKS	0600 PINTO	57 C	010000	092627017

PARTS RETURN PROGRAM

77/07/25 PAGE 0081

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HLL YR.

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HLL CODE	HLL CAT.	AT FAILURE NUMBER	SHO#
DOT1	P01962 A	761004	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 69 000403 CHRYSLER ROTOR BROKE AT HUB OUTER CIRC. ROTOR IS CHIPPED, LIGHTLY RUSTED. BREAK IS RESULT OF IMPACT W/ CURB.	0700 CORVETTE	03 C	031357	062140002		
30002	P01864 A	760908	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000405 PONTIAC INNER FACE OF ROTOR EXCESSIVELY SCORED. LARGE GROOVE WORN IN CENTER OF FACE. BEARING RACES ARE O.K.	0700 BONNEVILLE	57 C	047023	044905004		
30008	P01864 B	760908	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000405 PONTIAC INNER FACE OF ROTOR EXCESSIVELY GROOVED. BEARING RACES ARE GOOD	0700 BONNEVILLE	57 C	000000	044905004		
30010	P01815 A	760824	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 70 000405 PONTIAC INNER BRAKE PAD CONTACT AREA SCORED. OUTER BEARING RACE SCORED. BEARING WENT BAD.	0705 CATALINA	57 C	062400	06240020		
50036	P02265 A	770124	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 69 000303 MERCURY ROTOR FACINGS WORN EXCESSIVELY THIN ON BOTH SIDES BOTH FACINGS SCORED FROM METAL TO METAL CONTACT WITH PADS. BEARING RACES ARE GOOD	0800 MERCURY UNKNOWN	57 C	109720	061107005		
50032	P02197 A	761227	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000303 MERCURY INNER FACE OF ROTOR SCORED FROM PAD BACKING PLATE. RACES ARE GOOD	0800 MERCURY UNKNOWN	57 C	034128	012603050		
40006	P01907 A	760920	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000303 MERCURY OUTER FACE OF ROTOR EXCESSIVELY WORN-GROOVED.	0800 MERCURY UNKNOWN	50 C	061551	015002026		
40007	P01921 A	760922	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000301 FORD DIVISION 2 DEEP GROOVES CUT IN INNER FACE OF ROTOR BY BRAKE PAD RIVETS. BEARING RACES GOOD, GEN. COND. OF ROTOR EXCELLENT- EXCEPT FOR GROOVES.	0801 TORINO WAGON	50 C	057598	057301027		
50032	P02194 A	761217	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 72 000301 FORD DIVISION ROTOR IS SEVERELY SCORED ON BOTH FACES FROM PAD BACKING PLATE. BEARING RACES IN GOOD COND.	0804 GRAN TORINO	57 C	036000	046219002		

PARTS RETURN PROGRAM

77/07/29

PAGE 0004

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, ALL IF

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAUL. HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81740 A	760730	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION BRAKES SUDDENLY FAILED. AFTER DEALER REPAIRED VEHICLE, BRAKES GAVE UNSATISFACTORY PERFORMANCE. BRAKE PEDAL HAS EXCESSIVE TRAVEL.	0804 GRAN TORINO	26	C	000000	012205000
50007	P01934 B	760927	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION ROTOR FACES ARE SCORED, INNER MORE THAN OUTER. CALIPER HAD CRACK AT INNER PAD LOCATION.	0813 GRAN TORINO ELITE	50	C	026000	044110013
50010	P01985 A	761006	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000202 DODGE INNERFACE OF ROTOR SEVERELY SCORED, BOTH FACES EXCES. WORN. FINNELL AREA HAS FLAKING RUST. BEAKING RACES ARE GOOD.	0900 DODGE UNKNOWN	57	C	042113	017754007
50037	P02300 B	770121	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000403 CHEVROLET SHOP CLAIMS ROTOR WILL NOT FIT ON SPINDLE. OUTER BEARING RACE IN POOR CONDITION, HAS METAL DEPOSIT, ADD'L ID - GM23	0900 VEGA	43	C	025565	012205000
30010	P01813 A	760824	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 68 000301 FORD DIVISION INSIDE BRAKE PAD SURFACE OF ROTOR EXCESSIVELY WORN, SCORED-AS IF FROM METAL TO METAL CONTACT. OUTER SURFACE LIGHTLY SCORED. BEARINGS ARE INTACT	1100 FORD UNKNOWN	57	C	091376	066607011
30010	P01812 A	760819	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION INNER WHEEL BEARING RACE SPINS IN HUB. BEARING RACES DO NOT SHOW EXCESSIVE WEAR. OUTER PAD AREA OF ROTOR SCORED EXCESSIVELY.	1100 FORD UNKNOWN	34	C	025000	054911002
50008	P01956 A	760929	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 71 000403 CHEVROLET INNER FACE OF ROTOR SCORED-EXCESS. WORN. BEARING RACES ARE GOOD.	1200 CHEVROLET UNKNOWN	57	C	038000	051105009
40008	P01906 A	760920	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000305 FORD TRUCK DIV INNER FACE OF ROTOR EXCESSIVELY WORN, 2 DEEP GROOVES. BEARING APPEARS NORMAL.	5101 F100	50	C	042048	006516005
	P02601 A	770502	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000407 CHEVROLET TRUCK LV GM ROTOR FACINGS ONLY SLIGHTLY WORN, HUB IS ERKEN AT HOUSING FOR OUTER BEARING, WEAR INSIDE HUB AT OUTER BEARING RACE LOCATION (VAN)	5400 CHEVY VAN SERIES	03	B	076710	040503002

FAPTS RETURN PROGRAM

77/07/29

PAGE 0003

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SCRIBED BY COMPONENT, MODEL, MLL YR

BLK NUMBER	REP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YF MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILAGE AT FAILURE	SHOT NUMBER
50036	P02268 A	770121	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000497 CHEVROLET TRUCK DV BOTH FACINGS OF ROTOR ARE SCORED. INNER FACE SCORED EXCESSIVELY, BEYOND RE-FACING. SCORING IS FROM METAL TO METAL CONTACT.		5801 C10	50	C	038470	011204002
P62142 A	761123	03281000	BRKS-HYDRAULIC-SWITCH, BRAKE WARNING 00 000101 AMERICAN MOTORS LV SHOP REPORTS MANY AMC BRAKE WARN. LITES CAN'T BE RESET, HAVE TO REELAC UNIT. SOME LITES ARE DISCONNECTED. LITES SHOULD RESET THEMSELVES.		0000 AMERICAN MOTORS LV	28	C	000000	051106004	
30013	P01755 A	760610	04110000	PRKNG EMRGNCY BRK-MECH-LVR SETTLLNG MECH. 76 000406 GMC TRUCK DIV ACTION OF ASSY. IS GOOD, GEAR TEETH ARE NOT WORN, CABLE RETAINER DOES NOT SHOW WEAR. ASSY. APPEARS TO HAVE BEEN SECURELY MTD. WOULD NOT HOLD		5100 GMC TRUCK	28	C	003209	063105001
10032	P02667 A	770519	04150000	PRKNG EMRG BRK MECH-LINKAGES AND CABLES 75 000101 AMERICAN MOTORS LV CABLE BROKE - COATING IS MELTED FROM CABLE BY EXHAUST PIPE MAKING FOR EXCESSIVE FRICTION		0300 PACER	03	C	000000	0040038005
50033	P02234 A	761228	04150000	PRKNG EMRG BRK MECH-LINKAGES AND CABLES 72 000403 CHEVROLET EMERGENCY BRAKE CABLE IS BROKEN		0402 NOVA	03	C	062600	012601031
50052	P02212 C	761220	04150000	PRKNG EMRG BRK MECH-LINKAGES AND CABLES 08 000401 BUICK CABLE IS BENT CAUSING SOME RESISTANCE CF MOVEMENT.		0700 SKYLARK	15	C	096710	098106082
30027	P01694 A	760730	04173000	PRKNG EMRG BRK MECH-DRIVELINE TYPE-DRUM 74 000204 DODGE TRUCK DIV HEAVY CAST METAL P-BRK DRUM BROKE IN AT LEAST 4 PIECES AT 60MPH. 3 PCS RETURNED EACH APPROX 1/4 OF DRUM. BROKE FROM CIR THRU 4 BTG HOLES		5502 D600	03	C	044358	091401026
20015	P01652 B	760701	05110000	ENGINE MOUNTS 00 000300 FORD MOTORS CO RUBBER IS BEGINNING TO SEPARATE FROM METAL BASE. CRACK EXTENDS ALONG RUBBER TO METAL SEAM. MNT. IS TYPE USED WITH 390 CID FAMILY ENGINES		0000 FORD MOTORS CO	00	C	000000	002907002
20015	P01652 A	760701	05110000	ENGINE MOUNTS 00 000300 FORD MOTORS CO RUBBER SEPARATED FROM METAL BASE. SOME RUBBER ADHERED IC METAL IN CENTRAL PORTION. MNT. IS TYPE USED W/ 390 CID FAMILY ENGINE		0000 FORD MOTORS CO	00	C	000000	002907002

PARTS RETURN PROGRAM

77/07/29

PAGE 0064

OFFICE OF DEFECTS INVESTIGATION
CUMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I	DATE RECEIVED	CLASS	COMPONENT NAME	YEAR	MAKE-MODEL	FAULT. HAZ. CODE	CAT.	MILEAGE AT FAILURE	SHGE NUMBER
10031	P02655	A	770512	05110000	ENGINE MOUNTS 04 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL		0000 CHEVROLET	03	C	027899	090027012
10031	P02655	B	770512	05110000	ENGINE MOUNTS 04 000403 CHEVROLET RUBBER PORTION OF MOUNT DETERIORATED AND SPLIT IN TWO - SUSPECT OIL		0000 CHEVROLET	03	C	027899	090027012
10008	P02506	A	770404	05110000	ENGINE MOUNTS 05 000403 CHEVROLET RUBBER PORTION OF MOUNT IS COMPLETELY SEPARATED FROM METAL #J777409		0000 CHEVROLET	03	C	011976	083651021
10008	P02506	B	770404	05110000	ENGINE MOUNTS 05 000403 CHEVROLET MOUNT IS COMPLETELY SEPARATED-RUBBER PORTION SPLIT FROM METAL AT ONE END-RUBBER PORTION SPLIT THROUGH CENTER		0000 CHEVROLET	03	C	J11976	083651021
50031	P02472	A	770331	05110000	ENGINE MOUNTS 05 000403 CHEVROLET RUBBER PORTION OF MOUNT IS SEPARATED FROM METAL.		0000 CHEVROLET	03	C	000000	090027012
50031	P02469	A	770331	05110000	ENGINE MOUNTS 05 000402 CADILLAC RUBBER PORTION OF RIGHT FRONT MOUNT SEPARATED FROM METAL		0000 CADILLAC	03	C	070000	090027012
50036	P02255	A	770109	05110000	ENGINE MOUNTS 06 000403 CHEVROLET RUBBER IS DETERIORATED, SEPARATED FROM METAL. REAR MOUNT.		0000 CHEVROLET	03	C	000000	090027012
50040	P02378	A	770215	05110000	ENGINE MOUNTS 07 000401 BUICK RUBBER SEPARATED NEAR BASE OF ENGINE MOUNT- LEFT FRONT IN TWO PIECES		0000 BUICK	03	C	016404	098126073
50036	P02252	A	770109	05110000	ENGINE MOUNTS 08 000403 CHEVROLET RUBBER IS PARTIALLY SEPARATED FROM METAL. MOUNT IS SAFETY CATCH TYPE		0000 CHEVROLET	03	C	000000	090027012

PARTS RETURN PROGRAM

77/07/29 PAGE 0005

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MSL YA

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	RELEASE AT FAILURE	SHOP NUMBER
10031	P02658 B	770517	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION OF MOUNT IS SPLIT AT BASE	CHEVROLET	0000 CHEVROLET	56	C	060024	050027012
10031	P02658 A	770517	05110000	ENGINE MOUNTS 70 000403 CHEVROLET (BLACK) RUBBER PORTION OF MOUNT SEPARATED FROM METAL	CHEVROLET	0000 CHEVROLET	03	C	060024	050027012
10026	P02597 A	770425	05110000	ENGINE MOUNTS 70 000203 PLYMOUTH LEFT FRONT MOUNT #82750 HAS RUBBER SPLIT COMPLETELY NEAR METAL	PLYMOUTH	0000 PLYMOUTH	03	B	072132	063105001
	P92461 A	770316	05110000	ENGINE MOUNTS 70 000402 CADILLAC WHEN MOTOR MOUNTS BROKE FOR 3RD TIME, OWNER GLUED THE PIECES BACK TOGETHER. REPLACEMENTS NO BETTER THAN ORIGINAL	CADILLAC	0000 CADILLAC	28	C	000000	000000000
50040	P02436 B	770307	05110000	ENGINE MOUNTS 71 000403 CHEVROLET SAME AS A	CHEVROLET	0000 CHEVROLET	03	C	090000	053405004
50040	P02436 A	770307	05110000	ENGINE MOUNTS 71 000403 CHEVROLET (GOLD) RUBBER PORTION OF MOUNT SEPARATED FROM METAL-MOUNT IS SAFETY CATCH TYPE	CHEVROLET	0000 CHEVROLET	03	C	090000	053405004
50036	P02253 B	770109	05110000	ENGINE MOUNTS 67 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL. SAFETY-CATCH TYPE MOUNT	CHEVROLET	0100 CAMARO	03	C	000000	050027012
50036	P02253 A	770109	05110000	ENGINE MOUNTS 67 000403 CHEVROLET RUBBER IS SPLIT, SEPARATED FROM METAL. STANDARD TYPE MOUNT	CHEVROLET	0100 CAMARO	03	C	000000	090027012
50011	P02012 A	761103	05110000	ENGINE MOUNTS 68 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL. BROKEN MOUNT ALLOWED ENGINE TO RISE CAUSING ACCELERATOR TO STICK.	CHEVROLET	0100 CAMARO	44	C	012682	054911007

FARTS RETURN PROGRAM

77/J7/29 PAGE 0056

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77

1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CCDE CAT.	MILLAGE AT FAILURE	SIDE NUMBER
50024	P02128 A	761122	05110000	ENGINE MOUNTS 69 000301 FORD DIVISION RUBBER PORTION OF MOUNT IS SPLIT, SEPARATED NEAR METAL. ADD'L ID.- B-AU 12	0100 FAIRLANE	03 C	072035	060659011
10031	P02656 A	770517	05110000	ENGINE MOUNTS 70 000301 FORD DIVISION *DOOR 6038 J: RUBBER PORTION OF MOUNT SPLIT IN TWO	0100 FAIRLANE	03 C	000000	090027012
50024	P02129 B	761122	05110000	ENGINE MOUNTS 67 000401 BUICK RUBBER PORTION SPLIT NEAR METAL. STUDS SEPARATED FROM BASE. RUBBER IS SLIGHTLY DISTORTED- POSS. EXCESS STRESS FROM BROKEN FRONT MOUNT.	0101 WILLCAT	03 C	072035	060659011
10016	P02692 A	770524	05110000	ENGINE MOUNTS 69 000402 CADILLAC RUBBER PORTION SEPARATED FROM METAL	0101 CADILLAC DE VILLE	03 C	077634	017754007
50031	P02470 A	770331	05110000	ENGINE MOUNTS 70 000402 CADILLAC RUBBER PORTION OF MOUNT SEPARATED COMPLETELY FROM METAL	0101 CADILLAC DE VILLE	03 C	056221	090027012
50031	P02470 B	770331	05110000	ENGINE MOUNTS 70 000402 CADILLAC RUBBER PORTION OF MOUNT COMPLETELY SEPARATED FROM METAL	0101 CADILLAC DE VILLE	03 C	056221	090027012
50037	P02297 A	770128	05110000	ENGINE MOUNTS 69 603081 CH BRADSHAW CO CHEVROLET STANDARD TYPE 8 CYL MOUNT. RUBBER PORTION OF MOUNT IS SPLIT IN TWO AT METAL	0110 CHECKER MOTORS COR	03 A	056117	090027012
50041	P02407 A	770309	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL-IL:3964099 ELUE AU51	0200 CHEVELLE	03 C	028655	030501001
P81706 A	760804		05110000	ENGINE MOUNTS 70 000403 CHEVROLET MOTOR MOUNT BROKEN INTO TWO PIECES, SEPARATION OF RUBBER FROM METAL. PART IS FRONT MOUNT.	0200 CHEVELLE	03 C	090690	084111015

PARTS RETURN PROGRAM

77/07/29 PAGE 0007

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 70 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, AND YR

BIN NUMBER	PRP I NUMBER	DAT. RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CCDE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81706 B	760804	05110000		ENGINE MOUNTS 70 000403 CHEVROLET FRONT MTR. MOUNT BROKEN INTO TWO PIECES-SEPARATION OF METAL FROM RUBBER		0200 CHEVELLE	03	C	090690	084111015
50030	P02261 A	770120	05110000		ENGINE MOUNTS 71 000404 OLDSMOBILE RUBBER PORTION OF MOUNT IS SPLIT, PARTIALLY SEPARATED FROM RUBBER MOUNT IS SAFETY CATCH TYPE-RIGHT SIDE		0200 DELTA 88	03	C	042949	023513001
50036	P02261 B	770120	05110000		ENGINE MOUNTS 71 000404 OLDSMOBILE RUBBER PORTION OF MOUNT IS SPLIT, PARTIALLY SEPARATED FROM RUBBER MOUNT IS SAFETY CATCH TYPE-LEFT SIDE		0200 DELTA 88	03	C	042949	023513001
10028	P02644 B	770513	05110000		ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL - MOUNT IS SAFETY CATCH TYPE		0200 CHEVELLE	03	C	019310	030501001
10028	P02644 A	770513	05110000		ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL - MOUNT IS SAFETY CATCH		0200 CHEVELLE	03	C	019310	030501001
50024	P02126 A	761123	05110000		ENGINE MOUNTS 72 000404 OLDSMOBILE RUBBER PORTION IS SPLIT ALONG JOINT WITH METAL, PARTIALLY SEPARATED. MOUNT IS SAFETY-CATCH DESIGN.		0200 DELTA 88	08	C	060022	023513001
50018	P02069 A	761022	05110000		ENGINE MOUNTS 73 160601 TOYOTA DIVISION RUBBER PORTION OF MOUNT SPLIT NEAR METAL. MOUNT BROKE IN 2.		0200 TOYOTA COROLLA	03	C	016616	090027012
10031	P02654 A	770512	05110000		ENGINE MOUNTS 70 000403 CHEVROLET (BLACK) RUBBER PORTION OF MOUNT SEPARATED FROM METAL		0206 CHEVELLE MALIBU	03	C	038538	090027012
50023	P02118 A	761129	05110000		ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION OF MOUNT COMPLETELY SEPARATED FROM METAL. ADD'L ID. - AU132.		0206 CHEVELLE MALIBU	03	C	080941	030501001

PARTS RETURN PROGRAM

77/07/29 PAGE 0008

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHUF NUMBER
50027	P02157 A	7611J	05110000	ENGINE MOUNTS 75 000403 CHEVROLET TRANS. MOUNT IS SOAKED WITH OIL FROM LEAKING REAR SEAL. SUSPECT OIL DETERIORATED RUBBER, WEAKENING MOUNT. RUBBER IS SPLIT.	0206 CHEVELLE MALIBU	08	C	039030	094110110
50022	P02106 A	7611J	05110000	ENGINE MOUNTS 67 000303 MERCURY SUPPORT SEPARATION IN RUBBER NEAR METAL PORTION- CAUSED ACCELERATOR TO STICK.	0300 COUGAR	03	C	065077	023513001
50022	P02106 B	7611J	05110000	ENGINE MOUNTS 67 000303 MERCURY RUBBER PORTION OF MOUNT SPLIT NEAR METAL- MOUNT IN 2 PIECES, CAUSED ACCELERATOR TO STICK.	0300 COUGAR	03	C	065077	023513001
50018	P02070 A	7610Z	05110000	ENGINE MOUNTS 69 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL.	0300 CAPRICE	03	C	000000	090027012
20003	P02760 A	7706Z	05110000	ENGINE MOUNTS 69 000303 MERCURY SEPARATION OF RUBBER FROM METAL FOMOCO PART	0300 COUGAR	03	C	000000	090027012
50012	P02018 B	761104	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION OF MOUNT PARTILLY SPEARATED FROM METAL	0300 CAPRICE	03	C	063831	053405004
50012	P02018 A	761104	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION OF MOUNT IS PARTIALLY SEPARATED FROM METAL.	0300 CAPRICE	03	C	063831	053405004
30007	P01854 B	760904	05110000	ENGINE MOUNTS 68 000301 FORD DIVISION MOTOR MOUNT IS SPLIT ALONG OUTSIDE EDGE AT BASE OF MOUNT. BEGINNING TO SEPARATE	0301 LTD WAGON	08	C	053375	017754007
30007	P01854 A	760904	05110000	ENGINE MOUNTS 68 000301 FORD DIVISION RUBBER SPLIT COMPLETELY AT BASE OF MOUNT. MOUNT IS IN TWO PIECES.	0301 LTD WAGON	03	C	053375	017754007

PARTS RETURN PROGRAM

77/07/29

PAGE 0089

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, BDL YR

BIN NUMBER	PKP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT, HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30007	P01856 A	760904	05110000	67	ENGINE MOUNTS 000403 CHEVROLET SEPARATION OF RUBBER FROM METAL. MT. IS SAFETY DESIGN REPLACEMENT TYPE NO METAL IS BENT. FAILURE CSD. CAR IC ACCELERATE OUT OF CONTROL.	0306 BELAIR	J3	A	000000	054911000
30007	P01860 A	760908	05110000	67	ENGINE MOUNTS 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL-DEALER REFUSED TO INSTALL SAFETY CABLE. DLR. NAME-ELLIS BROOKS CHEVROLET. ADD'L ID 3777409	0306 BELAIR	03	C	036815	094133032
30007	P01860 B	760908	05110000	67	ENGINE MOUNTS 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL	0306 BELAIR	03	C	036815	094133032
50020	P02069 A	761126	05110000	70	ENGINE MOUNTS 000403 CHEVROLET RUBBER PORTION OF SAFETY-CATCH TYPE MOUNT SEPARATED FROM METAL	0306 BELAIR	03	C	062516	090027012
50022	P01610 C	760601	05110000	72	ENGINE MOUNTS 000403 CHEVROLET COMPLETE SEPARATION OF RUBBER FROM METAL PORTION OF MOUNT	0309 TOWNSMAN	03	C	049694	079605020
50022	P01610 B	760601	05110000	72	ENGINE MOUNTS 000403 CHEVROLET COMPLETE SEPARATION OF FRONT SAFETY-TYPE MOUNT	0309 TOWNSMAN	03	C	049694	079605020
30021	P01610 A	760601	05110000	72	ENGINE MOUNTS 000403 CHEVROLET COMPLETE SEPARATION OF RUBBER & METAL-FRONT SAFETY TYPE MOUNT	0309 TOWNSMAN	03	C	049694	079605020
50037	P02298 B	770128	05110000	66	ENGINE MOUNTS 000403 CHEVROLET RUBBER PORTION OF MOUNT IS SPLIT IN TWC NEAR METAL	0312 IMPALA	03	C	046349	090027012
50037	P02298 A	770128	05110000	66	ENGINE MOUNTS 000403 CHEVROLET SEPARATION OF RUBBER FROM METAL	0312 IMPALA	03	C	046349	090027012

PARTS RETURN PROGRAM

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	POP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE CAT.	MILEAGE AT FAILURE	SNOP NUMBER
50019	P02081 A	761117	05110000	70	ENGINE MOUNTS 000403 CHEVROLET RUBBER SEPARATED NEAR METAL. MOUNT IN 2 PIECES.	0312 IMPALA	03 C	074502	019802003
50019	P02079 A	761117	05110000	71	ENGINE MOUNTS 000403 CHEVROLET RUBBER SEPARATED FROM METAL.	0312 IMPALA	03 C	063015	019802003
50019	P02079 B	761117	05110000	71	ENGINE MOUNTS 000403 CHEVROLET RUBBER PORTION OF MOUNT IS SPLIT AT BASE- NOT SEPARATED FROM METAL	0312 IMPALA	08 C	083015	019802003
50023	P02123 A	761129	05110000	71	ENGINE MOUNTS 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL. MOUNT IN 2 PIECES. MOUNT IS SAFETY CATCH TYPE, PROBABLY FROM REPLACEMENT MARKET.	0312 IMPALA	03 C	037579	019020002
10007	P02492 A	770408	05110000	71	ENGINE MOUNTS 000403 CHEVROLET PARTIAL SEPARATION OF RUBBER FROM METAL- ALLOWED FAN TO HIT RADIATOR	0312 IMPALA	44 C	012341	023513001
10007	P02492 B	770408	05110000	71	ENGINE MOUNTS 000403 CHEVROLET PARTIAL SEPARATION OF RUBBER FROM METAL	0312 IMPALA	44 C	012341	023513001
50028	P02174 A	761214	05110000	72	ENGINE MOUNTS 000301 FORD DIVISION RUBBER IS PARTIALLY SEPARATED, CAUSED FAN TO HIT SHROUD. ADD'L ID C9AA-6036-J AU-8 IN LEFT FRONT	0313 GALAXIE 500	44 C	081112	023513001
50019	P02078 A	761110	05110000	72	ENGINE MOUNTS 000403 CHEVROLET RUBBER SEPARATED FROM METAL. ADD'L. ID- WHITE; 3989488 - LT. BLUE	0314 IMPALA CUSTM CPE	03 C	049864	022001097
10031	P02652 A	770512	05110000	00	ENGINE MOUNTS 000203 PLYMOUTH RUBBER PORTION OF MOUNT SPLIT COMPLETELY IN TWO	0400 FURY	03 C	040394	090027012

PARTS RETURN PROGRAM

77/07/25

PAGE 0001

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, S/L YR

BIN NUMBER	PKP I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	DISAGL. NUMBER	S/OF NUMBER
50032	P02217 A	05110000	ENGINE MOUNTS 66 000203 PLYMOUTH SEPARATION OF RUBBER FROM METAL. ADD'L ID-KF-52 IN LEFT FRONT	0400 FURY	03	C	082206	065004002
30011	P01702 A	05110000	ENGINE MOUNTS 66 000401 BUICK RUBBER SEPARATED FROM METAL ON FRONT ENGINE MOUNT. BROKEN MOUNT CAUSED ACCEL. LINKAGE TO BIND. ADD'L I.D. 1380965 BLUE	0400 LECIRA	03	C	044009	063105001
30011	P01702 B	05110000	ENGINE MOUNTS 66 000401 BUICK MOUNT BEGINNING TO SEPARATE AT FRAME MTG PLATE AT SEAM WHERE RUBBER IS JOINED TO METAL. ADD'L I.D. 1378430 BLACK	0400 ELECTRA	57	C	044669	063105001
50024	P02125 A	05110000	ENGINE MOUNTS 69 000203 PLYMOUTH RUBBER PORTION OF MOUNT SEPARATED FROM METAL, CAUSED ACCEL. TO STICK. ADD'L ID KF-23.	0400 FURY	03	C	000000	023513001
40006	P01917 A	05110000	ENGINE MOUNTS 70 000402 CADILLAC RUBBER PORTION OF MOUNT SEPARATED FROM METAL. MOUNT SPLIT INTO 2 PIECE	0400 SEVILLE	03	C	087973	063105001
50006	P01965 A	05110000	ENGINE MOUNTS 71 000403 PLYMOUTH RUBBER PORTION OF MOUNT SPLIT & BROKE, CAUSED ENGINE TO SHIFT.	0400 FURY	03	C	047020	030501001
50018	P02072 B	05110000	ENGINE MOUNTS 68 000202 DODGE RUBBER IGRATION IS SPLIT IN TWO NEAR METAL.	0401 CORONET SW	03	C	044173	090027012
50018	P02072 A	05110000	ENGINE MOUNTS 68 000402 DODGE RUBBER PORTION OF MOUNT IS SEPARATED FROM METAL.	0401 CORONET SW	03	C	044173	090027012
50036	P02254 B	05110000	ENGINE MOUNTS 69 000403 CHEVROLET RUBBER SPLIT & SEPARATED FROM METAL. MOUNT IS STANDARD TYPE	0402 NOVA	03	C	000000	090027012

PARTS RETURN PROGRAM

77/07/29

PAGE 0092

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MFL YR

BLN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	ENGINE MOUNTS	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50036	P02254 A	770109	05110000	69 000403	CHEVROLET RUBBER IS PARTIALLY SPLIT, SEPARATING FROM METAL.	J402 NOVA	RUBBER IS PARTIALLY SPLIT, SEPARATING FROM METAL. SAFETY-CATCH TYPE MT	03	C	000000	090027012
20003	P02763 A	770620	05110000	69 000403	CHEVROLET RUBBER PORTION OF MOUNT IS PARTIALLY SPLIT	J402 NOVA	ENGINE MOUNTS	50	C	051727	090027012
30003	P02763 B	770620	05110000	69 000403	CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL	0402 NOVA	ENGINE MOUNTS	03	C	051727	090027012
30004	P01833 A	760828	05110000	70 000403	CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL. MOUNT IS TYPE WITH SAFETY LATCH. ADD'L ID BLACK, 39889 WHITE, 3989488 LT. BLUE	0402 NOVA	ENGINE MOUNTS	21	C	029442	014007007
50022	P02108 B	761129	05110000	72 000403	CHEVROLET RUBBER PORTION OF MOUNT SPLITTING NEAR METAL, CAR HAD SAFETY TIE-DOWNS ACCEL. CABLE ALSO REPLACED.	0402 NOVA	ENGINE MOUNTS	08	B	052103	098126073
50022	P02108 A	761129	05110000	72 000403	CHEVROLET RUBBER PORTION OF MOUNT SPLIT APART NEAR METAL. CAR HAD SAFETY TIE-DOWNS. ACCEL. CABLE ALSO REPLACED	0402 NOVA	ENGINE MOUNTS	03	B	052103	098126073
30016	P01781 A	760813	05110000	68 000203	PLYMOUTH RUBBER SEPARATION OF V-6 MOTOR MOUNT. RUBBER SEPARATED AT STUD FLANGE WHICH BOLTS TO FRAME	0403 FURY III	ENGINE MOUNTS	03	C	046899	030501001
50016	P02056 A	761021	05110000	72 000203	PLYMOUTH RUBBER PORTION OF MOUNT SPLIT NEAR METAL. MOUNT IN 2 PIECES.	0412 FURY SUBUREAN CSIM	ENGINE MOUNTS	03	C	045433	023013001
50031	P02471 A	770331	05110000	63 000402	CADILLAC RUBBER PORTION OF MOUNT IS SPLIT FROM METAL. ADD'L ID-1480093	0500 CADILLAC UNKNOWN	ENGINE MOUNTS	56	C	000000	090027012

PARTS RETURN PROGRAM

77/07/29

PAGE 0093

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, YR

RIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE	SHOE NUMBER
50002	P01951 A	760929	05110000	ENGINE MOUNTS 66 000401 BUICK RUBBER PORTION OF MOUNT SPLIT NEAR BASE. MOUNT IS IN TWO PIECES. ADD'L ID BLACK/ORANGE 1371312.	0500 LA SABRE	03 C	C	038943	030501001	
10031	P02653 B	770512	05110000	ENGINE MOUNTS 66 000301 FORD DIVISION RUBBER PORTION OF MOUNT SEPARATED FROM METAL	0500 MUSTANG	03 C	C	031452	090027012	
10031	P02653 A	770512	05110000	ENGINE MOUNTS 66 000301 FORD DIVISION RUBBER PORTION COMPLETELY SEPARATED FROM METAL	0500 MUSTANG	03 C	C	031452	090027012	
50040	P02377 A	770215	05110000	ENGINE MOUNTS 67 000401 BUICK RUBBER COMPLETELY SEPARATED NEAR BASE OF ENGINE MOUNT	0500 LA SABRE	03 C	C	046951	096126073	
50005	P01972 A	761005	05110000	ENGINE MOUNTS 67 000402 CADILLAC RUBBER PORTION OF MOUNT CLEANLY SEPARATED FROM METAL, JAMMING THROTTLE LINKAGE	0500 CADILLAC UNKNOWN	03 C	C	002695	098126073	
50036	P02257 A	770109	05110000	ENGINE MOUNTS 68 000202 DODGE RUBBER PORTION OF MOUNT IS DETERIORATED, SPLIT IN TWO.	0500 DART	03 C	C	000000	090027012	
50036	P02256 A	770109	05110000	ENGINE MOUNTS 70 000202 DODGE RUBBER PORTION OF MOUNT IS DETERIORATED, SPLIT IN TWO	0500 DART	03 C	C	090647	090027012	
30004	P01837 A	760826	05110000	ENGINE MOUNTS 70 000401 BUICK RUBBER PORTION OF MOUNT IS CRACKED & SPLIT BUT NOT ENTIRELY SEPARATED. ADD'L ID YELLOW, 1383797 BLACK	0500 LA SABRE	44 C	C	057377	023513001	
50024	P02127 A	761122	05110000	ENGINE MOUNTS 71 000301 FORD DIVISION RUBBER PORTION OF MOUNT IS SPLIT, SEPARATED NEAR METAL.	0500 MUSTANG	03 C	C	045944	060659011	

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL IN

SIN NUMBER	PPR NUMBER	I DATE	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE CAT.	RELEASE AT FAILURE	SHOP NUMBER
50024	P02127 B	761122	05110000	ENGINE MOUNTS 71 000301 FORD DIVISION RUBBER PORTION IS SPLIT ALONG JOINT WITH METAL, PARTIAL SEPARATION MOUNT IS SAFETY-CATCH DESIGN.	0500 MUSTANG	08 C	060622	060059011
10031	P02657 A	770517	05110000	ENGINE MOUNTS 72 000402 CADILLAC -B1: RUBBER PORTION SEPARATED FROM METAL - MOUNT IS SAFETY CATCH TYPE	0500 CADILLAC UNKNOWN	03 C	036526	090027012
50037	P02291 A	770120	05110000	ENGINE MOUNTS 73 000201 CHRYSLER DIV RUBBER IS SPLIT/SEPARATED AT METAL. MOUNT IS EBOKEN IN TWO PIECES	0500 NEWPGBT	03 C	033000	001230005
50018	P02071 B	761022	05110000	ENGINE MOUNTS 68 000404 OLDSMOBILE MOUNT IS PARTIALLY SPLIT WHERE RUBBER JOINS METAL.	0600 98	03 C	084660	090027012
50018	P02071 A	761022	05110000	ENGINE MOUNTS 68 000404 OLDSMOBILE MOUNT IS PARTIALLY SPLIT WHERE RUBBER PORTION JOINS METAL.	0600 98	03 C	084660	090027012
30011	P01704 A	760730	05110000	ENGINE MOUNTS 68 000404 OLDSMOBILE ENGINE MOUNT HAS PARTIAL RUBBER/METAL SEPARATION	0600 98	57 C	088999	023513001
20003	P02759 A	770620	05110000	ENGINE MOUNTS 73 000301 FORD DIVISION RUBBER PORTION SPLIT NEAR METAL ADD'L ID BAK	0603 PINTO WAGON	03 C	054978	050027012
10008	P02508 B	770406	05110000	ENGINE MOUNTS 72 000203 PLYMOUTH RUBBER PORTION OF MOUNT IS PARTIALLY SEPARATED FROM METAL	0606 VALIANT SCAMP	50 C	072727	031401020
10008	P02508 A	770406	05110000	ENGINE MOUNTS 72 000203 PLYMOUTH RUBBER PORTION OF MOUNT IS COMPLETELY SEPARATED FROM METAL	0606 VALIANT SCAMP	03 C	072727	031401020

PARTS RETURN PROGRAM

77/07/29

PAGE 0055

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL IN

BIN NUMBER	PRP I NUMBER	DATL RECEIVED	COMPONENT CLASS	Y6	COMPONENT NAME	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	STOVE NUMBER
30023	P01648 A	760701	05110000		ENGINE MOUNTS 71 000202 DODGE RUBBER SEPARATED FROM METAL - TAG UNREADABLE	0610 MONROE POLARA	00	C	052231	016007007
30011	P01701 A	760730	05110000		ENGINE MOUNTS 72 000202 DODGE MOUNT SEPARATED AT RUBBER NEAR FRAME SUPPORT PLATE. BROKEN MOUNT CAUSED ACCEL. TO SLICK. AID'L ID KF3-17	0610 MONROE POLARA	03	C	045243	023513001
50037	P02296 A	770126	05110000		ENGINE MOUNTS 73 000202 DODGE MOUNT IS SPLIT IN TWO ON RUBBER PORTION NEAR METAL	0611 POLARA	03	C	027123	090027012
50004	P01959 A	760929	05110000		ENGINE MOUNTS 60 000301 FORD DIVISION RUBBER COMPLETELY SEPARATED FROM METAL. ADD'L I.D. COAA 6038A	0700 THUNDERBIRD	03	C	062600	012601031
20003	P02762 A	770620	05110000		ENGINE MOUNTS 71 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL MOUNT IS SAFETY CATCH	0700 CORVETTE	03	C	035654	090027012
50022	P02107 A	761129	05110000		ENGINE MOUNTS 67 000101 AMERICAN MOTORS DV RUBBER PORTION OF MOUNT IS WELL WORN, WEAK & COLLAPSED. TRANS VIBRATED ON FRAME CROSSMEMBER.	0600 REBEL	76	C	086871	096126073
50020	P02091 B	761126	05110000		ENGINE MOUNTS 72 000403 CHEVROLET RUBBER PORTION OF SAFETY-CATCH TYPE MOUNT IS SEPARATED FROM METAL.	0800 MONTE CARLO	08	C	038623	090027012
20003	P02091 A	761126	05110000		ENGINE MOUNTS 72 000403 CHEVROLET RUBBER PORTION OF SAFETY-CATCH TYPE MOUNT SEPARATED FROM METAL.	0800 MONTE CARLO	03	C	038623	090027012
20003	P02761 A	770620	05110000		ENGINE MOUNTS 72 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL MOUNT IS SAFETY TYPE	0800 MONTE CARLO	03	C	037768	090027012

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL IN

BIN NUMBER	PREP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
50005	P01971 A	761005	05110000	ENGINE MOUNTS 64 000401 BUICK RUBBER PORTION SEPARATED FROM METAL, CAUSED TRANSMISSION LINKAGE TO COME APART.	0900 BUICK UNKNOWN	03	C	089926	098126073
50033	P02231 A	770105	05110000	ENGINE MOUNTS 72 000202 DODGE RUBBER/METAL PORTION OF MOUNT BROKE IN 2 PIECES	0900 DODGE UNKNOWN	03	C	049307	093062091
50091	P01927 A	760927	05110000	ENGINE MOUNTS 67 000301 FORD DIVISION ENGINE MOUNT RUBBER IS BEGINNING TO CRACK AT BASE. FAN DAMAGED RADIAE	1100 FORD UNKNOWN	08	C	000000	071601002
20017	P01599 A	760607	05110000	ENGINE MOUNTS 69 000301 FORD DIVISION RUBBER SEPARATED FROM METAL	1100 FORD UNKNOWN	03	C	000000	098126073
10016	P02713 A	770531	05110000	ENGINE MOUNTS 63 000403 CHEVROLET RUBBER PORTION IS SPLIT RESULT OF REAR END COLLISION	1200 CHEVROLET UNKNOWN	03	D	041801	090126073
10016	P02713 B	770531	05110000	ENGINE MOUNTS 63 000403 CHEVROLET MOUNT IS INTACT OTHERS DAMAGED IN REAR-END COLLISION	1200 CHEVROLET UNKNOWN	00	D	041801	090126073
10016	P02713 C	770531	05110000	ENGINE MOUNTS 63 000403 CHEVROLET RUBBER PORTION OF REAR MOTOR MOUNT IS SPLIT SEPARATED RESULT OF COLLISION	1200 CHEVROLET UNKNOWN	03	D	041801	098126073
50011	P01710 A	760804	05110000	ENGINE MOUNTS 67 000403 CHEVROLET LF CHEV. V-8 H.D. MOTOR MOUNT BROKE-RUBBER SEPARATED FROM METAL-MOUNT BROKE INTO TWO PIECES MOUNT HAD BEEN BELCD PREVIOUS. ADDL ID 3984895	1200 CHEVROLET UNKNOWN	03	C	000000	05110000
50005	P01974 A	761005	05110000	ENGINE MOUNTS 67 000403 CHEVROLET RUBBER PORTION OF MOUNT SEPARATED FROM METAL, SAFETY TYPE MOUNT. ADD'L I.D. AU-12	1200 CHEVROLET UNKNOWN	03	C	064320	090027012

PARTS RETURN PROGRAM

77/07/29 PAGE 0097

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, Yr

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT-HAZ. CODE	CAUSE	AT FAILURE	SHOP NUMBER
50005	P01074 B	761005	05110000	ENGINE MOUNTS 67 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL, SAFETY-TYPE MOUNT.	CHEVROLET	1200 CHEVROLET UNKNOWN	03	C	064320	090027012
50020	P02099 A	761126	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION OF SAFETY-CATCH TYPE MOUNT SEPARATED FROM METAL. ADD'L ID - GOLD NUT.	CHEVROLET	1200 CHEVROLET UNKNOWN	03	C	062502	090027012
50020	P02099 B	761126	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION OF SAFETY-CATCH TYPE MOUNT SEPARATED FROM METAL.	CHEVROLET	1200 CHEVROLET UNKNOWN	03	C	065502	090027012
20001	P02735 A	770606	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL SAFETY CATCH TYPE MOUNT	CHEVROLET	120J CHEVROLET UNKNOWN	03	C	067911	098126073
10026	P02604 A	770504	05110000	ENGINE MOUNTS 71 000407 CHEVROLET TRUCK DV 3/4 TON 4X4: RUBBER PORTION OF MOUNT SEPARATED FROM METAL	CHEVROLET TRUCK DV	5000 CHEV TRK AND VAN	03	C	097856	083651021
10026	P02604 B	770504	05110000	ENGINE MOUNTS 71 000407 CHEVROLET TRUCK DV 3/4 TON 4X4: RUBBER PORTION OF MOUNT SEPARATED FROM MOUNT	CHEVROLET TRUCK DV	5000 CHEV TRK AND VAN	03	C	097856	083651021
50027	P02158 A	761130	05110000	ENGINE MOUNTS 74 000407 CHEVROLET TRUCK DV BRAKS MOUNT IS SOAKED WITH OIL FROM LEAKING REAR TRANS SEAL-SUSPECT LEAKING OIL DEGRADATED RUBBER, WEAKENING MOUNT-RUBBER IS CRACKED	CHEVROLET TRUCK DV	5200 EL CAMINO	08	C	057030	094110116
30001	P01811 A	760819	05110000	ENGINE MOUNTS 70 000407 CHEVROLET TRUCK DV RUBBER SEPARATED AT BASE OF MOUNT. MOUNT SPLIT IN TWO PIECES	CHEVROLET TRUCK DV	5701 J10	03	C	066373	030501001
50031	P02468 B	770331	05110000	ENGINE MOUNTS 76 000407 CHEVROLET TRUCK DV RUBBER PORTION OF MOUNT COMPLETELY SEPARATED FROM METAL	CHEVROLET TRUCK DV	5707. K20	03	C	056221	083639043

PARTS RETURN PROGRAM

77/07/29

PAGE 0096

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, FDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	RELEASE AT FAILURE	SHOE NUMBER
30014	P01760 A	760810	05110000	ENGINE MOUNTS	72 000407 CHEVROLET TRUCK DV SEPARATION OF RUBBER FROM METAL. MOUNT RIPPED INTO TWO PIECES. ADD'L PART I.D. NO. GOLD NUT AU22	5800 SUBURBAN CARRYALLS	03 C	043602	012601031
50040	P02372 A	770215	05130000	ENGINE PULLEY, CRANKSHAFT	71 000101 AMERICAN MOTORS DV 3 PIECE VIBRATION DAMPNER ON CRANKSHAFT FELL APART AT JCINT. ENGINE WAS RUNNING ON FAST IDLE.	0500 HORNET	03 C	016955	014607007
50036	P02250 A	770109	05130000	ENGINE PULLEY, CRANKSHAFT	65 000405 PONTIAC BROKEN PULLEY & HARMONIC BALANCER SENT. HUB BROKE OUT OF 2 BELT PULLEY - DOES NOT APPEAR BENT OR DISTORTED.	0600 LE MANS	03 C	061230	090027012
50007	P01980 A	761006	05130000	ENGINE PULLEY, CRANKSHAFT	74 000301 FORD DIVISION EXCESS WEAR IN KEYWAY. SHOP CLAIMS BELT CAME OUT CAUSING WEAR. OUTER EDGE OF PULLEY BENT.	J600 PINTO	57 C	027032	033579018
10027	P02634 A	770509	05130000	ENGINE PULLEY, CRANKSHAFT	73 000203 PLYMOUTH HARMONIC BALANCER INTACT EXCEPT FOR ONE-INCH CRACK AT KEYWAY	0601 VALIANT DUSTER	08 C	057542	070002032
10016	P82460 A	770301	05140000	ENGINE FLYWHEEL	00 000401 BUICK NUMBER OF FAILURES - KEEPS FLEX PLATE IN STOCK FOR LATE MODELS - RE: PRP DECEMBER NEWSLETTER 1976, VOLUME 1, NUMBER 6, PAGE 6	0000 BUICK	28 C	000000	019405067
10008	P02527 A	770324	05140000	ENGINE FLYWHEEL	00 000402 CADILLAC FLYWHEEL IS CRACKED AT HUB IN TWO LOCATIONS - CRACKED AND BENT ON REMAINING SPIDER NEAR RING GEAR TEETH	0000 CADILLAC	03 C	000000	011204002
10016	P02659 A	770526	05140000	ENGINE FLYWHEEL	69 160601 TOYOTA DIVISION CENTER HUB HAS CRACKED OUT OF FLYWHEEL	0000 TOYOTA DIVISION	03 C	043506	090027012
10010	P02553 A	770401	05140000	ENGINE FLYWHEEL	72 000402 CADILLAC CENTER HUB BROKE OUT OF FLYWHEEL	0000 CADILLAC	03 C	030240	052032120

PARTS RETURN PROGRAM

77/07/29 PAGE 0099

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, EDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT-HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10025	P02590	A 770428	05140000	ENGINE FLYWHEEL 73 000401 BUICK	ENGINE FLYWHEEL 73 000401 BUICK	0000 BUICK	37	C	052764	019500055
10016	P02701	A 770526	05140000	ENGINE FLYWHEEL 69 000404 OLDSMOBILE	ENGINE FLYWHEEL 69 000404 OLDSMOBILE	0100 CUTLASS	03	C	000000	050027012
10016	P02697	A 770526	05140000	ENGINE FLYWHEEL 73 000401 BUICK	BALANCE WEIGHT CAME OFF FLYWHEEL - WELD BROKE 73 000401 BUICK	0100 CUTLASS 0100 CENTURIAN	03	C	045000	090027012
50039	P02344	A 770207	05140000	ENGINE FLYWHEEL 69 000403 CHEVROLET	CENTER HUB CRACKED OUT OF FLEX PLATE/FLYWHEEL 69 000403 CHEVROLET	0200 CHEVELLE	28	D	080117	054911007
20005	P02790	A 770627	05140000	ENGINE FLYWHEEL 74 000401 BUICK	ENGINE FLYWHEEL 74 000401 BUICK	0300 CENTURY	03	C	034000	054130001
10016	P02686	A 770523	05140000	ENGINE FLYWHEEL 76 000303 MERCURY	ENGINE FLYWHEEL 76 000303 MERCURY	0300 COUGAR	03	C	027690	027105000
50024	P02130	A 761122	05140000	ENGINE FLYWHEEL 73 000401 BUICK	WELDS HOLDING RING GEAR TO FLYWHEEL PLATE CRACKED - CUT FOR PACKING 73 000401 BUICK	0307 CENTURY CSTM SH	03	A	049548	060659011
10009	P02534	A 770401	05140000	ENGINE FLYWHEEL 71 000403 CHEVROLET	HUB BROKE OUT OF FLEX-PLATE AT 3 SPOKES, RIM BROKE IN 2 PIECES. OUTER MOUNTING HOLES ELONGATED. HAPPENED SUDDENLY ON HWY, LOSS OF DRIVE FWR. 71 000403 CHEVROLET	0402 NOVA	37	C	081759	052602025

PARTS RETURN PROGRAM

77/07/25 PAGE 0100

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MFL YR

BIN NUMBER	PRP I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10008	P02526 A 770307	05140000	ENGINE FLYWHEEL 74 000403 CHEVROLET FLYWHEEL HAS 3 INCH CRACK NEAR CENTER HUB	0402 NOVA	08 C	019441	011204002
30002	P01823 A 760827	05140000	ENGINE FLYWHEEL 74 000403 CHEVROLET FLYWHEEL IS CRACKED NEAR HUB. CRACK IS 3/4 LONG-EXTENDING FROM WEIGHT SAVING HOLE TO ANOTHER-SOME TEETH ARE WORN SLIGHTLY-2 ARE CHIPPED	0402 NOVA	08 C	010100	046019005
	P82691 A 770524	05140000	ENGINE FLYWHEEL 70 000402 CADILLAC SHOP CLAIMS BROKEN AROUND CENTER TOO LARGE FOR BAG	0500 CADILLAC UNKNOW	03 C	061701	001003001
10016	P02700 A 770520	05140000	ENGINE FLYWHEEL 73 000101 AMERICAN MOTORS DIV FLYWHEEL CRACKED AT EACH OF 4 TORQUE CONVERTER MOUNTING BOLTS	0500 HORNET	08 C	048556	090027012
10010	P02557 A 770401	05140000	ENGINE FLYWHEEL 71 000301 FORD DIVISION ALL TEETH ON FLYWHEEL ARE WORN FROM POOR ENGAGEMENT/DISENGAGEMENT WITH STARTER	0600 PINTO	44 C	069412	092032025
10010	P02554 A 770401	05140000	ENGINE FLYWHEEL 72 000301 FORD DIVISION THIRTY FIVE TEETH ON FLYWHEEL SHOW EXCESSIVE WEAR	0600 PINTO	44 C	068416	092632025
10026	P02698 A 770520	05140000	ENGINE FLYWHEEL 65 000401 BUICK CENTER HUB CRACKED OUT OF FLEX PLATE/FLYWHEEL	0700 SKYLARK	03 C	000000	090027012
10025	P02589 A 770427	05140000	ENGINE FLYWHEEL 70 000405 PONTIAC FLYWHEEL IS CRACKED OUTSIDE OF CENTER HUB IN TWO AREAS.	0705 CATALINA	03 C	092845	063301003
50041	P02416 A 770307	05140000	ENGINE FLYWHEEL 73 000102 JEEP DIV CENTER HUB BROKE OUT OF FLYWHEEL ON RETURN TRIP FROM MEXICO	5102 JEEP WAGONEER	03 C	051269	084057010

PARTS RETURN PROGRAM

77/J7/29 PAGE 101

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, RDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT-HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
	P82690 A	770524	05140000		ENGINE FLYWHEEL 73 000407 CHEVROLET TRUCK DIV SHOP CLAIMS BROKEN TOOTH - STABLER WOULD NOT ENGAGE- TOWED	5200 LL CAMINO	28	C	043501	081003001
	P02396 A	770131	05140000		ENGINE FLYWHEEL 76 000305 FORD TRUCK DIV TEETH WERE CHEWED UP BADLY TRUCK WOULDNT START	5205 E150 ECON	14	C	000000	092032025
2001	P02745 A	770616	05150000		ENGINE-OTHER PARTS 00 000300 FORD MOTORS CO SHOP CLAIMS SEAL RUPTURES CAUSING SUDDEN LEAK MOTOR DAMAGE FILTER GASKET IS SEATED & INTACT MOTORCRAFT PART	0000 FCRD MOTORS CO	32	B	001000	0197J9004
10027	P02637 A	770512	05150000		ENGINE-OTHER PARTS 73 000203 PLYMOUTH SHAFT IS BROKEN IN TWO AT OIL PUMP END	0100 BARRACUDA	03	C	029056	024153006
1-124	P82374 A	770221	05150000		ENGINE-OTHER PARTS 75 170201 SAAB DIVISION VALVE COVER GASKET LEAKS OIL ON ENGINE.	0101 99LE	32	C	000000	055402019
30012	P01725 A	760805	05150000		ENGINE-OTHER PARTS 73 000302 LINCOLN PLASTIC PIN ON VAC.ADVANCE PLATE BROKEN.PLATE CANT BE MOVED BY ADVANCE MECHANISM	0200 MARK IV	44	C	023396	094110116
50033	P02225 A	761220	05150000		ENGINE-OTHER PARTS 71 000302 LINCOLN CAM SHAFT BROKE BTWN LOBES FOR #3 & #7 CYLS. LOBES & RACLS NOT EXCESS. WORN. FAILURE OCCURED AT 40MPH,USD. SEVERE ENG. DAMAGE. CASTING DEFICI?	0205 MARK III	03	C	057500	019073017
00033	P02225 D	761220	05150000		ENGINE-OTHER PARTS 71 000302 LINCOLN CON. ROD TWISTED & BROKE OUT CENTER HALF OF ROD. ADD'L ID-09AE 6210-P	0205 MARK III	03	C	057500	019073017
50033	P02225 B	761220	05150000		ENGINE-OTHER PARTS 71 000302 LINCOLN PISTON CRACKED AT TOP & AT PIN. SKIRT & TOP RING BROKEN. CON. ROD IS DAMAGED-NICKED. SHOP CLMS VEH WELL CARED FOR & IN EX. COND. ID-000E-A	0205 MARK III	03	C	057500	019073017

PARTS RETURN PROGRAM

77/07/29 PAGE 0102

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

FIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT-CODE	HDL YR	SHOE NUMBER
50033	P02225 C	761220	05150000		ENGINE-OTHER PARTS 71 000302 LINCOLN PISTON IS CRACKED & BROKEN AT TOP & AT SKIRT. TOP TWO RINGS ARE BRCKEN	0205 MARK III	03 C	057500	019073017
30019	P01804 B	760818	05150000		ENGINE-OTHER PARTS 75 000403 CHEVROLET SET OF (16) LIFTERS, MOST EXHIBIT SLIGHT DISHING ON BOTTOM SURFACE. LIFTR AT WORN CAN LOBE WORN ROUGH ON BOTTOM.	0300 CAPRICE	57 C	031371	046619005
30019	P01804 C	760818	05150000		ENGINE-OTHER PARTS 75 000403 CHEVROLET PUSH ROD CAME THRU ROCKER ARM, SOME WEAR ON VALVE CONTACT AREA-PUSH ROD IS STRAIGHT. BALL AREA NOT EXCESSIVELY WORN.	0300 CAPRICE	03 C	031371	046619005
30019	P01804 A	760818	05150000		ENGINE-OTHER PARTS 75 000403 CHEVROLET LOBE WORN OFF OF CAM COMPLETELY (#4 EXHAUST) OTHER LOBES SHCW SLIGHT WEAR. BEARING RACES IN VERY GOOD CONDITION.	0300 CAPRICE	44 C	031371	046619005
20004	P02780 A	770623	05150000		ENGINE-OTHER PARTS 74 000203 PLYMOUTH 3 OF 5 FREEZE PLUGS FROM ENGINE HAVE HOLES PLUGS BUSTED	0403 FURY III	32 C	045000	001230005
50027	P02161 A	761130	05150000		ENGINE-OTHER PARTS 65 000301 FORD DIVISION DEFECTIVE OIL PRESSURE SWITCH CAUSED WARNING LIGHT TO COME ON-SWITCH POSSIBLE LEAKING	0500 MUSTANG	28 C	099860	054110116
50038	P02307 A	770131	05150000		ENGINE-OTHER PARTS 71 000203 PLYMOUTH OIL CAP IS CLOGGED WITH OIL SLUDGE DEPOSITS. CAP IS IMPORTANT ELEMENT OF VEHICLES EMISSION CONTROL SYSTEM. TWO HOSE CONNECTION CAP	0600 VALIANT	44 C	036751	012603054
50001	P01823 A	760927	05150000		ENGINE-OTHER PARTS 74 000301 FORD DIVISION CAMSHAFT BROKE BETWEEN 3RD & 4TH LOBES, FROM TWISTING ACTION. ALL LOBS ARE EXCESS. WORN. SOME WEAR ON RACES. ADD'L I.D. 6250-BC	0600 PINTO	03 C	056445	003140000
50040	P02430 A	770315	05150000		ENGINE-OTHER PARTS 73 000301 FORD DIVISION BROKEN OIL VALVE STEM SEAL CLOG PUMP GEARS-SHOE SAYS 3RD CASE	0700 THUNDERBOLT	28 C	000000	043614003

PARTS RETURN PROGRAM

77/07/79 PAGE 0103

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECMENT, MODEL, MDL YR

BIN NUMBER	PRD NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT-CAT. CODE	HAZ. CAT.	MILEAG. AT FAILURE	SHOP NUMBER
50027	P02165 A	761209	05150000	ENGINE-OTHER PARTS	ENGINE-OTHER PARTS	0800 TOYOTA	08	B	069000	063651021
			09 000301	FORD DIVISION	PISTON SKIRT IS CRACKED ON THRUST SIDE-2 SYMMETRICAL CRACKS ARE ONE INCH LONG EXTENDING UP TOWARD CENTER ADDL.ID.C90E D					
	P01625 B	760801	05150000	ENGINE-OTHER PARTS	ENGINE-OTHER PARTS	0900 VEGA	44	C	038359	095670000
			73 000403	CHEVROLET	BROKEN VALVE SPRING REQUIRING VALVE JOB TO REPAIR. NO PART SENT.					
10011	P02565 A	770404	05150000	ENGINE-OTHER PARTS	ENGINE-OTHER PARTS	5111 P250	28	C	012300	054911007
			75 000305	FORD TRUCK DIV	KELIEF VALVE BROKE-NO OIL PRESSURE- #C5AE-6604 3 A3					
50003	P01949 A	760928	05150000	ENGINE-OTHER PARTS	ENGINE-OTHER PARTS	6001 C50	44	C	029190	027105003
			70 000407	CHEVROLET TRUCK DIV	LOBE TO 4TH CYL FROM FRONT IS COMPLETELY WORN AWAY. OTHER LOBES SHOW SLIGHT WEAR. BEARING SURFACE SHOWS LIGHT RUST.					
20001	P02744 A	770616	05150000	ENGINE-OTHER PARTS	ENGINE-OTHER PARTS	6203 B-700	28	C	000000	019709004
			00 000305	FORD TRUCK DIV	DISTRIBUTOR GEAR PIN IS BROKEN VEHICLE STALLS WON'T RUN					
30012	P01722 A	760805	05151000	ENGINE - TIMING GEAR & CHAIN	ENGINE - TIMING GEAR & CHAIN	0000 PLYMOUTH	28	C	119909	051106004
			69 000203	PLYMOUTH	NYLON COVERING ON CAM GEAR TEETH WORN EXCESSIVELY.APEX OF TEETH SEVERELY WORN ON 25 PCT. OF TEETH. ENG. JUMPED TIME BENDING 6 RODS & VALVES					
50001	P01928 A	760927	05151000	ENGINE - TIMING GEAR & CHAIN	ENGINE - TIMING GEAR & CHAIN	0102 CAPRI 2600	03	C	036000	071601002
			73 000303	MERCURY	FIBER GEAR RIM IS CRACKED PARALLEL TO CAM. RIM IS BEGINNING TO SEPARATE FROM METAL GEAR TEETH.					
10008	P02515 A	770401	05151000	ENGINE - TIMING GEAR & CHAIN	ENGINE - TIMING GEAR & CHAIN	0104 CAPRI II	28	B	028471	091105033
			76 000303	MERCURY	PLASTIC TEETH CRACKED AND CAME COMPLETELY OFF TIMING GEAR CAUSING 2800CC ENGINE TO STOP- #69TM6A256A-B CAM TOWED (OWNER LETTER)					
50039	P02342 A	770207	05151000	ENGINE - TIMING GEAR & CHAIN	ENGINE - TIMING GEAR & CHAIN	0200 GRAND PRIX	28	C	003622	054911007
			68 000405	PONTIAC	NYLON TEETH ARE WORN AND BROKEN OFF GEAR. UNDERLYING METAL TEETH WORN					

PARTS RETURN PROGRAM

77/07/29 PAGE 104

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PREP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT-CAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10012	P02571 A	770418	05151000	ENGINE - TIMING GEAR & CHAIN 72 000302 LINCOLN CHAIN IS STRETCHED- ACTION STIFF	0200 MARK IV	44 C	049065	097266002
10012	P02571 C	770418	05151000	ENGINE - TIMING GEAR & CHAIN 72 000302 LINCOLN GEAR EXHIBITS SLIGHT WEAR (CRANK)	0200 MARK IV	57 C	049065	097266002
10012	P02571 B	770418	05151000	ENGINE - TIMING GEAR & CHAIN 72 000302 LINCOLN FORD NYLON GEAR EXHIBITS ONLY SLIGHT WEAR (CAM)	0200 MARK IV	57 C	049065	097266002
50032	P02200 A	761217	05151000	ENGINE - TIMING GEAR & CHAIN 66 000402 CADILLAC NYLON COATING OVER TEETH IS CRACKED & CHIPPED IN SEVERAL PLACES. NYLON & UNDERLYING TEETH WORN. SHOP CLMS CAM STALLED & WOULD NOT START.	0500 CADILLAC UNKNOWN	03 C	105310	054911007
50003	P01948 A	760928	05151000	ENGINE - TIMING GEAR & CHAIN 74 000301 FORD DIVISION FIBER TEETH HAVE BROKEN OFF METAL CAM GEAR OVER 100 DEG. SECTION TEETH ARE BONDED TO METAL GEAR, EXCESS. WORN. ADD'L I.D. A 258 A-A	0504 MUSTANG II	03 C	040241	027105003
10025	P02585 A	770429	05151000	ENGINE - TIMING GEAR & CHAIN 74 000301 FORD DIVISION PLASTIC BROKE OFF OF METAL GEAR - CLAIMS POOR OIL CIRCULATION & SLUDGE #64TM6A256A-A	0504 MUSTANG II	44 C	035705	019409097
10025	P02585 B	770429	05151000	ENGINE - TIMING GEAR & CHAIN 74 000301 FORD DIVISION KEYWAY & GEAR TEETH IN GOOD CONDITION - SUSPECT GEAR WAS REPLACED AS PART OF MATCHED SET	0504 MUSTANG II	00 C	035705	019409097
10027	P02632 A	770412	05151000	ENGINE - TIMING GEAR & CHAIN 74 000301 FORD DIVISION #10 69 TM 5 A 256 A-A PLASTIC TEETH CRACKED & BROKE OFF OF GEAR	0504 MUSTANG II	03 B	031954	070601009
50040	P02405 A	770307	05151000	ENGINE - TIMING GEAR & CHAIN 76 000301 FORD DIVISION ID:69TM6A250A-A; NYLON IS MISSING FROM OVER 50% OF THE CAM GEAR	0504 MUSTANG II	28 C	016403	012603041

FAPTS RETURN PROGRAM

77/07/29

PAGE 0105

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECMENT, MODEL, AND YR

BIN NUMBER	PREP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50012	P01721 A	760805	05151000	ENGINE - TIMING GEAR & CHAIN 67 000405 PONTIAC NYLON COMPLETELY STRIPPED FROM TEETH-METAL GEAR SHOWS WEAR.	0600 LE MANS	57 C	069402	051106004	
50013	P02034 A	761027	05151000	ENGINE - TIMING GEAR & CHAIN 73 000301 FORD DIVISION TEN TEETH ON RUBBER TIMING BELT EXCESS. WORN.- ENGINE QUIT. ADD'L I.D. 6268AB UNIROVAL	0600 PINTO	28 C	011971	054110116	
50039	P02341 A	770207	05151000	ENGINE - TIMING GEAR & CHAIN 67 000405 PONTIAC NYLON TEETH ARE WORN AND BROKEN OFF GEAR. UNDERLYING METAL TEETH WORN	0705 CATALINA	28 C	063566	054911007	
50011	P02013 A	761028	05151000	ENGINE - TIMING GEAR & CHAIN 67 000401 BUICK PLASTIC WORN AWAY FROM 95% OF CAM GEAR. SOME WEAR ON UNDERLYING METAL TEETH. ENGINE DIED.	0800 SPECIAL	44 C	079842	030501001	
50011	P02013 B	761028	05151000	ENGINE - TIMING GEAR & CHAIN 67 000401 BUICK SOME WEAR EVIDENT IN TIMING CHAIN- LOCSE. PLASTIC STRIPPED FROM CAM GEAR.	0800 SPECIAL	44 C	079842	030501001	
50023	P02121 A	761124	05151000	ENGINE - TIMING GEAR & CHAIN 72 000405 PONTIAC NYLON COVERING IS WORN OFF 2/3 OF GEAR. EXPOSED METAL TEETH & REMAINING. PLASTIC SHOW WEAR. KEYWAY IN GD. COND. ENGINE WOULD NOT START.	0800 PONTIAC UNKNOWN	03 C	052168	012603050	
20016	P01625 A	760801	05151000	ENGINE - TIMING GEAR & CHAIN 73 000403 CHEVROLET TIMING BELT HAS NUMEROUS CRACKS ACROSS WIDTH ON OUTER SURFACE. NONE EXTEND THROUGH TO TOOTHED PORTION OF BELT. REPLACED DURING VALVE JOB	0900 VEGA	00 C	038359	095670006	
50013	P02030 A	761027	05151000	ENGINE - TIMING GEAR & CHAIN 70 000301 FORD DIVISION PLASTIC COATING ON GEAR IS CRACKED ON EDGE. PLASTIC ON 9 TEETH IS CHIP	1100 FORD UNKNOWN	03 C	067072	098126073	
50013	P02031 B	761027	05151000	ENGINE - TIMING GEAR & CHAIN 71 000305 FORD TRUCK DIV TEETH ON CRANK GEAR SHOW SLIGHT WEAR- JUMPED TIMING	5200 ECONCLINE SERIES	44 C	033825	098126073	

PARTS RETURN PROGRAM

77/07/29 PAGE 0106

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT-HAZ. CODE	CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50013	P02031	A	761027	05151000	ENGINE - TIMING GEAR & CHAIN	71 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	03	C	033825	098126073
					PLASTIC ON GEAR TEETH IS CRACKED; OUTER SURFACE OF TEETH WORN TO METAL JUMPED VALVE TIMING.						
50013	P02031	C	761027	05151000	ENGINE - TIMING GEAR & CHAIN	71 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	44	C	033825	098126073
					TIMING CHAIN IS WORN - SOME EXCESS. PLAY. JUMPED TIMING.						
50011	P02014	A	761028	05151000	ENGINE - TIMING GEAR & CHAIN	73 000305 FORD TRUCK DIV	5400 RANCHERO	44	C	071232	030501001
					PLASTIC ON ONE TOOTH OF CAM GEAR IS CHIPPED. OTHER TEETH SHOW SLIGHT WEAR. ENGINE JUMPED TIMING.						
50011	P02014	B	761028	05151000	ENGINE - TIMING GEAR & CHAIN	73 000305 FORD TRUCK DIV	5400 RANCHERO	44	C	071232	030501001
					ONE FACE OF ALL TEETH WORN. ENGINE JUMPED TIMING.						
50011	P02014	C	761028	05151000	ENGINE - TIMING GEAR & CHAIN	73 000305 FORD TRUCK DIV	5400 RANCHERO	44	C	071232	030501001
					TIMING CHAIN EXHIBITS WEAR - LOOSE. ENGINE JUMPED TIME.						
10015	P02393	A	770303	05151000	ENGINE - TIMING GEAR & CHAIN	73 000407 CHEVROLET TRUCK DIV	5700 PICK UP MODELS	03	C	038263	053440019
					TWO TEETH OF NYLON TIMING GEAR ARE BROKEN-NYLON IS CRACKED IN OTHER SECTIONS-KNOCKS-ID:3896960						
02029	P02629	B	770509	05210000	ENGINE COOLING SYSTEM-RADIATOR	75 000402 CADILLAC	0101 CADILLAC DE VILLE	49	C	032161	053215010
					SHOP CLAIMS RUSTED						
10011	P02559	A	770401	05220000	ENGINE COOLING SYSTEM-HOSES	73 000203 PLYMOUTH	0403 FURY III	32	C	037060	001230000
					CLAIMS HOSE LEAKS-IS STIFF THROUGH NO APPARENT HOLES-PROBABLY AT CLAME						
10011	P02559	B	770401	05220000	ENGINE COOLING SYSTEM-HOSES	73 000203 PLYMOUTH	0403 FURY III	32	C	037000	001230005
					CLAIMS HOSE LEAKS-HOSE IS STIFF THROUGH NO APPARENT LEAKS EXCEPT CLAME #3462200 BOLLS OVER						

PARTS RETURN PROGRAM

77/07/29 Page 0107

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, EDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT-HAZ. CODE	CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10025	P02593 A	770425	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 70 000403 CHEVROLET BEARING & SEAL OF PUMP HAVE FAILED. SHAFT IS LOOSE, NOISY. PUMP IS LEAKING AT SHAFT. PUMP MADE BY AIRTEX	0000 CHEVROLET	32	C	042916	022203030
30016	P01784 A	760813	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 75 100450 DATSUN TRUCK DIV BEARING AT FRONT OF WATER PUMP AT SHAFT FELL APART.SHAFT IS SCORED AT BEARING LOCATION.--SHOP STATES-ALL BELTS WERE LOST-	0200 PICKUP TRUCK	03	C	019700	084713016
50030	P02190 A	770103	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 74 140301 BMW DIVISION WATER PUMP BEARING WORN OUT, SHAFT IS LOOSE, PUMP NOISY ADD'L ID - 2.2 SICU A 74 BMW	0203 3.0 CS COUPE	34	C	016000	006793044
10009	P02541 A	770412	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 76 160401 DATSUN DIVISION CENTER HUB OF WATER PUMP PULLEY IS CRACKED/BROKEN- OVERHEATS	0300 DATSUN E-210	03	C	008000	019409097
40001	P01867 A	760909	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 69 000403 CHEVROLET PUMP SHAFT BROKE AT BEARING. BRNG DESINTEGRATED-WORE GROOVE IN SHAFT. FAN WENT THROUGH RAD. TOP TANK & LODGED IN HOOD. POSS. IMPROPER LUBE.	0312 IMPALA	03	C	074773	051106004
30026	P01677 A	760712	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 70 000201 CHRYSLER DIV PUMP LEAK CAUSE ENGINE TO OVERHEAT. SUSPECT WORN SHAFT SEAL. WATER TRACE EVIDENT AT RUNOFF HOLE AT SHAFT HOUSING. HIGHSEAL-NAME ON SEAL	0500 NEWPORT	44	C	032100	012603050
50027	P02164 A	761213	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 73 000201 CHRYSLER DIV COOLANT HAS BEEN LEAKING FROM RUN OFF HOLE-POSS.BAD SEAL-EUMP ACTION STIFF-IMPELLER BENT AT TWO VANES	0500 NEWPORT	32	D	047000	001230005
50032	P02195 A	761217	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 68 000202 DODGE PUMP LEAKS FROM RUN-OFF HOLE AT SHAFT - ACTION IS ROUGH. SUSPECT BAD SHAFT SEAL LEAKED COOLANT TO BEARING. SHOP CHMS. OVERHEATED	0600 MONACC	32	C	058147	012603000
10031	P02651 A	770512	05230000	ENGINE COOLING SYSTEM-PUMP,WATER 74 000301 FORD DIVISION METAL IMPELLER RUSTED AND BROKEN - BEARING ACTION GOOD	0600 PINTO	03	C	000000	090027012

PARTS RETURN PROGRAM

77/07/29

PAGE 0106

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

EIN NUMBER	PRP I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30005	P01848 A	05230000	ENGINE COOLING SYSTEM-PUMP, WATER 00 000201 CHRYSLER DIV WATER LEAKED FROM HOLE IN HOUSING AT SHAFT. SUSPECT DEFECTIVE SHAFT SEAL. BEARING APPEARS TO BE IN GOOD COND.	0700 CHRYSLER UNKNOWN	32 C	000000	063105037
J0029	P01693 A	05230000	ENGINE COOLING SYSTEM-PUMP, WATER 75 000101 AMERICAN MOTORS DW SHAFT BROKE AT OUTER BALL BEARING LOCATION CONTACT SURFACE. CAUSING EXTENSIVE DAMAGE TO RAD., ETC. SUSPECT EXCESS. TENSION ON BELT.	0700 MATADOR	03 C	035697	012207081
50024	P02119 A	05230000	ENGINE COOLING SYSTEM-PUMP, WATER 69 000405 PONTIAC BEARING AT SHAFT WORN, SHAFT LOOSE, WOBBLER. SEAL HAD GONE BAD, WATER LEAKING FROM RUNOUT HOLE IN SHAFT HOUSING.	0800 PONTIAC UNKNOWN	34 C	056178	012603050
50036	P02270 A	05230000	ENGINE COOLING SYSTEM-PUMP, WATER 73 000403 CHEVROLET PUMP IS NOISY UPON ROTATION OF SHAFT. SOME PLAY IN SHAFT	0900 VEGA	37 D	025548	083651021
10018	P02726 A	05230000	ENGINE COOLING SYSTEM-PUMP, WATER 75 000102 JEEP DIV WATER PUMP SHAFT BEARING & SEAL WORN, EXCESS. SHAFT LOOSE IN HOUSING.	5201 CJ-5 JEEP	32 C	045387	098223001
50037	P02282 A	05230000	ENGINE COOLING SYSTEM-PUMP, WATER 69 000407 CHEVROLET TRUCK LV IMPELLER SEPARATED FROM SHAFT. PUMP IS FROM 6 CYL ENGINE	5702 C20	28 C	068460	027101002
10009	P02540 A	05240000	ENGINE COOLING SYSTEM-FAN 74 000401 BUICK FAN CLUTCH ACTION STIFF - FLUID LEAKED FROM CLUTCH	0000 BUICK	44 C	045166	019405097
DOT1	P01629 A	05240000	ENGINE COOLING SYSTEM-FAN 73 000302 LINCOLN ONLY SLIGHT DRAG DETECTABLE IN ROTATION OF FAN CLUTCH SHAFT. CLUTCH QUIT FUNCTIONING AND CAR OVERHEATED	0200 MARK IV	41 C	025190	022004000
DOT1	P02267 A	05240000	ENGINE COOLING SYSTEM-FAN 72 000303 MERCURY FOXOCO #CF-D2SE-8600-AA ONE BLADE OF FIVE BLADE METAL FLEX FAN IS BROK EN. BREAK EXTENDS FROM INNER RIVET OUTWARD, 1/2" FROM OUTER RIVET	0300 CGUGAF	03 B	000000	090027012

PARTS RETURN PROGRAM

77/07/29 PAGE 0109

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, GDL IN

BIN NUMBER	PAP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT-HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
DOT1	P02186 A	761217	05240000	ENGINE COOLING SYSTEM-FAN	73 000301 FORD DIVISION	0300 LTD	55 C	000000	063123002
				1 OF 7 BLADE METAL FLEX FAN BROKE, PARALLEL TO RADIUS OF FAN, 3/4" FRM RIVETS AT OUTER END, 1/4" AT INNER HUB. ADD'L ID 8000-A6. NO TAG W/ FI					
DOT1	P02187 A	761229	05240000	ENGINE COOLING SYSTEM-FAN	73 000301 FORD DIVISION	0300 LTD	55 C	000000	063123002
				1 OF 7 BLADE METAL FLEX FAN BROKE NEARLY PARALLEL TO RADIUS. BREAK IS JAGGED. ADD'L ID 8600-AB					
DOT1	P02000 A	761102	05240000	ENGINE COOLING SYSTEM-FAN	71 000301 FORD DIVISION	0313 GALAXIE 500	21 C	059710	046327016
				5 BLADE METAL FLEX FAN DAMAGED RAD. 3/4 OF 1 BLADE MISSING, SEPARATED ALONG BLADE SUPPORT 2" FROM HUB END. ADD'L ID- 3462139, 24654 (BLADE)					
40003	P01892 A	760918	05240000	ENGINE COOLING SYSTEM-FAN	70 000402 CADILLAC	0500 CADILLAC UNKNOWN	55 C	061423	094110116
				ONE BLADE OF 5 BLADE METAL FLEX FAN IS SPLIT. SPLIT EXTENDS FROM OUTER END OF BLD. TC CENTER, SUPPORTS NOT DAMAGED. SPLIT CAUSED VIBRATION					
30002	P01822 A	760827	05240000	ENGINE COOLING SYSTEM-FAN	73 000203 PLYMOUTH	0500 SATELLITE	03 C	053380	044905004
				1 BLADE BROKE OFF OF METAL FLEX FAN. BREAK EXTENDS ALNG LENGTH OF BLD 2/3 OF BLADE MISSING, BUT INTACT AT RIVETS. ADD'L ID 24654 A73 P15158					
DOT1	P01891 A	760918	05240000	ENGINE COOLING SYSTEM-FAN	71 000301 FORD DIVISION	1100 FORD UNKNOWN	55 C	062304	094110116
				ONE BLADE OF 5 BLADE METAL FLEX FAN IS SPLIT. BLADE IS SPLIT AT OUTER END TO MORE THAN 1/2 WAY THRU BLADE NEAR SUPPORT. SUPPORT NOT DAMAGED					
30002	P01821 B	760827	05240000	ENGINE COOLING SYSTEM-FAN	73 000407 CHEVROLET TRUCK LV	5802 C20	02 C	043784	047710001
				FAN HUB HIT BY FLYING CRANKSHAFT PULLEY. HUB PULLEY GROVE IS BENT IN 1 SPOT-3 FAN BLADES ARE BENT					
50040	P02434 A	770301	05270000	ENGINE COOLING SYSTEM-OTHER PARTS	73 000403 CHEVROLET	0000 CHEVROLET	07 C	000000	098040015
				TRANSMISSION COOLER LOCATED INSIDE RADIATOR ASSEMBLY LEAKS-CONNECTION BETWEEN COOLING LINE FITTINGS & COOLING CORE BROKEN-CONTAMINATION					
10027	P02629 A	770509	05270000	ENGINE COOLING SYSTEM-OTHER PARTS	75 000402 CADILLAC	0101 CADILLAC DE VILLE	02 C	032161	053115010
				PLUGS ARE RUSTED FROM INSIDE - ONE HAS THREE HOLES					

PARTS RETURN PROGRAM

77/07/29 PAGE 0110

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

EIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10026	P02605	A 770503	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 66 000403 CHEVROLET EDGE OF PULLEY BELT GROOVE BROKE - OUTER EDGE OF WATER PUMP PULLEY	0312 IMPALA - 100 DEGREE SECTION MISSING FROM	03	B	063847	085012004
50036	P02265	A 770124	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 67 000403 CHEVROLET SHAFT IS FROZEN ON FAN CLUTCH. AND DIRT AROUND SHAFT	0312 IMPALA SUSPECT LEAKAGE OF FLUID, OIL TRACES	28	C	088290	061107005
40002	P01881	A 760918	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 68 000404 OLDSMOBILE FAN CLUTCH LEAKED FLUID, WOULDNT TURN. SHAFT	0400 TORONADO FLUID LEAK EVIDENT AT HUB	28	C	009973	054911007
20004	P02778	A 770608	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 74 170101 VOLVO DIVISION FAN HUB BROKE OUT OF PULLEY.	0400 164	03	C	042000	006810051
20004	P02779	A 770623	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 74 000203 PLYMOUTH PORTION OF SENSOR CHIPPED IN OVERHEAT COND LIGHT DID NOT COME ON	0403 FURY III	28	C	045000	001230005
50037	P02292	A 770126	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 73 000201 CHRYSLER DIV TEMPERATURE SENDING UNIT IS LIGHTLY CORRODED. DASH INDICATOR	0500 NEWPORT UNIT FAILS TO OPERATE	28	C	046000	001230005
30011	P01700	A 760730	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 72 000404 OLDSMOBILE INNER-MOST GROOVE OF 3 GROOVE PULLEY BELT. SHARP EDGE ALSO EXISTS BETWEEN INNER & MIDDLE GROOVE.	0605 CUSTOM CRUISER HAS RIDGE 1/32" HIGH, CUTS FAN	09	C	070274	023513001
30002	P01821	A 760827	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 73 000407 CHEVROLET TRUCK DV CRANKSHAFT PULLEY FLEW OFF HARMONIC BALANCER. MOUNTING HOLES OF 3 GROOVE PULLEY ELONGATED. HEADS OF 2 MOUNTING BOLTS SHEERED OFF, 3RD BOLT BENT	5802 C20	21	C	043784	047710001
40003	P01897	A 760919	06112000	FUEL TANK ASSEMBLY-PIPE, FILLER-NECK 72 150301 FIAT DIVISION HOSE HAS SERIES OF CRACKS IN RUBBER AT 90 DEG. BEND, LEAKS FUEL. HOSE IS NOT RUBBER/CLOTH SANDWICH TYPE OFTEN USED FOR CARRYING FUEL.	0300 124	32	C	066288	053101021

PARTS RETURN PROGRAM

77/07/29

PAGE 0111

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	PRP I NUMBER	D DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CAT. CODE	MILEAGE AT FAILURE	SHOP NUMBER
50001	P01926 A	760927	06112000		FUEL TANK ASSEMBLY-PIPE, FILLER-NECK 64 150301 FIAT DIVISION HOSE IS CRACKED THROUGH-OUT, LEAKS. HOSE IS NOT FIBER/RUBBER SANDWITCH TYPE.	0400 128	32 C	000000	080906093
40003	P01896 A	760919	06112000		FUEL TANK ASSEMBLY-PIPE, FILLER-NECK 73 150301 FIAT DIVISION HOSE HAS SERIES OF CRACKS IN RUBBER, LEAKS FUEL. HOSE IS NOT RUBBER/CLOTH SANDWITCH TYPE OFTEN USED FOR CARRYING FUEL.	0400 128	32 C	027001	093101021
10025	P02587 A	770425	06113000		FUEL TANK ASSEMBLY-TANK 74 000403 CHEVROLET SEVERAL PINHOLES IN TANK (PORTION) RUST EVIDENT ON INSIDE SURFACE. SHOP SUSPECTS INSUFFICIENT PLATING.	0300 CAPRICE	32 B	016186	076015012
50027	P02162 A	761213	06114000		FUEL TANK ASSEMBLY-GAUGE, FUEL 69 000201 CHRYSLER DIV IRREGULAR GAS GAUGE READING-UNIT APPEARS INTACT, INCLUDING FLOAT-ACTION IS SMOOTH	0200 300	44 D	070000	001230005
40003	P01899 A	760919	06114000		FUEL TANK ASSEMBLY-GAUGE, FUEL 72 000201 CHRYSLER DIV SENDING UNIT ASSY. IS INTACT. FLOAT IS DENIED BUT NO HOLES ARE APPARENT ACTION OF FLOAT ARM IS GD. SUSPECT MISADJUSTMENT AT ELEC. CONTACT.	0300 NEW YORKER	44 C	056450	001230005
10016	P02696 A	770525	06114000		FUEL TANK ASSEMBLY-GAUGE, FUEL 73 000403 CHEVROLET GAUGE WOULD NOT REGISTER ABOVE 1/4 TANK - NO VISIBLE DEFECTS - SUSPECT PROBLEM IN TANK RESISTOR UNIT - ELECTRICAL SHORT	0312 IMPALA	44 C	047610	070002033
10026	P02602 A	770506	06114000		FUEL TANK ASSEMBLY-GAUGE, FUEL 72 000202 DODGE FLOAT APPEARS INTACT - FUEL GAUGE DOES NOT WORK	0600 MONACO	28 D	050000	001230005
50039	P02335 A	770214	06115000		FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44 C	000000	053404006
50039	P02336 A	770214	06115000		FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44 C	000000	053404006

PARTS RETURN PROGRAM

77/07/29 PAGE J112

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50039	P02337 A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02338 A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON MESH SCREEN. SCREEN SPLIT LENGTH WISE. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02339 A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02333 A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02331 A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02330 A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02329 A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02328 A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. SCREEN IS SPLIT NEAR SEAM - PROBABLY FOR INSPECTION BY SHOP. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006
50039	P02334 A	770214	06115000	FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN AND INSIDE FILTER. SCREEN PARTIALLY SPLIT AT SEAM. STALLING CONDITION	0000 UNKNOWN	44	C	000000	053404006

PARIS RETURN PROGRAM

77/07/29 PAGE J113

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, KDL YR

BIN NUMBER	PSP NUMBER	I	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOE NUMBER
50039	P02332	A	770214	06115000		FUEL TANK ASSEMBLY-ATTACHMENTS 00 000600 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	0534J4006
50039	P02326	A	770214	06115000		FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	0534J4006
50039	P02327	A	770214	06115000		FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN AND IN FILTER CYLINDER. STALLING CONDIT ION.	0000 UNKNOWN	44	C	000000	0534J4006
50039	P02325	A	770214	06115000		FUEL TANK ASSEMBLY-ATTACHMENTS 00 000000 UNKNOWN DIRT ON PORTION OF MESH SCREEN. STALLING CONDITION	0000 UNKNOWN	44	C	000000	0534J4006
10008	P02503	A	770404	06115000		FUEL TANK ASSEMBLY-ATTACHMENTS 68 000301 FORD DIVISION MOLDED RUBBER TANK VENT HOSE IS SPLIT AT "T"	0800 TORINO	32	C	063834	0790J5020
50039	P02427	A	770317	06124000		FUEL EMISSION CONTROL-VALVE 00 000204 DODGE TRUCK DIV PCV VALVE IS PLASTIC AND METAL CONSTRUCTION-CAME APART AT JOINT OF TWO MATERIALS-BRAKES FAILED	5100 D&W SERIES-PICK UP	03	C	000000	063301003
50040	P02431	A	770307	06130000		FUEL LINES FITTINGS AND PUMP 63 000406 GMC TRUCK DIV FUEL PUMP WENT ON SUDDENLY SPRAYING GAS ON EXHAUST-SMALL FIRE-SUSPECT DIAPHRAM RUPTURED-SERVICE TRUCK	5601 C1500	24	B	095000	053511008
DOT1	P02703	A	770526	06131000		FUEL LINES, METALLIC 69 000201 CHRYSLER DIV 5/16-INCH METAL FUEL LINE IS RUSTED - FINHOLES & LEAKS	0200 300	32	C	090000	001230005
DOT1	P02556	A	761021	06131000		FUEL LINES, METALLIC 73 000301 FORD DIVISION METAL FUEL LINE HAS 1/2" SPLIT AT 90 DEG. BEND, 1" FROM FITTING	0307 LTD CNTAY SQUIRE	32	A	339241	019020002

PARTS RETURN PROGRAM

77/07/29

PAGE 0114

OFFICE OF DLFCIS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, EDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT-HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10026	P02610	A 770429	06131000	FUEL LINES, METALLIC 68 000403 CHEVROLET METAL FUEL LINE LIGHTLY RUSTED - LINE WAS CUT BY FRAME WHEN SUSPENSION BOTTOMED OUT	0314 IMPALA CUSTM CPE	08	C	104608	030309023	
50039	P02340	A 770207	06131000	FUEL LINES, METALLIC 75 000401 BUICK METAL FUEL RETURN LINE SPLIT. LEAKS GAS ON REAR CONTROL ARM	0500 LA SABRE	32	A	019975	019300005	
50016	P02073	A 761115	06131000	FUEL LINES, METALLIC 71 000405 PONTIAC METAL GAS LINE IS RUSTED.	0705 CATALINA	49	C	096502	055005004	
50039	P02367	A 770214	06132000	FUEL LINES, HOSES, NON-METALLIC 71 140501 VOLKSWAGEN DIVISION APPROXIMATELY 1/4 INCH ID CLOTH COVERED FUEL HOSE 11 IN. SECTION-SFOT IS WORN THRU CLOTH W/ UNDERLYING RUBBER CRACKED- GAS LEAKED	0100 TYPE I	32	C	000000	054130001	
10008	P02519	A 770401	06132000	FUEL LINES, HOSES, NON-METALLIC 74 140503 PORSCHE DIVISION FUEL HOSE BETWEEN TANK & FILTER LEAKS- HOSE HAD BEEN CRIMPED	0101 PORSCHE 914	32	C	043806	068510002	
50026	P02155	A 761201	06132000	FUEL LINES, HOSES, NON-METALLIC 74 110206 MG DIVISION FUEL LINE LEAKS ON EXHAUST MANIFOLD AT FITTINGS. LINE CONNECTS 2 CARBS PART MAY BE REPLACEMENT. EMISSION CONTROLS HAD BEEN REMOVED.	0102 MGB GT	32	C	013000	068510002	
20004	P02787	A 770627	06132000	FUEL LINES, HOSES, NON-METALLIC 72 200031 INTERNATIONAL TRUCK PLASTIC HOSE IS MELTED SUSPLCT LINE IS VAPOR RETURN LINE TOO CLOSE TO EXHAUST	0107 TRAVALL	04	B	031000	054130001	
20004	P02789	A 770627	06132000	FUEL LINES, HOSES, NON-METALLIC 72 200031 INTERNATIONAL TRUCK PLASTIC HOSE IS MELTED. SUSPECT LINE IS VAPOR RETURN LINE TOO CLOSE TO EXHAUST.	0107 TRAVALL	04	B	031000	054130001	
50341	P02412	A 770308	06132000	FUEL LINES, HOSES, NON-METALLIC 73 000403 CHEVROLET FUEL HOSE IS CPACKED AT BEND-ID:6107 H-KV	0303 CAPRICE EST WGN	32	C	034287	007063128	

PARTS RETURN PROGRAM

77/07/29 PAGE 115

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECENT, MODEL, ALL IN

BIN NUMBER	P&P NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR MANUFACTURER	COMPONENT NAME	MAKE-MODEL	FAULT-HAZ. CODE CAT.	WILSON AT FAILURE NUMBER	SNOP NUMBER
10017	P02722 A	770606	06132000	FUEL LINES, HOSES, NON-METALLIC	74 160401 DATSUN DIVISION	0400 DATSUN 2602	32	059020	090027012
				SHOE CLAIMS HOSE LEAKS HOSE IS CLOTH MESH COVERED RUBBER					
10031	P02648 A	770511	06132000	FUEL LINES, HOSES, NON-METALLIC	70 000301 FORD DIVISION	0500 MUSTANG	32	020017	033577018
				FUEL HOSE HURL AND CRACKED - 1 1/2-INCH SPLIT AROUND - LEAKS INTO EACH					
40003	P01889 A	760918	06132000	FUEL LINES, HOSES, NON-METALLIC	74 000301 FORD DIVISION	0500 MUSTANG	08	013448	080226008
				FUEL PUMP OUTLET HOSE IS SPLIT AT MIDDLE. SPLIT EXTENDS 1/2 WAY AROUND CIR. SHOP CLAIMS CAUSED BY MISALIGNED METAL FUEL LINE.					
10008	P02507 A	770406	06132000	FUEL LINES, HOSES, NON-METALLIC	08 000404 OLDSMOBILE	060C 98	32	042132	031401020
				FUEL HOSE IS SPLIT 90 DEGREES AROUND 1 1/2 INCH FROM ONE END-LEAKS ON MUFFLER					
50014	P02943 A	761118	06132000	FUEL LINES, HOSES, NON-METALLIC	73 000301 FORD DIVISION	1100 FORD UNKNOWN	24	000000	091605014
				FUEL LINE HOSE AT CARB. IS CRACKED, LEAKED GAS. UNDERHOOD FIRE.					
20004	P02788 A	770627	06132000	FUEL LINES, HOSES, NON-METALLIC	77 000407 CHEVROLET TRUCK DV	580C SUBUREAN CARRVALIS	08	044000	019805002
				HOSE IS LAYERED FUEL LINE TYPE. HOSE IS STIFF, CRACKS WHEN FLEXED. SHOP CLAIMS HOSE IS DRY ROTTED, WAS NOT LEAKING AT TIME					
30026	P01679 A	760712	06135000	FUEL FILTER LINE	71 000401 BUICK	0700 SKYLARK	77	050208	001230005
				PAPER FUEL ELEMENT IS TORN THROUGH 6 RIDGES & DIRTY. TORN PORTION SLIPPED & COVERED FUEL INLET.					
50026	P02154 A	761201	06130000	FUEL BLADDER	58 140401 MERCEDES-BENZ DIV	0100 MERCEDES-BENZ	32	000000	060510000
				FUEL BLADDER FAILURE ALLOW FUEL TO LEAK ONTO CONTACT CAUSING FIRE OR POSSIBLE EXPLOSIVE SITUATION					
P81801 A	760813	06130000	FUEL PUMP	00 000303 MERCURY	0102 CAPRI 2600		49	000000	020800002
				NO PART SENT. SHOP CLAIMS FUEL PUMP LEAKS OIL ON STEER. RACK MOUNT, CAUSING RUBBER TO DETERIORATE.					

PARTS RETURN PROGRAM

77/07/29 PAGE 0116

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT-HAZ. CODE	MILEAGE AT FAILURE	SHOP NUMBER
30012	P01711 A	760804	06136000	FUEL PUMP 08 000403 CHEVROLET DIAPHRAM ACTION IS WEAR, SUSPECT RUPTURED DIAPHRAM-SHOP SAYS THAT PUMP SPRAYED GAS ON EXHAUST MANIFOLD WHILE ENGINE WAS RUNNING.	0300 CAPRICE	32 B	000000	051106004
30007	P01849 A	760904	06136000	FUEL PUMP 72 000301 FORD DIVISION SHOP CLAIMS PUMP HAS EXTERNAL LEAK & NO VACUUM PRESSURE. SUSPECT CRACK IN DIAPHRAM. INTERNAL DEFECT. ADD'L ID - MADE IN CANADA	0301 LTD WAGON	32 C	037837	017754007
40001	P01866 A	760909	06136000	FUEL PUMP 74 000403 CHEVROLET FUEL PUMP LEAKS ON EXHAUST MANIFOLD. EVIDENCE OF GAS AROUND LEVER & GASKET. SUSPECT RUPTURED DIAPHRAM.	0312 IMPALA	32 C	036077	051106004
50024	P02120 A	761129	06136000	FUEL PUMP 70 000203 PLYMOUTH GAS LEAKING FROM TOP OF PUMP. SUSPECT DIAPHRAM IS CRACKED. ADD'L ID. - CARTER O-1994.	0400 FURY	32 C	054608	012603050
50040	P02371 A	770215	06136000	FUEL PUMP 76 000203 PLYMOUTH ID:4027585,6774,253 5, 0-1994- PUMP LEAKED GAS INTO CRANKCASE-SUSPECT	0415 GRAN FURY	32 C	011686	023513001
50016	P02060 A	761020	06136000	FUEL PUMP 74 000301 FORD DIVISION FUEL PUMP LEAKED OUT VENT. SUSPECT HOLE IN DIAPHRAM. ADD'L ID-P-20099, 4078,74TF 9350 BA	0510 MUSTANG II GHIA	32 A	035112	023513001
50011	P02013 C	761028	06140000	FUEL SYSTEM OTHER PARTS 67 000401 BUICK GROOVE WORN ON FUEL PUMP DRIVE CAM. GROOVE IS ON PUMP ARM HIDING SURFACE, EXTENDS 135 DEG. AROUND CIRC. & IS 1/8" DEEP.	0800 SPECIAL	44 C	079842	030501001
50039	P02323 A	770214	06210000	CARBURETOR, UNKNOWN TYPE-OTHER PART 00 000400 GENERAL MOTORS CO FLCAT MATERIAL IS SATURATED WITH GAS - CAUSES CARB TO FLOOD	0000 GENERAL MOTORS CO	44 B	000000	098036456
50039	P02322 A	770214	06210000	CARBURETOR, UNKNOWN TYPE-OTHER PART 00 000300 FORD MOTORS CO FLOCAT MATERIAL IS SATURATED WITH GAS - CAUSES CARB TO FLOOD	0000 FORD MOTORS CO	44 B	000000	098036056

PARTS RETURN PROGRAM

77/07/29 PAGE 0117

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, RDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT CODE	HQZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50340	P02429	A 770317	06213000	00	000000	CARBURETOR, UNKNOWN TYPE-OTHER PART 00 000000 UNKNOWN CARB FUEL INLET REPAIR FITTING LEAKS-IS PLUG TYPE WITH 5/16 INCH HCSE CONNECTION IN WHICH EXPANDED RUBBER PROVIDES SEAL AGAINST STRIPPED THR	32	C	000000	063301003
30011	P01709	A 760804	06213000	00	000000	CARBURETOR, UNKNOWN TYPE-OTHER PART 00 000000 UNKNOWN BAD DIAPHRAGM-NO DATA TAG W/PART	44	C	000000	084111015
50031	P02483	A 770331	06213000	70	000403	CHEVROLET SOAKED WITH FUEL, FLOAT IS COMPOSITION MATERIAL TYPE.	44	C	088976	098036056
30013	P01756	A 760810	06213000	69	000303	MERCURY PLASTIC CARB. FAST IDLE CAM BROKE AT INNAAGE HOLE CAUSING GAS LINKAGE TO STICK.	53	C	000000	023513001
50011	P02011	A 761103	06213000	71	000305	FORD TRUCK DIV PUMP GASKET LEAKS. RUBBER DIAPHRAGM BRITTLE. PART IS WORN-OUT.	44	C	066697	054911007
50031	P02482	A 770331	06213000	71	000407	CHEVROLET TRUCK DV COMPOSITION MATERIAL FLOAT IS SOAKED WITH FUEL CAUSING FLOODING & FIRE	24	C	036574	098036056
50014	P02041	A 761021	06220000	62	000301	FORD DIVISION BUTTERFLY THROTTLE VALVE ROD IS BROKEN CAUSING LOSS OF THROTTLE CONTROL POSS. ROD BROKE FROM LACK OF LUBE. ADD'L ID - 6R1545B	28	C	073680	0405J3002
10008	P02521	A 770401	06220000	73	160401	DATSUN DIVISION POWER VALVE CAUSES LARGE AMOUNT OF FUEL TO PASS THROUGH CARB.	44	C	000000	060510002
50026	P02155	C 761201	06220000	74	110206	EG DIVISION POINT IS WORN OFF METAL NEEDLE. NEEDLE & SEAT ASSY. LEAKS AT BASE OF CARB. ON EXHAUST MANIFOLD. REPLACEMENT PART WAS NEW DESIGN.	44	C	013000	068510002

PARTS RETURN PROGRAM

77/J7/25 PAGE 0113

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HUL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT-HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50026	P02155 B	761201	06223000		CARBURETOR, SINGLE-OTHER PART 74 110206 EG DIVISION POINT IS WORN OFF METAL NEEDLE. NEEDLE & SEAT ASSY. LEAKS AT BASE OF CARB. REPLACEMENT PART WAS NEW DESIGN & NEW FITTINGS.	U102 MGB GT	44 C	013000	066510002
	P82223 A	761229	06223000		CARBURETOR, SINGLE-OTHER PART 74 000202 DODGE SHOP REPORTS FLOAT PROBS ON 2 VEH. WITH HOLLEY MODEL #H1945 CARBS. HAD TO REPLACE CARBS, NO PARTS AVAIL, HARD START, FLOODING WERE SYMPTOMS.	U500 DART	44 C	000000	090004013
	P82224 A	761229	06223000		CARBURETOR, SINGLE-OTHER PART 74 000202 DODGE SHOP REPORTS FLOAT PROBS ON 2 VEH. WITH HOLLEY MODEL #H1945 CARBS. HAD TO REPLACE CARBS, NO PARTS AVAIL, HARD START, FLOODING WERE SYMPTOMS.	U500 DART	44 C	000000	090004013
50033	P02222 A	761229	06223000		CARBURETOR, SINGLE-OTHER PART 65 000305 FORD TRUCK DIV HARD STARTING, FLOODING & LOW MIL. CAUSED BY COMPOSITION FLOAT. SUSPECT CONTAMINATED W/ FUEL & NOT HAVING SPECIFIED WEIGHT.	5200 ECONCLINE SERIES	44 C	035000	090004013
10007	P02495 A	770407	06230000		CARBURETOR, DOUBLE 72 000203 PLYMOUTH KIT PARTS SHOW SLIGHT WEAR-CARB WOULD FLOOD/STALL-POOR STARTING COND.- SUSPECT SETTING OFF SPECIFICATIONS	U402 FURY II	44 C	077000	001230005
40001	P01870 A	760909	06230000		CARBURETOR, DOUBLE 73 000203 PLYMOUTH SHOP CLAIMS CAR STALLS, HARD TO START, POOR MILEAGE. WEAR ON NEEDLE & SEAT. GASKETS APPEAR TO HAVE SEALED WELL. CARB. KIT ONLY SENT.	U403 FURY III	44 C	028035	001230005
10017	P02718 A	770602	06230000		CARBURETOR, DOUBLE 74 000203 PLYMOUTH CARB NEEDLE & SEAT NOT WORN SUSPECT FLOAT SETTING WAS OFF CAUSING FLOODING POOR PERF	U403 FURY III	44 C	044925	001230005
50019	P02062 A	761117	06230000		CARBURETOR, DOUBLE 73 000203 PLYMOUTH SHOP CLAIMS CARB CAUSE OF HESITATION- AIR HORN CASTING DISTORTED FROM CLEANER-WING NUT TOO TIGHT. PHYSICAL APPEARANCE OK. ID-4A 3698331	1000 PLYMOUTH UNKNOWN	44 C	058520	003140011
30003	P01825 A	760827	06233000		CARBURETOR, DOUBLE-OTHER PART 00 000300 FORD MOTORS CO EGE BLOCK PASSAGE IS CORRODED LIGHTLY FROM EXHAUST GAS. FORT PASSAGE IS OPEN. ADD'L ID - 9A58968	0000 FORD MOTORS CO	44 C	000000	007206002

PARTS RETURN PROGRAM

77/07/29 PAGE 0119

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

HIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50041	P01643 A	770318	06233000		CARBURETOR, DOUBLE-OTHER PART 73 000202 DODGE GASKETS & ACCELERATOR PUMP- FLOODING & STALLING- POSSIBLE NEEDLES & SEAT WEAR AND INCORRECT FLOAT SETTING	0200 CHARGER	44	C	052000	001230005
30021	P01642 A	760701	06233000		CARBURETOR, DOUBLE-OTHER PART 73 000301 FORD DIVISION CARB. SPACER PLATE FOR 2 BBL CARB. MADE OF ALUM. ALLOY, DETERIORATED AT INNER CHANNEL FOR EGR VALVE. EGR PORT BLOCKED WITH DEPOSITS.	0400 MAVERICK	00	C	032302	095330001
30021	P01643 A	760701	06233000		CARBURETOR, DOUBLE-OTHER PART 73 000301 FORD DIVISION SPACER PLATE FOR 2 BBL CARB. MADE OF ALUM. ALLOY, DETERIORATED AT INNER CHANNEL FOR EGR VALVE. EGR PORT BLOCKED WITH DEPOSITS.	0400 MAVERICK	00	C	028169	095330001
10015	P02408 A	770310	06233000		CARBURETOR, DOUBLE-OTHER PART 74 000303 MERCURY EGR CARB PLATE IS BURNED THRU BY EXHAUST GAS-PORT IS CLOGGED W/DEPOSITS	0500 MONTEGO	32	C	038950	023513001
10015	P02382 A	770222	06233000		CARBURETOR, DOUBLE-OTHER PART 74 000301 FORD DIVISION COMPOSITE FLOAT MATERIAL SATURATED WITH GAS- FLOAT SINKS CAUSING FICCD	0504 MUSTANG II	26	C	042077	098270095
50025	P02138 A	761123	06233000		CARBURETOR, DOUBLE-OTHER PART 74 000301 FORD DIVISION CARBURETOR FLOAT SINKS IN FLOAT BOWL- CAR STALLING-2BBL CARB.	0504 MUSTANG II	32	C	016000	051106004
20015	P01628 A	760701	06240000		CARBURETOR, FOUR-BARREL 74 000404 OLDSMOBILE TOP PLATE FROM ROCHESTER QUADRAJET. ONE OF THE EARS THAT HOLDS THE ACCELERATOR PUMP LEVER BROKE OFF	J100 CUTLASS	44	C	023019	022002097
30003	P01824 A	760827	06240000		CARBURETOR, FOUR-BARREL-OTHER PART 00 000300 FORD MOTORS CO EGR PORT IN BLOCK IS CORRODED FROM EXHAUST GAS. FORT EXIT IS BLOCKED WITH DEPOSITS. SHEPFIELD PART	0000 FORD MOTORS CO	44	C	000000	097266002
10008	P02522 A	770401	06240000		CARBURETOR, FOUR-BARREL-OTHER PART 72 000403 CHEVROLET CARBURETOR FLOAT SATURATED WITH GAS -CAUSES FLOODING	0000 CHEVROLET	26	C	038095	068510002

PARTS RETURN PROGRAM

77/07/29 PAGE 0120

OFFICE OF DEFECTS INVESTIGATION
CUMULATIVE PARTS RECEIVED FY 77
1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECNENT,MODEL,MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR	MANUFACTURER	MAKE-MODEL	FAULT,HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10008	P02522 B	770401	06243000	CARBURETOR, FOUR-BARREL-OTHER PART 72 000403 CHEVROLET SHOP SENT EMPTY CAN OF HEET GAS LINE ANTIFREEZE - POSSIBLE CAUSE OF FLOAI SATURATION- DEMENT & DOUGHERTY, INC.			0000 CHEVROLET	26 C	038095	0685100J2
10J12	P02576 A	770422	06243000	CARBURETOR, FOUR-BARREL-OTHER PART 73 000302 LINCOLN EGR PLATE BURNED THRU SIDE-NOT CLOGGED- SUSPECT MALFUNCTION-SHEFFIELD			0200 MARK IV	44 C	040250	006758053
30021	P01644 A	760701	06243000	CARBURETOR, FOUR-BARREL-OTHER PART 73 000303 MERCURY SPACER PLATE FOR 4 BBL CARB. MADE OF ALUM. ALLOY, DETERIORATED AT INNER CHANNEL FOR EGR VALVE. EGR PORT BLOCKED WITH DEPOSITS.			0800 MERCURY UNKNOWN	00 C	051350	095336001
10008	P02502 A	770404	06243000	CARBURETOR, FOUR-BARREL-OTHER PART 74 000407 CHEVROLET TRUCK IV COMPOSITION FLOAT IS SATURATED WITH GASOLINE CAUSING FLOODING CONDI- TION QUADRAJET			5701 C10	26 C	051892	0685100J1
50041	P02402 A	760617	06250000	CARBURATION-OTHER PART 69 200031 INTERNATIONAL TRUCK 1-BARREL LEAKS GAS AFTER ENGINE CUTS OFF-SUSPECT INTERNAL MALFUNCTION & ENGINE RAN POORLY-BACKFIRE EVIDENCE IN THROAT (METRO 1200)			0000 INTERNATIONAL TRCK	32 C	000000	019405094
50040	P02380 A	770223	06250000	CARBURATION-OTHER PART 66 000201 CHRYSLER DIV SHOP SAYS CARB FLOODS & LEAKS, SENT KIT PARTS (OLD). ACCELERATOR PUMP, CHECK BALLS, NEEDLES & SEAT ALL APPEAR GOOD. FLOAT SETTING SUSPECT.			0500 NEWPORT	44 C	090000	001230005
	P82357 A	770201	06310000	FUEL INJECTION, UNKNOWN TYPE 75 170201 SAAB DIVISION FUEL INJ. STICKS AT FULL THROTTLE WHEN COLD, 35 TO 40MPH WHEN AARM. MISSES & BACKFIRES, UNABLE TO REPAIR.			0101 99LE	44 B	010000	055402019
50041	P02401 A	770223	06310000	FULL INJECTION, UNK TYPE-DISTRIBUTOR 74 160201 HONDA DIVISION SHOP CLAIMS TOO MUCH SIDE PLAY IN SHAFT-CANNOT SET POINTS-ID: 404 150			0000 HONDA DIVISION	44 D	016000	019405094
	P81745 A	760730	06327000	FUEL INJECTION, ELECTRIC-INJECTOR 70 170201 SAAB DIVISION 4 INJECTORS REPLACED AT 45,578 MILES, 2 REPLACED AT 63,627 MILES, 1 AT 65,566 MILES. NO PARTS AVAILABLE.			0100 99	24 C	020008	0675010J1

PARTS RETURN PROGRAM

77/07/29 PAGE 0121

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP 1 NUMBER	D RECEIVED	DATE	COMPONENT CLASS	YR	COMPONENT NAME	MAKE-MODEL	FAULT. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P81743	A	760730	06327000		FUEL INJECTION, ELECTRIC-INJECTOR OWNER REPORTS INJECTORS LEAK GAS ON ENGINE. CONDITION IS COVERED UNDER 50,000 MILE EMISSIONS WARRANTY.	0100 99	32 C	000000	020009003
	P81991	A	761019	06400000		THROTTLE LINKAGES AND CONTROL 76 000402 CADILLAC 0300 ELDORADO FULL INJECTION THROTTLE CONTROL JAMMED, DRIVER BURKED OUT BRAKES STOPPING VEH. SPLCD PROP. VALVE & REBUILT M/CYC, DID NOT KELC WORN-OUT PAD	0300	57 C	006524	091043044
50028	P02168	A	761216	06430000		THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE 00 000000 UNKNOWN ACCEL. CABLE IS FRAYED AT PEDAL END OF SECTION. CABLE FRAYED & BROKE. NO TAG WITH PART	0000	03 C	000000	095336001
10016	P02709	A	770531	06430000		THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE 67 000300 FORD MOTORS CO 0000 FCRD MOTORS CO CASING IS BROKEN WHERE FLEXIBLE FORTICN JOINS RIGID METAL - CABLE IS FRAYED AT CASING BRAKE	0000	44 C	024007	098126073
50040	P02376	A	770215	06430000		THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE 72 000303 MERCURY 0100 CAPRI CABLE IS FRAYED AT ACCELERATOR CABLE END CAUSING ROUGH ACTION	0100	53 C	042252	098126073
30025	P01668	A	760712	06430000		THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE 71 000303 MERCURY 0101 CAPRI 2000 ACTION OF CABLE FEELS GOOD. CABLE ASSY. MELTED THROUGH CASING LAYERS TO CABLE EXPOSING CABLE 1/4 IN. SECTION. PROP. SOURCE OF CABLE BINDING	0101	53 C	027666	019805002
30023	P01635	A	760701	06430000		THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE 76 000303 MERCURY 0104 CAPRI II STANDED METAL CABLE BROKE NEAR HOUSING END	0104	00 C	012064	063105001
50012	P02022	A	761104	06430000		THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE 71 000403 CHEVROLET 0300 CAPRICE CABLE IS FRAYED, PORTION OF PLASTIC HOUSING IS CRACKED. ACCEL. STUCK OPEN.	0300	20 C	046394	055005004
50001	P01925	A	760927	06430000		THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE 74 150301 FIAT DIVISION 0300 124 ACCEL. CABLE IS FRAYED - BINDS IN CASING. CAUSED THROTTLE TO JAM.	0300	53 C	060000	080906093

PARTS RETURN PROGRAM

77/07/29 PAGE 0122

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SOFTED BY COMPONENT, MODEL, MDL YR

BTN NUMBER	PRP NUMBER	I DATE RECEIVED	CLASS	COMPONENT YF	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50032	P02205 A	761217	06430000	THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE	67 000301 FORD DIVISION	0313 GALAXIE 500	33 B	094000	0685100J2
				PLASTIC CASING IS BROKEN-HANGS-UP-ON METAL PORTION OF CASING & JAMS. CUSTOMER CLMS. 3 TO 4 BREAK EACH YEAR.					
50022	P02106 C	761129	06430000	THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE	72 000403 CHEVROLET	G402 NOVA	03 B	052103	096126073
				ACCEL. CABLE & CASING BROKE, CAUSING THROTTLE TO STICK. CABLE NOT EXCESS. FRAYED. POSS. CAELE BROKE WHEN ENGINE MOUNT BROKE- HAD STRAPS.					
50039	P02398 A	770222	06430000	THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE	75 000301 FORD DIVISION	G900 GRANADA	53 C	030000	0631050J1
				CABLE IS FRAYED AND BRAKING CAUSING THROTTLE TO STICK-CABLE JAMS IN CASING OPEN-JUST HAD STARTED CAR					
50031	P01924 A	760927	06430000	THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE	74 150301 FIAT DIVISION	10Q0 FIAT UNKNOWN	53 C	029100	0609060J3
				ACCEL. CABLE IS FRAYED- BINDS IN CASING					
30025	P01667 A	760712	06430000	THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE	71 000301 FORD DIVISION	1100 FORD UNKNOWN	12 C	058554	019605002
				STEEL BRAIDED CABLE BROKE & FRAYED AT EYE FOR LINKAGE CONNECTION					
20004	P02774 A	770609	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES	73 000301 FORD DIVISION	0000 FORD DIVISION	44 C	067000	032609006
				EXHAUST HAS EATEN AWAY PORTION OF 4BBL EGR PLATE MADE OF ALUM PORTIN OF PASSAGE IS CLOGGED WITH DEPOSITS FORD SHEFFIELD PART					
50032	P02216 B	761220	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES	74 000301 FORD DIVISION	0100 FAIRLANE	32 C	000000	063123002
				PLATE CORRODED BY-GAS. CHANNEL CORRODED THRU-ONE INCH HOLE. ADD'L ID SHEFFIELD					
50033	P02236 A	761220	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES	74 000302 LINCOLN	0102 CONTINENTAL	32 C	038000	05314001-
				EGR SPACER PLATE FOR 4BBL CARB IS CLOGGED, EMISS. CHAMBER IS CLOGGED SHOP CLMS. EXHAUST IN MANIFOLD BURNT CUI CARE. DISCONNECTED EGR VALVE					
50036	P02274 B	770124	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES	73 000302 LINCOLN	0200 MARK IV	32 C	045000	002745010
				EGR PLATE IS FOR FOUR BARREL CARBURETOR. PLATE IS EATEN AWAY ON ONE SIDE AT CHANNEL-SOURCE OF VACUUM LEAK. LIGHT DEPOSITS ARE PRESENT					

PARTS RETURN PROGRAM

77/07/29 PAGE 0123

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY CONNECTION, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YEAR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE	CAI. AT FAILURE	RELEASE NUMBER	SHCF NUMBER
20001	P02733 A	770606	06500000	73	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION EGR CHANNEL BURNED AWAY IN ALUM PLATE CAUSED VACUUM LEAK 2 BEL CARB ADD'L ID -AB (SHEFFIELD)	0300 LTD	44	C	056542	098126073
50036	P02272 A	770120	06500000	74	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 74 000301 FORD DIVISION EGR PLATE IS FOR FOUR BARREL CARBURETOR. PLATE IS EATEN AWAY AT ONE SIDE AT CHANNEL-SOURCE OF VACUUM LEAK	0300 LTD	32	C	035285	023513001
50028	P02170 A	761216	06500000	73	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION ALUM. EGR PLATE BURNED THRU, CSD. VACUUM LEAK. BLACK DEPOSITS IN CHAMBER PORT IS NOT CLOGGED. PLATE IS FOR 2BBL. SHEFFIELD PART	0400 MAVEFICK	38	C	020090	095336001
50036	P02273 A	770120	06500000	73	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000303 MERCURY EGR PLATE IS FOR 4 BARREL CARBURETOR-PLATE IS EATEN AWAY ON ONE SIDE AT CHANNEL-SOURCE OF VACUUM LEAK. ID # D3VE9A589AC SHEFFELD	0407 MERCURY-MARQUIS	32	C	064391	023513001
50032	P02215 B	761220	06500000	74	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 74 000303 MERCURY EGR SPACER PLATE IS LADEN W/ DEPOSITS. PLATE CORRODED THRU ON TOP & SIDE. ADD'L ID - DJV SA588AC FORD	0407 MERCURY-MARQUIS	32	C	065565	063123002
10026	P02613 A	770427	06500000	74	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 74 000202 DODGE SHOP CLAIMS MOPAR E G R VALVE STICKS OPEN - AT IDLE ENGINE CUTS OFF	0600 MONACO	44	C	041300	023513001
50033	P02237 A	761220	06500000	73	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION EGR SPACER PLATE FOR 2 BEL CARB IS CORRODED. EMISSION CHAMBER CLOGGED WITH DEPOSITS. SHOP CLAIMS EGR VALVE WAS DISCONNECTED. AD. ID-SHEFFIELD	0800 TORINO	32	C	000000	053140014
50031	P02476 A	770300	06500000	73	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION EGR PASSAGE CLOGGED WITH DEPOSITS. GASES BURNED HOLE THRU ALUM. PLATE	0800 TORINO	04	C	057871	068102007
20001	P02734 B	770606	06500000	73	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION EGR CHANNELS IN VALVE NOT BLOCKED SUSPECT VALVE DIAPHRAM MAY BE SEIT ADD'L ID -BIC 034 (FORD)	1100 FORD UNKNOWN	28	C	000000	098126073

PARTS RETURN PROGRAM

77/07/29 PAGE 0124

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	MILEAGE AT FAILURE	SHOP NUMBER
20001	P02734 A	770606	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION EGR CHANNEL IS BURNED AWAY IN ALUM PLATE CAUSED VACUUM LEAK PLATE IS FROM 2 BEL CARB	1100 FORD UNKNOWN	44 C	000000	098126073
50028	P02171 A	761216	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000305 FORD TRUCK DIV ALUM. EGR PLATE IS BURNED THRU AT CHANNEL. BOTH CHANNELS ARE PARTIALLY CLOGGED W/ DEPOSITS, CSD. NOISE & LEAK. FORD - SHEFFIELD PART	5101 F100	38 C	042237	095336001
50032	P02199 A	761217	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 74 000305 FORD TRUCK DIV ALUM EGR PLATE FROM 2BEL CARB HAS HOLE CORRODED THRU CHANNEL, CORROSM AT CARB. END. PORTS NOT BLOCKED. SHOP CLMS. EAL CASTING-ENG. STALLS	5111 F250	44 C	035986	054911007
20003	P02770 A	770620	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000305 FORD TRUCK DIV CORROSION ON PLATE & VALVE CAUSES POOR ENGINE PERFORMANCE ADD'L ID -H2B 026	5200 ECONCLINE SERIES	44 C	056584	063301003
20003	P02770 B	770620	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000305 FORD TRUCK DIV PLATE IS EATEN AWAY CHANNELS BLOCKED W/DEPOSITS CAUSES POOR ENGINE PERFORMANCE SHEFFIELD PART	5200 ECONCLINE SERIES	44 C	056584	063301003
50026	P02147 A	761209	06510000	EXHST/CRANKCASE EMISSION CNTRL-PUMP,AIR 75 000301 FORD DIVISION PUMP IS VERY NOISEY UPON RCATION OF VANE. SHOP CLAIMS SOURCE OF ROUGH ENGINE OPERATION.	0301 LTD WAGON	44 C	058575	094110116
30015	P01765 A	760811	06510000	EXHST/CRANKCASE EMISSION CNTRL-PUMP,AIR 75 000301 FORD DIVISION PUMP FROZE. INSIDE OF PUMP IS RUSTED SUSPECT CAUSING EXCESSIVE STRAIN ON INTERNAL PARTS	0900 GRANADA	33 C	020000	019335003
50006	P01967 A	761004	06510000	EXHST/CRANKCASE EMISSION CNTRL-PUMP,AIR 75 000301 FORD DIVISION PUMP MOVEMENT IS STIFF. SHOP CLAIMS FROZEN. SUSPECT INTERNAL CORROSION OR EXCESS. WEAR.	1100 FORD UNKNOWN	15 C	046101	094110116
50032	P02216 A	761220	06530000	EXHST/CRANKCASE EMISSION CNTRL-CHECK VALVE 74 000301 FORD DIVISION SHOP CLMS. BAD EXHAUST LEAK. EXTERNAL APPEARANCE NORMAL. ADD'L ID 9D475-D2A027	0100 FAIRLANE	32 C	000000	063123002

PARTS RETURN PROGRAM

77/07/79 PAGE 125

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	REP I DAIL NUMBER D RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE CAT. AT FAILURE	SHOP NUMBER
50011	P02009 A 761103	06530000	EXHST/CRKCKSE EMISSION CNTRL-CHECK VALVE 69 000403 CHEVROLET CATCH PIN FOR HEAT RISER SERING BROKE - VALVE INOPERATIVE. SHOP CLAIMS VALVE STICKS - POWER LOSS & EXCESS GAS CONSUMPTION.	0200 CHEVELLE	28 C	031036 054911007
50036	P02274 A 770124	06530000	EXHST/CRKCKSE EMISSION CNTRL-CHECK VALVE 73 000302 LINCOLN 1/4" HOLE EATEN IN MANIFOLD, SOME LIGHT DEPOSITS IN CHANNEL EGR VALVE MANIFOLD PART ID NO -D3AE-9E753AD-2	0200 MARK IV	32 C	045000 002745010
50032	P02215 A 761220	06530000	EXHST/CRKCKSE EMISSION CNTRL-CHECK VALVE 74 000303 MERCURY SHOP CLAIMS BAD EXHAUST LEAK. EXTERNAL APPEARANCE OF VALVE NORMA. ADD'L ID-FORD D3AE-9D475-LA	0407 MERCURY-MARQUIS	32 C	065565 063123002
20003	P02769 A 770620	06530000	EXHST/CRKCKSE EMISSION CNTRL-CHECK VALVE 76 000204 DODGE TRUCK DIV VALVE IS BROKEN, DOES NOT SEAT CORRECTLY. SHOP CLAIMS CAUSED "SEVERE ERRATIC ENGINE STALL-OUT"	5301 B1 VAN COMPACT	44 C	003245 063301003
10032	P02671 A 770519	06600000	EXHAUST SYSTEM 75 000401 BUICK CLAIMS EXHAUST LEAK & NOISY - SUSPECT LEAKAGE AT VALVE SHAFT	0406 ELECTRA LIMITED	37 C	028856 076015012
10031	P02646 A 770511	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 75 000403 CHEVROLET MANIFOLD IS BROKEN AT #5 PORT - SUPPORT BAR AND MANIFOLD BOTH BROKEN- BLACK DEPOSITS INSIDE MANIFOLD PORT	0206 CHEVELLE MALIBU	03 C	029000 007063128
50037	P02295 A 770128	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 000402 CADILLAC EXHAUST MANIFOLD IS CRACKED IN TWO BETWEEN CENTER PORTS. LIGHT COLORED DEPOSITS IN MANIFOLD. MANIFOLD IS FROM V-8 ENGINE	0300 ELDCRACO	03 C	043628 09027012
50004	P01950 A 760928	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 69 000403 CHEVROLET EXHAUST MANIFOLD IS BROKEN AT DUAL CENTER PORTS, NEAR PIPE CONNECTION. DEPOSITS INSIDE MANIFOLD ARE LIGHTER AT PIPE HOOKUP	0312 IMPALA	03 C	079000 070001005
P02558 A	770401	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 72 000403 CHEVROLET MANIFOLD BROKE JUST BELOW #1 CYL AT BEND	0312 IMPALA	03 C	053094 022042097

PARIS RETURN PROGRAM

77/07/29 PAGE 0120

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

DM NUMBER	PRP NUMBER	I DATE RECEIVED	CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOF NUMBER
30004	P01046 A	760701	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 000403 CHEVROLET CRACK IN MANIFOLD AT HEAT RISER-COLLECTOR AREA-EXTENDS AROUND 1/2 OF MANIFOLD FORWARD. TO HEAT RISER FLATE SHAFT. HEAT BULLUE IN CENT PORT	0402 NOVA	00 C	018509	033579018	
50012	P02017 A	761102	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 72 000203 PLYMOUTH EXHAUST MAN. FROM 6 CYL. ENG. IS CRACKED ON EACH SIDE OF HEAT RISER-COLLECTOR PORTION OF MANIFOLD. RISER APPEARS FUNCTIONAL.	0601 VALIANT DUSTER	03 C	074113	063105007	
10018	P02725 A	770614	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 000203 PLYMOUTH EXHAUST MANIFOLD IS CRACKED & BROKEN IN 2 NEAR COLLECTOR HEAT RISER IS OPERATIONAL	0601 VALIANT DUSTER	03 C	038915	023513001	
10031	PJ2647 A	770511	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 000301 FORD DIVISION EXHAUST MANIFOLD IS BROKEN FOUR INCHES ABOVE OUTLET - WHITE DEPOSITS INSIDE MANIFOLD	0801 TORINO WAGON	03 C	068689	033577010	
50007	P01933 A	760927	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 000407 CHEVROLET TRUCK DV EXHAUST MANIFOLD IS CRACKED IN 2 BETWEEN NUMBER 5 & 7 PORTS. BREAK IS NEAR PIPE HOOKUP. LIGHT BROWN COLOR INSIDE, LIGHTER TOWARDS BREAK.	5300 BLAZER	03 C	000000	085251005	
50037	P02286 A	770124	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 68 000204 DODGE TRUCK DIV MANIFOLD IS FROM RIGHT HAND SIDE OF CHRYSLER SMALL BLOCK V-8 ENGINE. MANIFOLD IS CAST IRON, CRACKED COMPLETELY IN TWO NEAR #4 CYLINDER PORT	5400 M SERIES-MOBILE HM	03 C	068123	095401045	
30017	P01792 A	760814	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 74 000204 DODGE TRUCK DIV PIPE BROKE AT FLANGE-PIPE HAS ONLY LIGHT LAYER OF RUST-VERY SOLID. SUSPECT STRESS ON PIPE FROM INCORRECT FLANGE WELL-VIBRATION CAUSED BRK	5600 DGE TRK AND VN UNK	03 C	015670	012205003	
50015	P02044 A	761020	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 73 000407 CHEVROLET TRUCK DV LEFT-SIDE MANIFOLD FROM V-8 IS CRACKED IN 2 AT REAR BETWEEN #6 & #8 CYL INSIDE OF MANIFOLD HAS DARK COLORATION THROUGHOUT.	5701 C10	03 C	018000	076901005	
20001	P02732 A	770606	06620000	EXHAUST SYSTEM-PIPE, EXHAUST 73 000401 BUICK INNER WALL OF DOUBLE WALL EXHAUST PIPE COLLAPSED ADDING BACK PRESSURE AND LIMITING POWER	0000 BUICK	44 C	054310	098126073	

PARTS RETURN PROGRAM

77/07/77 PAGE 0127

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL IN

FIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR MANUFACTURER	COMPONENT NAME	MAKE-MODEL	FAULT-HAZ. CODE	HAZ. CAP. AT FAILURE	MILEAGE	SHOP NUMBER
50020	P02093 A	761122	06620000	EXHAUST SYSTEM-PIPE, EXHAUST	74 000403 CHEVROLET INNER WALL OF DOUBLE WALL PIPE COLLAPSED. SHOP CLMS. EXCELODED WHEN HIT WITH COLD WATER FROM ROAD.	0300 CAPRICE	76 C	049224	070601002	
50020	P02092 A	761122	06620000	EXHAUST SYSTEM-PIPE, EXHAUST	69 000404 OLDSMOBILE INNER WALL OF DOUBLE WALL EXHAUST PIPE COLLAPSED. SHOP CLMS EXPLODED ON HIGHWAY.	0600 98	76 C	049106	070601002	
20004	F02284 A	770624	06620000	EXHAUST SYSTEM-PIPE, EXHAUST	73 000403 CHEVROLET INNER WALL OF DOUBLE WALL PIPE COLLAPSED LACK OF POWER	0800 MONTE CARLO	44 C	053304	017104008	
50005	F01970 A	761005	06620000	EXHAUST SYSTEM-PIPE, EXHAUST	70 000301 FORD DIVISION INNER WALL OF DOBLE WALLED EXHAUST PIPE COLLASED, CAUSING EXCESS. BACK PRESSURE & POWER LOSS.	1100 FORD UNKNOWN	44 C	067072	098120073	
50033	P02219 A	761220	06620000	EXHAUST SYSTEM-PIPE, EXHAUST	73 000406 GMC TRUCK DIV INNER WALL OF DOUBLE-WALLED EX. PIPE COLLAPSED COMPLETELY. PIPE IS NOT EXCESSIVELY RUSTED.	5600 PICK UP MODELS	28 C	027000	044153008	
50016	P02057 A	761021	06620000	EXHAUST SYSTEM-PIPE, EXHAUST	75 000407 CHEVROLET TRUCK DIV INNER WALL OF DOUBLE WALL PIPE COLLAPSED. ENGINE WOULD NOT RUN	5700 PICK UP MODELS	28 C	017428	019020002	
50040	P02369 A	770214	06040000	EXHAUST SYSTEM-TAIL PIPE	73 000403 CHEVROLET INNER WALL OF DOUBLE WALLED EXHAUST PIPE COLLAPSED. CAUSING POOR PERFORMANCE	0800 MONTE CARLO	44 C	067410	019405113	
50007	P01901 A	761006	06040000	EXHAUST SYSTEM-TAIL PIPE	76 000305 FORD TRUCK DIV BAFFLES IN EXTENSION ARE CLOGGED WITH EXHAUST DEPOSITS.	5200 ECONCLINE SERIES	44 C	048305	033301040	
P82188 B	761219	06651000	CONVERTER	75 000401 BUICK CONVERTER OVERHEATED FROM ENGINE MISFIRE, GLOWING W/HEAT. CARPET PAD DING UNDER RT. FRONT SEAT WAS FOUND SMCULDERING, CAR FULL OF SMOKE.	0200 SKYHAWK	25 A	008000	063123002		

PARTS RETURN PROGRAM

77/07/29 PAGE 1128

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10017	P81832 A	760823	07100000		POWER TRAIN CLUTCH ASSEMBLY 74 160401 DATSUN DIVISION NO PART SENT. CORROSION IN CLUTCH SLAVE CYL. CAUSED LEAK IN PASS. COMP AND LOSS OF CLUTCH OPERATION.	0300 DATSUN B-210	32 C	000000	094022118
10017	P02731 A	770606	07100000		POWER TRAIN CLUTCH ASSEMBLY 74 160401 DATSUN DIVISION SHOP CLAIMS SLAVE CYL LEAKS NO VISIBLE DEFECTS SUSPECT INTERNAL LEAKAGE	0400 DATSUN 260Z	44 C	053126	090027012
10017	P02721 A	770606	07100000		POWER TRAIN CLUTCH ASSEMBLY 74 160401 DATSUN DIVISION SHOP CLAIMS CYL LEAKS RESEVOIR IS DIRTY NO OTHER VISIBLE DEFECTS SUSPECT INTERNAL LEAK	0400 DATSUN 260Z	44 C	053126	090027012
	P81996 A	761006	07100000		POWER TRAIN CLUTCH ASSEMBLY 00 160401 DATSUN DIVISION SHOP ADVISES IF CLUTCH FLUID IS NOT CHANGED EVERY 6 MOS., SLAVE & MASTER CYLS. WILL LEAK AT SEALS	0601 DATSUN 510	32 C	000000	080906093
	P81831 A	760823	07100000		POWER TRAIN CLUTCH ASSEMBLY 71 160401 DATSUN DIVISION NO PART SENT. CLUTCH MASTER & SLAVE CYLS ARE CORRODED CAUSING LEAK IN PASS. COMP. & LOSS OF CLUTCH OPERATION.	0601 DATSUN 510	32 C	000000	094022118
	P81830 A	760823	07100000		POWER TRAIN CLUTCH ASSEMBLY 72 160401 DATSUN DIVISION NO PART SENT. CORROSION IN CLUTCH SLAVE & MASTER CYLS. CAUSED FLUID LEAK INTO PASS. COMP. & LOSS OF CLUTCH OPERATION.	0601 DATSUN 510	32 C	000000	094022118
	P81626 A	760823	07100000		POWER TRAIN CLUTCH ASSEMBLY 00 160401 DATSUN DIVISION NO PARTS SENT. SHOP REPORTS SEEING SEVERAL CARS WITH "BAD" CLUTCH FLATE "TORSION" SPRINGS	0800 DATSUN UNKNOWN	44 C	000000	094022118
50037	P02283 A	770124	07120000		POWER TRAIN CLUTCH ASM-LINKAGE, FLEXIBLE 73 000303 MERCURY CABLE IS PARTIALLY FRAYED AT FITTING AT PEDAL END.	0100 CAPRI	56 C	034750	080910072
10025	P02592 A	770427	07120000		POWER TRAIN CLUTCH ASM-LINKAGE, FLEXIBLE 70 140502 AUDI DIVISION SHOP CLMS CABLE BROKE. HOUSING & LINING SLIPS, BROKEN. CABLE ACTION INTACT. ASSUME CABLE INTACT, HOUSING NOT.	0104 AUDI 100LS	29 C	071166	067211009

PARTS RETURN PROGRAM

77/07/25 PAGE 0129

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YEAR	COMPONENT NAME	MAKE-MODEL	FAULT. HAZ. CODE	CAT.	AT FAILURE	MILEAGE	SHOP NUMBER
20002	P02751 A	770617	07120000		POWER TRAIN CLUTCH ASM-LINKAGE, FLEXIBLE 74 000301 FORD DIVISION CLUTCH CABLE ACTION STIFF IMPEDED BY LOOSE PLASTIC INSIDE HOUSING CLUTCH SLIPPED NOISEY ODOR		44	C	033000	019403097	
10008	P02509 A	770404	07120000		POWER TRAIN CLUTCH ASM-LINKAGE, FLEXIBLE 72 000403 CHEVROLET CLUTCH CABLE IS FRAYED AND BROKEN AT BOTH ENDS		03	C	078093	063165001	
50026	P02148 A	761213	07120000		POWER TRAIN CLUTCH ASM-LINKAGE, FLEXIBLE 73 000403 CHEVROLET CLUTCH CABLE FRAYED AND BROKEN 9-IN FROM PEDAL HOOKUP AT PULLEY-DASH		03	C	000000	022042097	
50013	P02033 A	761027	07130000		POWER TRAIN CLUTCH ASM-LINKAGE, RIGID 67 000301 FORD DIVISION PEDAL PIVOT SHAFT IS EXCESS. WORN, GROOVED ON LEFT SIDE. SUPPORT ASSY. IS WORN AT SHFT HOLES-BUSHING MISSING- GUIDES LOOSE, ADD'L ID 65015C8 E		14	C	000000	050027113	
50040	P82361 A	770309	07140000		POWER TRAIN CLUTCH ASM-CROSSHAFT, PIVOT 75 000202 DODGE CLUTCH PIVOT BALL FASTENED TO FENDER WELL AND FENDER WELL AREA CRACKED AND PULLED OUT-LOSS OF CLUTCH		28	C	017120	027107014	
50040	P02391 A	770303	07140000		POWER TRAIN CLUTCH ASM-CROSSHAFT, PIVOT 74 000301 FORD DIVISION BOLT BROKE AT BASE-CAUSED CLUTCH TO BE ENGAGED		03	C	037714	045324016	
10027	P02631 A	770512	07150000		PWR TRN CLUTCH ASM-LEVEL, RELEASE, THROW-OUT 05 000203 PLYMOUTH BEARING DETERIORATED COMPLETELY - RACES EXCESSIVELY SCORED - CLAIMS FAILED BEARING LOCKED CLUTCH		33	B	120087	070601009	
50032	P81029 A	760823	07180000		PWR TRN CLUTCH ASM-PLATE, PLYMOUTH, 080000 00 160401 DATSUN DIVISION NO PART SENT. SHOP REPORTS SEEING SEVERAL CARS WITH "BAD" PRESSURE PLATES.		00	C	000000	094022110	
50032	P02201 A	761217	07200000		POWER TRAIN TRANSMISSION, STANDARD-MANUAL 71 000101 AMERICAN MOTORS DV TRANS. SHIFT LEVER BROKE AT RETAINING GROOVE. TRANS. LOCKED, NOT POSS. TO SHIFT.		03	C	066145	054911007	

PARTS RETURN PROGRAM

77/07/29 PAGE 0130

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PKP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10026	P02618 A	770428	07211000	PWR TRN TRNSM.-3 SPD-LVR & LNKG,COL.SHIFT 74 000406 GMC TRUCK DIV 5100 GMC TRUCK ELASTIC SHIFT BLOCK BROKE - NOT ABLE TO SHIFT GEARS	0104 FIREBIRD TRANS AM SHOP SENT SMALL PORTION OF TRNS. CASE, CAST ALUMINUM, AS SAMPLE. SHOP CLAIMS EYELET THAT HOLDS REVERSE IDLER SHAFT BROKE. BACK OF CASE CRACKED	28	C	000000	053140014
50023	P02115 A	761130	07220000	PWR TRN TRNSM.-4 SPD 74 000405 FORD SHOP SENT SMALL PORTION OF TRNS. CASE, CAST ALUMINUM, AS SAMPLE. SHOP CLAIMS EYELET THAT HOLDS REVERSE IDLER SHAFT BROKE. BACK OF CASE CRACKED	0104 FIREBIRD TRANS AM	03	C	028800	053140005
10027	P02630 A	770509	07220000	PWR TRN TRNSM.-4 SPD 75 000401 BUICK THREE TEETH BROKEN ON ONE GEAR	0200 SKYHAWK	44	B	021000	060918075
10011	P02562 A	770404	07240000	PWR TRN TRNS.-UNK.TYP- 66 000301 FORD DIVISION BEARING WORN CAUSING HARD SHIFTING & VIBRATION- BALL TYPE- INNER RACE LIGHT SCORED	0200 FALCON	55	C	072809	054911007
50040	P02437 A	770307	07240000	PWR TRN TRNS.-UNK.TYP- 70 000301 FORD DIVISION SHIFT TUBE BUSTED NEAR MID POINT WHERE PLASTIC CLIPS HELD TOGETHER	0400 MAVERICK	03	C	047566	053405004
50036	P02251 A	770109	07241000	PWR TRN TRNS.-UNK.TYP-LVR & LNKG,COL.SHIFT 68 000305 FORD TRUCK DIV PIN HOLE SECURING SHIFT LEVER IS BROKEN FROM HOUSING	0104 FIREBIRD TRANS AM	28	C	010154	090027012
50028	P02167 B	761216	07241000	PWR TRN TRNS.-UNK.TYP-LVR & LNKG,COL.SHIFT 73 000305 FORD TRUCK DIV METAL SHIFT HUB IS CRACKED LENGTHWISE 2 1/2" AT SHIFT TUBE CYL. HOUSING	0104 FIREBIRD TRANS AM	28	C	043410	012208084
50028	P02167 A	761216	07241000	PWR TRN TRNS.-UNK.TYP-LVR & LNKG,COL.SHIFT 73 000305 FORD TRUCK DIV WELD BROKE ON LOCATER TAB ON TOP SECTION OF SHIFT TUBE. TAB FIT IN HUB TO POSITION TUBE. POSS. CAUSED CRACKED HUB.	0104 FIREBIRD TRANS AM	28	C	043410	012208084
50033	P02230 A	770109	07241000	PWR TRN TRNS.-UNK.TYP-LVR & LNKG,COL.SHIFT 76 000407 CHEVROLET TRUCK DIV SHIFTER ARM BROKE ON COLUMN. ARM IS CRACKED & BROKEN. UNABLE TO SHIFT	0104 FIREBIRD TRANS AM	03	C	009000	031240007

PARTS RETURN PROGRAM

77/07/29 PAGE 0131

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MLL YR

BIN NUMBER	PRE I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT, HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50004	P01957 A	760929	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 00 000400 GENERAL MOTORS CO BRASS TRANS, OIL COOLER ELEMENT IN RADIATOR, SUSPECT LEAKAGE/CONTAMINATION WITH COLLING WATER.	0000 GENERAL MOTORS CO	28 C	000000	058000019
50040	P02426 A	770318	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 75 000403 CHEVROLET SPRING BROKE, CUT THRU COVER, SPRAYED TRANSMISSION FLUID ON CATALYTIC CONVERTER CAUSING SMALL FIRE	0000 CHEVROLET	22 C	047095	070001009
10008	P02510 A	770404	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 73 000403 CHEVROLET CABLE ACTION IS ROUGH- HANGS UP ON CASING	0100 CAMAROC	53 C	000000	063105001
30007	P01857 A	760904	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 74 000403 CHEVROLET COOLING LINE IS STEEL BUNDLE FLEX TUBING 5/16" ID. HOLE IS WORK IN TUBING FROM CHAFFING BY OTHER LINE. THIS TUBING IS NOT STOCK APPLICATION.	0200 CHEVELLE	32 C	059044	002745010
50027	P02159 A	761130	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 74 000405 PONTIAC SHOP CLAIMS DEFECTIVE MODULATOR-TRANS WOULDNT SHIFT OUT OF LOW GEAR- PREMATURELY BURNING UP TRANS-SUSPECT DIAPHRAM IN MODULATOR IS SPLIT	0200 GRAND PRIX	44 C	059516	094110116
10007	P02360 A	770207	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 75 000401 BUICK TRANS. CASE CRACKED, CAUSING FAILURE.	0300 CENTURY	28 C	028456	000000000
10007	P02490 A	770407	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 75 000202 DODGE SERVO PISTON IS CRACKED AT CENTER	0400 CORONET	44 C	039561	092103122
10007	P02490 B	770407	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 75 000202 DODGE CENTER LINKING PORTION OF BAND IS CRACKED/BROKEN	0400 CORONET	03 C	039561	092103122
20015	P01836 A	760701	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 72 000201 CHRYSLER DIV TRANS. SEAL LEAKS. UNMAGED DURING RENCVAL	0500 NEWPORT	00 C	000000	001-00005

PARTS RETURN PROGRAM

77/07/29 PAGE 0132

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRE I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P82577 A	770402	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 00 000301 FORD DIVISION CATAL. CONVERTER PLACED TOO CLOSE TO TRANS. CAUSING FLUID TO OVER HEAT & VARNISH RESULTING IN TRANS. FAILURE	0504 MUSTANG II	41	C	019000	092103122
10015	P02413 A	770318	07300000	POWER TRAIN TRANSMISSION, AUTOMATIC 73 000301 FORD DIVISION LINES WERE CLIPPED TOGETHER AT BRACKET-RUBBING TOGETHER WCRE HOLE IN METAL 5/16-INCH LINES-OIL LEAKING ON EXHAUST PIPE	0603 PINTO WAGON	32	C	025276	007063128
30023	P01627 A	760701	07320000	PWR TRN TRNS, AUTO. -LVR & LNKG, COL. SHIFT 74 000301 FORD DIVISION LOWER SECTION OF CABLE ASSY. RUSTED AT SLIDE & BROKE NEAR MOUNTING BRACKET. WOULD NOT LET TRANS. ENGAGE PARK. CAR WOULD START IN REVERSE	0807 GRAN TORINO WAGON	11	C	023300	033604002
50040	P02394 A	770303	07330000	PWR TRN TRNS, AUTO. -LVR & LNKG, FLR. SHIFT 71 000404 OLDSMOBILE CHROME TRANSMISSION SELECTOR LEVER FOR FLOOR MOUNTED AUTOMATIC TRANSMISSION BROKE AT BASE	0100 CUTLASS	03	C	067895	053140019
50031	P02485 A	770415	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 68 000404 OLDSMOBILE SHOP CLMS. NO GREASE CHANNEL IN JOINT. BEARINGS EXCESS, WORN IN 1 CUP. ONE JOURNAL IS CLOGGED W/ DEPOSITS, RESTRICTED. FITTING DAMAGED	0100 CUTLASS	57	C	099613	006757068
50004	P01955 A	760929	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 72 000403 CHEVROLET INSIDE OF 1 CUP IS RUSTED. BEARINGS, JOURNALS & CAES SHCW SOME WEAR. GREASE FITTING IS BROKEN - CAUSED VIBRATION.	0312 IMPALA	55	C	000000	001230005
50016	P02054 A	761020	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 70 000203 PLYMOUTH BEARINGS ARE GONE IN 2 CUPS, WORN IN OTHER 2. JOINT IS RUSTED, NO EVIDENCE OF LUBE, NO GREASE FITTING.	0606 VALIANT SCAMP	03	C	051716	012603050
50040	P02390 A	770223	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 76 000305 FORD TRUCK DIV BEARINGS ARE WORN & MISSING AT 1 JOURNAL-BEARING CUP BROKEN AT EASE-U-JOINT HAS BEEN LUBRICATED-ID:SPICER	5109 F150	03	C	012556	019560055
50023	P02238 A	761228	07410000	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 74 000204 DODGE TRUCK DIV ONE EAR OF YOKE IS BROKEN. SPLINES ARE IMPACT. SLIGHI SCORING VISABLE ON YOKE SHAFT.	5304 B300	28	C	059302	002746004

PARTS RETURN PROGRAM

77/07/29 PAGE 0133

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BLN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT-HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30711	P01703 A	760730	07411000	PWR TRN DRIVELINE UNIV.JT.-STANDARD 73 000203 PLYMOUTH	0400 FURY	55	C	026575	023513001	
30726	P01682 A	760719	07411000	PWR TRN DRIVELINE UNIV.JT.-STANDARD 70 000201 CHRYSLER DIV	0500 NEWPORT	44	C	050245	001230005	
50041	P02449 A	770321	07412000	U-JOINT ROUGH & NOISY. BEARINGS IN ONE JOURNAL EXCESS WORN - LUBE HAD HARDENED BUT NOT IN OTHER 3. JOINT IS FROM SMALLER CHRYS. DRIVE TRAIN	0400 128	03	C	069996	020800002	
10010	P02547 A	770329	07413000	PWR TRN DRIVELINE UNIV.JT.-UNKNOWN TYPE 71 000301 FORD DIVISION	0500 MUSTANG	57	C	000000	023513001	
20005	P02792 A	770628	07450000	BEARING FAILURE - OWNER CLAIMS THIS IS ORIGINAL U-JOINT - ONE CUP IS WRONG SIZE	0400 FURY	03	C	063000	044646005	
10028	P02640 B	770511	07450000	PWR TRN DRIVELINE-DIFFERENTIAL UNIT 73 000203 PLYMOUTH	0500 MUSTANG	51	B	050565	023513001	
10028	P02640 A	770511	07450000	PWR TRN DRIVELINE-DIFFERENTIAL UNIT 71 000301 FORD DIVISION	0500 MUSTANG	51	B	050565	023513001	
50036	P02259 A	770126	07452000	TIMKEN-ROLLER BEARINGS ARE PITTED BUT ALL ARE INTACT-OUTER RACE HOUSING & INNER RACE SHAFT SURFACES SHOW HEAT MARKS	0100 CAMARO	08	C	029082	023513001	
30012	P01720 A	760805	07460000	PWR TRN DRIVELINE-DIFFERENTIAL UNIT 64 000100 AMERICAN MOTORS CO	0000 AMERICAN MOTORS CO	28	C	080720	051100000	

PARTS RETURN PROGRAM

77/07/29 PAGE 134

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MILE

BLN NUMBER	REP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50030	P02181 A	761220	07400000		POWER TRAIN AXLE ASSEMBLY 75 110202 TRIUMPH DIVISION 1/4" ALLEN BOLTS BROKE OFF IN HOUSING. BOLTS HOLD AXLE ASSY. TO DIFF. 1 & HOLD DIFF. SIDE BEARINGS. AXLE FCERNS BOTTOM LINK OF REAR SUSP.	0300 SPITFIRE	03	A	012999	020800002
10012	P02572 A	770410	07401000		PWR TRN AXLE ASSEMBLY-HOUSING, AXLE SHAFT 72 200031 INTERNATIONAL TRUCK REAR AXLE HOUSING BROKE 1 INCH FROM FERME AROUND CIRCUMFERENCE	0100 SCOUT SERIES	03	A	014000	053213003
	P81738 A	760730	07401000		PWR TRN AXLE ASSEMBLY-HOUSING, AXLE SHAFT 00 000301 FORD DIVISION DEALER HAD 12 FAILURES WHERE AXLE TUBE SEPARATED, MAJORITY ON ELITE MODELS. NO PARTS AVAILABLE. SHOP WROTE LETTER	0813 GRAN TORINO ELITE	14	C	000000	076012007
	P81737 A	760730	07401000		PWR TRN AXLE ASSEMBLY-HOUSING, AXLE SHAFT 74 000305 FORD TRUCK DIV INSUFFICIENT WELD CAUSED HOUSING AND DIFF. TO SEPARATE. DEALER REPAIRD UNDER WARRANTY. ADD'L ID NOS. - 3259 730C PHOTCS BUT NC PARTS AVAIL.	5201 E100 CARGO VAN	14	C	011500	076012007
	P82362 A	770301	07402000		PWR TRN AXLE ASSEMBLY-SHAFT, AXLE 73 000403 CHEVROLET AXLE BROKE WITH RESULTANT DAMAGE CAUSED BY HEAT BUILD-UP FROM FAULTY BRAKE ASSEMBLY-COLLISION WITH ROADDED NO WARNING BUT SNEEL THEN FINE	0800 MONTE CARLO	03	A	064048	033300038
50038	P02305 A	770131	07403000		PWR TRN AXLE ASSEMBLY-BEARING, AXLE SHAFT 75 000403 CHEVROLET ROLLER BEARINGS SHOW WEAR. CAGE BROKEN BY SHOP. OTHER RACE IS FROM THE OTHER BEARING. DISASSEMBLED BY SHOP. BRNGS NOISY-NO OTHER PROBLEM	0100 CAMARC	37	C	021000	092632025
10026	P02598 A	770427	07403000		PWR TRN AXLE ASSEMBLY-BEARING, AXLE SHAFT 07 000201 CHRYSLER DIV #M201047-S BEARING HAS BEEN RUN DRY OF LUBRICANT, ROLLERS ARE LITTED, RACE SHOPS BEAT MARKS AND IS CRACKED	0500 NEWPORT	03	B	083669	068510002
0011	P02212 D	761220	07403000		PWR TRN AXLE ASSEMBLY-BEARING, AXLE SHAFT 68 000401 BUICK OUTER WHEEL BEARING IS EXCESS. WORN, SEVERAL BALLS MISSING. NO ADEQUAT LUBRICATION PRESENT.	0700 SKYLARK	34	C	098710	098106002
10016	P02712 A	770531	07403000		PWR TRN AXLE ASSEMBLY-BEARING, AXLE SHAFT 00 000203 PLYMOUTH ROLLERS ARE MISSING FROM RACE LIGHT SCORING ON RACE SURFACE ADD'L ID BOWER (BEARING): 110103M (RACE)	1000 PLYMOUTH UNKNOWN	28	C	065029	098120073

PARTS RETURN PROGRAM

77/07/25 PAGE 0135

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULI- HAZ. CODE CAT.	MILEAGE	SHOP NUMBER
10J26	P02596	B	770427	07404000		RHR TRN AXLE ASSEMBLY-SEAL, AXLE SHAFT 67 000201 CHRYSLER DIV #63534 RIGHT REAR SEAL SHOWS EXCESSIVE WEAR - SUSPECT LEAKAGE	0500 NEWPORT	32 B	083669	068510002
50041	P02420	A	770223	07405000		RHR TRN AXLE ASSEMBLY-4WD LOCKING HUBS 47 000102 JEEP DIV FRONT HUB OF WILLY 4WD BROKE AT BASE OF COLLAR-SOME LIGHT SCORING ON SHAFT PORTION AT BREAK	5000 JEEP	03 C	000000	017754007
50009	P01962	B	761004	07470000		POWER TRAIN-OTHER PART 69 000403 CHEVROLET INNER BEARING ON SPINDLE BROKE, SHOP CLAIMS DISCOLORATION INDICATES HEAT BUILD-UP. SPLINE END DAMAGED FROM IMPACT. OUTER BEARING FAIR	0700 CORVETTE	03 C	031397	002140002
20016	P01630	A	760701	08120000		ELECTRICAL SYSTEM BATTERY-CABLE 72 000402 CADILLAC SPRING CLAMP HEAVY GUAGE TCG MOUNT BATTERY CABLE MADE CUI OF CORRODING METAL. CABLE ROUTED UNDER SPLASH PAN APPARENTLY CORRODED.	0500 CADILLAC UNKNOWN	00 C	045000	055408005
	P81739	A	760730	06210000		ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 00 000400 GENERAL MOTORS CO SHOP STATES CS1 ALTERNATORS HAVE BAD REGULATORS OR ISOLATION DIODES 9 TIMES OUT OF 10. FAILURE CAN RESULT FECH OVER CAPACITY CHARGING.	0000 GENERAL MOTORS CO	44 C	000000	076012007
10J25	P02591	A	770427	08210000		ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 74 140501 VOLKSWAGEN DIVISN PULLEY HUB & HUB SPOT WELD ARE BROKEN	0102 113 SUPER BEETLE	03 C	028069	067211009
10J17	P02717	A	770602	08210000		ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 73 000202 DODGE BEARING ACTION ROUGH SLEAL TYPE-BEARING ALT NCT CHARGING	0200 CHARGER	44 C	052000	001230005
10J26	P02596	A	770425	06210000		ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 73 000301 FORD DIVISION 1 PIECE OF 2 PIECE ALTERNATOR BRACKET IS BROKE-BREAK IS AT ADJUSTMENT-SLOT-BUSHINGS IN OTHER PIECE ARE WORN SLIGHTLY	0600 PINTO	34 C	077555	063105001
	P81746	A	760730	08220000		ELECTRICAL SYSTEM REGULATOR 71 140502 AUDI DIVISION REGULATOR OVER-CHARGED CAUSING BATTERY TO BOIL. FUMES CAUSED IRRITAIN TO EYES & THROATS OF OCCUPANTS. BATTERY IS LOCATED UNDER REAR SEAT	0105 AUDI 810	40 C	000000	030004013

BATTERY IS LOCATED UNDER ENGINE NEAR SEAT

PARTS RETURN PROGRAM

77/07/29 PAGE 0130

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	D DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	RELEASE AT FALLURE NUMBER	SHOP NUMBER
50005	P01973 A	761005	08220000	08	ELECTRICAL SYSTEM REGULATOR 67 000301 FORD DIVISION CONTACT ARMS BENT. WIRE BETWEEN TWO COILS MELTED. REG. IAMBLED IN ACCIDENT.	0200 FALCON	28	C	000999	098126073
50008	P02308 A	770131	08220000	08	ELECTRICAL SYSTEM REGULATOR 74 000301 FORD DIVISION "I" TERMINAL OF REGULATOR CONTAMINATED - POSSEIBLE MELTED WIRE OF HARN-ESS. ONE RESISTOR ON BACK IS SPLIT	0804 GRAN TORINO	28	C	027176	012603050
10010	P02554 B	770401	08230000	08	ELECTRICAL SYSTEM STARTER 72 000301 FORD DIVISION ENGAGEMENT TEETH ARE WORN	0600 PINTO	44	C	068416	092632025
10032	P02672 A	770519	08230000	08	ELECTRICAL SYSTEM STARTER 75 000407 CHEVROLET TRUCK DV CLAIMS WOULD NOT ENGAGE WITH FLYWHEEL - VERY SLIGHT WEAR ON TEETH (#5)	5700 PICK UP MODELS	28	C	006298	084713018
10010	P02564 A	770404	08230000	08	ELECTRICAL SYSTEM STARTER 68 000407 CHEVROLET TRUCK DV GEAR SPINS NOT ENGAGING ENGINE- SPLINE TIPS WORN	5701 C10	28	C	041135	054911007
50041	P02421 A	770223	08231000	08	ELECTRICAL SYSTEM STARTER MOTOR 71 000301 FORD DIVISION SPLINES AND GEARS OF DRIVE IN GOOD CONDITION HOWEVER WEIGHTED PORTION IS CRACKED	0000 FORD DIVISION	44	C	038900	017754007
	P82179 A	761229	08231000	08	ELECTRICAL SYSTEM STAPTER MOTOR 75 200031 INTERNATIONAL TRUCK STARTER DRIVE GEAR BROKE-OFF. 2ND VEHICLE TO HAVE THIS HAPPEN.	0206 1800	03	D	025000	027101002
50030	P02179 A	761229	08231000	08	ELECTRICAL SYSTEM STARTER MOTOR 75 200031 INTERNATIONAL TRUCK GEAR WHICH ENGAGES FLYWHEEL COMPLETELY BROKEN OFF AT STARTER DRIVE BODY. SHOP CLMS REPLACED FLYWHEEL. 2ND TIME DRIVE HAS BROKEN	0206 1800	03	D	006000	027101002
20001	P02740 A	770617	08232000	08	ELECTRICAL SYSTEM STARTER SOLENOID 74 000403 CHEVROLET SHOP CLAIMS CAR WOULD OFTEN QUIT UNDER 20MPH WOULD RESTART W/ NO PROB SOLENOID UNIT HAS NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION	0206 CHEVELLE MALIBU	14	C	019000	024017010

PARTS RETURN PROGRAM

77/07/29 IAGL 0137

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT-HAZ. CODE CAT.	MILEAGE AT FAILURE	SUOE NUMBER
50011	P02015 A	761103	08233000	ELECTRICAL SYSTEM STARTER RELAY 69 000204 DODGE TRUCK DIV INTERNAL ELECTRICAL SHORT. STARTER RELAY OCCASIONALLY INOPERATIVE	5302 B100	14 C	068901	054911007
P02188 A	761219	00240000	ELECT.SYS.-ALTRNTR,REGULTR,STRTR-CTHER PART 75 000401 BUICK ALT. BELT BROKE, CAUSED ENGINE MISS-FIRE FROM LOW VOLTAGE, OVERHEATED CONVERTER, FALDING UNDER R/F SEAT CAUGHT FIRE. ANMETER-NO ALT. LIGHT	0200 SKYHAWK	03 A	008000	063123002	
10007	P02494 A	770407	08240000	ELECT.SYS.-ALTRNTR,REGULTR,STRTR-CTHER PART 72 000203 PLYMOUTH ACTION OF SEALED FRONT ALTERNATOR BEARING IS ROUGH- WOULD HEAT UP CAUSING TO BURN- #5203NSI	0402 FURY II	41 C	071000	001230005
50000	P01979 A	761005	08430000	ELECTRICAL SYSTEM-RECEPTICLE,FUSE 74 000407 CHEVROLET TRUCK DV SEVERAL WIRES OF MAIN HARNESS MELTED FROM SHORT. THERE IS A COPPER SLUG IN FUSE PANEL. LEADS TO T/S SWITCH AMONG BURST WIRES.	5702 C20	05 C	064449	098126073
50041	P02428 A	770317	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 73 000302 LINCOLN ENGINE WOULD START PREMATURELY-SWITCH IS NORMAL IN EXTERNAL APPEARANCE SUSPECT INTERNAL SHORT-ID:DIAB-11572-AA	0102 CONTINENTAL	14 D	031150	063301003
50038	P02304 A	770131	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 73 000301 FORD DIVISION #1- TERMINAL IS LOOSE. SMALL PORTION OF BLACK PLASTIC HOUSING IS BROKEN, AND SMALL PORTION OF METAL HOUSING IS BROKEN. PART ID#DJAB-11572-ATA	0300 LTD	28 C	065000	092632025
10010	P02555 A	770401	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 74 000403 CHEVROLET CLAIMS IGNITION SWITCH ACTION HARD-SLICK TO MAKE CONTACT-#00962D3G2	0312 IMPALA	44 C	022952	092632025
50025	P02137 A	761123	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 72 000303 MERCURY CORRODED YELLOW IGNITION SWITCH WIRE HEAT UP & ARCS TO KILL ENGINE	0408 MARQUIS STA WAGON	14 C	060132	011000004
10026	P02611 A	770429	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 74 000403 CHEVROLET SWITCH FELL OUT COLUMN AFTER CAR FAILED TO START - RELAY ROD IS BROKEN & SWITCH ACTION IS ROUGH	0800 MONTE CARLO	28 C	051040	084713018

PARTS RETURN PROGRAM

77/07/29 PAGE 0138

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MILE

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT MAKE	YEAR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40001	P01865 A	760909	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH	71	000301 FORD DIVISION	1100 FORD UNKNOWN	28	C	068079	0511060J4
				SWITCH IS INTACT, TWO WIRE TERMINALS ARE CORRECTED. CAR WOULD QUIT ON ROAD, THEN WOULD START & DIE.							
30015	P01778 A	760812	08520000	ELEC.SYS.IGNITION-SWITCH,NEUTRAL START	73	000403 CHEVROLET	0000 CHEVROLET	28	C	000000	0541300J1
				SWITCH WOULDNT LET ENG.START-SUSPECT POOR INTERNAL CONTACT.							
50040	P02379 A	770223	08520000	ELEC.SYS.IGNITION-SWITCH,NEUTRAL START	73	000203 PLYMOUTH	0100 BARRACUDA	28	C	060000	001230005
				NO VISIBLE EXTERNAL DEFECT SUSPECT INTERNAL SHCRT-ID 2926495 0293							
50006	P01966 A	761004	08520000	ELEC.SYS.IGNITION-SWITCH,NEUTRAL START	72	160601 TOYOTA DIVISION	0300 IGYOTA COFONA	28	C	060856	094110116
				INTERNAL SHORT - VEHICLE WOULD NOT START. CONTACTS ARE WORN.							
10016	P02710 A	770531	08520000	ELEC.SYS.IGNITION-SWITCH,NEUTRAL START	73	000406 GMC TRUCK DIV	5400 VANDUBA SERIES	28	C	081617	098126073
				DELCO REMY: VEHICLE WOULD START IN GEAR - SUSPECT INTERNAL SHORT							
DOT1	P01912 A	760920	08520000	ELEC.SYS.IGNITION-SWITCH,NEUTRAL START	76	000102 JEEP DIV	6000 POSTAL TRUCKS	28	C	000063	0068560J1
				CAR WOULD START IN GEAR. SUSPECT SHORT IN SWITCH.							
10007	P02493 A	770407	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.	00	000000 UNKNOWN	0000 UNKNOWN	44	C	000000	001230005
				TERMINAL ENDS NOT CORRODED-WIRES NOT AS PLIABLE AS NEW- SUSPECT POOR RESISTANCE-BELDON							
20015	P01637 A	760701	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.	71	000403 CHEVROLET	0100 CAMARIC	00	C	049589	001230005
				SHOP CLAIMS WIRES CAUSED ROUGH RUNNING ENGINE. WIRES ARE PLIABLE; NOT CORRODED AT ENDS.							
50039	P02381 A	770223	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND.	73	000203 PLYMOUTH	0100 BARRACUDA	44	C	060000	001230005
				ONE DISTRIBUTOR TERMINAL CONTACT BROKEN AND CORRODED, ALL OTHERS ARE OK-SHOP SAYS VEHICLE SKIPS, HARD START 1FOOR MILEAGE							

PARTS RETURN PROGRAM

77/07/29 PAGE 0139

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT-HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50015	P02048 A	761022	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECCND. 73 000402 CADILLAC WEATHERL SET IS BRITTLE, CONTACTS APPEAR GOOD. FOUR PERF. IN DAMP	0101 CADILLAC DE VILLE	44 C	023828	001230005
50005	P01973 B	761005	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECCND. 67 000301 FORD DIVISION PORTIONS OF BURNT PRIMARY WIER-SENT IN SITH DAMAGED REGULATOR.	0200 FALCON	28 C	000999	058126073
50037	P02294 A	770126	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECCND. 69 000201 CHRYSLER DIV WIRES ARE NOT BRITTLE. NO VISIBLE DEFECT APPEARANCE. SUSPECT VOLTAGE LEAK. POOR WET WEATHER PERFORMANCE	0200 300	44 D	091000	001230005
50037	P02293 A	770126	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECCND. 73 000202 DODGE WIRES ARE NOT BRITTLE.OIL COVERING ON SOME WIRES. SOME WIRES SHOW SUB-JECTION TO HEAT. WIRE ENDS ARE IN GOOD CONDITION	0200 CHARGER	44 C	049000	001230005
10011	P02560 A	770401	08530000	ELEC.SYS.IGNITION-WIERS,PRIMARY & SECCND. 74 000203 PLYMOUTH SILICON WIRE SET-ELECTRONIC SUPPRESSION-CLAIMS FOUR PERFORMANCE WET	0400 FURY	44 C	042000	001230005
50027	P02163 A	761213	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECCND. 71 000203 PLYMOUTH SILICON CORE SUPPRESSION WIRE GIVES PCCR PERFORMANCE IN WET WEATHER TERMINALS ARE IN GOOD CONDITION-SUSPECT VOLTAGE LEAKAGE THROUGH WIRE	0403 FURY III	44 C	060000	001230005
50014	P02036 A	761027	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECCND. 72 000201 CHRYSLER DIV WIRES ARE PLIABLE. END CONTACTS APPEAR GOOD. SHOP CLAIMS WILL NOT START WHEN WET, SKIPS WHEN RUNNING. ADDL. ID. H 30-71 CM	0500 NEWPORT	44 C	058000	001230005
40004	P01900 A	760919	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECCND. 71 000401 BUICK WIRE SET IS BRITTLE. TERMINALS ARE CLEAN. SUSPECT WIRES BECAME CONTACT-MINATED W/ MOISTURE. SHOP CLMS CAR SHIPS/HARD TO START WHEN WET	0700 SKYLARK	44 C	051455	001230005
30025	P01683 A	760719	08530000	ELEC.SYS.IGNITION-WIRING,PRIMARY & SECCND. 75 000404 OLDSMOBILE NO VISIBLE DEFECTS IN IGN. WIRE SET, SUSPECT VOLTAGE LEAK. CABLE IS HIGH TEMP. TYE USED W/ E-TRONIC IGN. CALBE HAD BEEN SPRAYED W/ PLASTIC	0800 OMEGA	44 C	027776	001230005

PARTS RETURN PROGRAM

77/07/25 PAGE 0140

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	REP I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	AIRLAGE AT FAILURE	SHOP NUMBER
10010	P02556 A 770401	06530000	ELEC.SYS.IGNITION-WIRING, PRIMARY & SECOND. 74 000305 FORD TRUCK DIV WIRLS ON HARNESS FOR 2 SPEED REAR AND BURNED- IN SWITCH POINTS	5701 F500	05 C	021000	092632025
20001	P02739 A 770617	06540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 76 110206 MG DIVISION NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION UNIT QUILTS WHEN HOT SOMETIMES WILL RESTART WHEN COOL ADD'L ID 0676; 54419247 (LUCAS)	0101 MGB	28 C	022964	012205060
20001	P02737 A 770617	06540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 75 110202 TRIUMPH DIVISION UNIT QUILTS WHEN HOT WILL RESTART AFTER IT COOLS. NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION ADD'L IL- 5-10-GR;5441 92 47 (LUCAS)	0102 TR-7	28 C	026534	012205060
20001	P02738 A 770617	06540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 75 110206 MG DIVISION NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION UNIT QUILTS WHEN HOT WILL RESTART AFTER IT COOLS ADD'L ID -GR 5442655, 544192 47 (LUCAS)	0103 MG MIDGET	28 C	026000	012205060
50031	P02479 A 770331	06540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 76 000301 FORD DIVISION UNIT FAILS WHEN HOT, INTERNAL DEFECT. ADD'L ID A2A	0504 MUSTANG II	26 C	036027	046112007
P82438 A 770307		06550000	ELEC.SYS.IGNITION-OTHER PART 72 000405 PONTIAC INFORMATION SRAFT WAS DISTORTED AND BINDING-TORQED CARBONO PART	0000 PONTIAC	53 C	000000	053405004
30007	P01855 A 760904	06550000	ELEC.SYS.IGNITION-OTHER PART 74 160401 DATSUN DIVISION BULD-UP ON CONTACT POINTS BULD-UP ON CONTACT SURFACE AT BASE OF POINT SET. SHOP CLMS BLD-UP IS CAUSED BY HIGH CHARGE RATE OR POOR METL	0100 DATSUN 710	44 C	021919	017754007
20015	P01634 B 760701	06550000	ELEC.SYS.IGNITION-OTHER PART 69 000402 CADILLAC NO PARTS SEE LETTER. PREVIOUS SET UP FIGS LASTEL ONLY 2000 MI.	0101 CADILLAC DE VILLE	00 C	002000	012205060
20015	P01634 A 760701	06550000	ELEC.SYS.IGNITION-OTHER PART 69 000402 CADILLAC SPARK PLUGS CAUSED CAR TO MISS & BACKFIRE. NC LEFOSIT BULD UP, CONE IS GRAVISH, ELECTRODE IS CLEAN. GAP APPROX. .020 TO .035 IN.	0101 CADILLAC DE VILLE	00 C	002562	012205060

PARTS RETURN PROGRAM

77/07/29 PAGE 01-1

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10017	P02717 B	770602	08550000	ELEC.SYS.IGNITION-OTHER PART 73 000202 DODGE SHOP CLAIMS CAR WILL NOT START BALLAST RESISTOR MAY HAVE SHORT	0200 CHARGER	28 C	052000	001230005		
10017	P02717 C	770602	08550000	ELEC.SYS.IGNITION-OTHER PART 73 000202 DODGE SHOP CLAIMS CAR WOULD NOT START SUSPECT ELECTRICAL SHORT	0200 CHARGER	28 C	052000	001230005		
50039	P81744 A	760730	08550000	ELEC.SYS.IGNITION-OTHER PART 74 000101 AMERICAN MOTORS LV DISTRIBUTOR CAP BLOWS OFF. DEALER UNABLE TO REPAIR. NO PARTS AVAILABLE	0300 PACER	44 C	000000	013910005		
50039	P02343 A	770207	08550000	ELEC.SYS.IGNITION-OTHER PART 86 000403 CHEVROLET DIAHRAGM IS NOT INTACT-ALLOWS FOR NO VACUUM ADVANCE IN DISTRIBUTOR-POOR PERFORMANCE	0312 IMPALA	28 C	072486	054911007		
30026	P01680 B	760712	08550000	ELEC.SYS.IGNITION-OTHER PART 69 000203 PLYMOUTH DIST. ROTOR END CONTACT EXCESS. WORN AT ANGLE. SHOP SUSPECT CAP/ROTOR CAUSE OF ENGINE SKIP & NOT STARTING WHEN WET	0500 SATELLITE	44 C	039500	001230005		
30026	P01680 A	760712	08550000	ELEC.SYS.IGNITION-OTHER PART 69 000203 PLYMOUTH NO CRACKS IN DIST. CAP. CONTACTS WORN, POSS. CHAFING FROM ROTOR. SUSP-CAP NOT SECURE OR EXCESS. DIST. SHAFT PLAY CAUSED MISS & NO START	0500 SATELLITE	44 C	039500	001230005		
30004	P01839 A	760828	08550000	ELEC.SYS.IGNITION-OTHER PART 73 000202 DODGE RESISTOR IS CRACKED PROBABLY DURING SHIPMENT. RESISTOR FILAMENT APPEAR WEAK AT ONE SPOT. PROBABLY BURNEL OUT.	0503 DART SWINGER	28 C	028713	017754007		
30007	P01850 A	760904	08550000	ELEC.SYS.IGNITION-OTHER PART 61 000203 PLYMOUTH SHOP CLAIMS POOR CURRENT FLOW. PORCELAIN AT RESISTOR COIL CRACKED	0600 VALIANT	44 C	038973	017754007		
30026	P01681 A	760719	08550000	ELEC.SYS.IGNITION-OTHER PART 71 000401 JUIK DIST. CAP CTR. CONTACT EXCESS. WORN. CYL. CONTACTS SHOW LESS WEAR. 8 WHITE DEPOSITS. CAP SHOWS NO CRACKS OR OTHER HOUSING DEFECTS	0700 SKYLARK	44 C	050228	001230005		

PARTS RETURN PROGRAM

77/07/29 PAGE 01+2

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30026	P01681 B	760719	08550000	ELEC.SYS.IGNITION-OTHER PART	71 000401 BUICK MOTOR GAVE POOR PER. CENTER & OUTER CONTACTS SHOW WEAR. POOR ELECTRIC CONDUCTION	0700 SKYLARK	44	C	050228	001230005
30034	P01836 A	760828	08550000	ELEC.SYS.IGNITION-OTHER PART	72 000403 CHEVROLET CAP IS CRACKED AND BROKEN-POSSIBLY DURING SHIPMENT.CENTER COIL LEAD BURNED. INSIDE OF CAP PLUG LEAD ELECTRODE CONTAINS WHITE DEPOSITS.	1200 CHEVROLET UNKNOWN	44	C	050835	017754007
50041	P02406 A	770307	08550000	ELEC.SYS.IGNITION-OTHER PART	76 000407 CHEVROLET TRUCK DV COIL FAILED DUE TO MOISTURE-NO VISIBLE DAMAGE-4WD	5000 CHEV TRK AND VAN	28	C	023670	097266002
20015	P01626 A	760701	08550000	ELEC.SYS.IGNITION-OTHER PART	75 000305 FORD TRUCK DIV 4 PLUGS ARE ARF-52 & 4 ARE ARF-42. ALL ARE IN SIMILAR CONDITION. BUILD UP OF WHITE DEPOSIT ON ELECTRODE & CONE. SLIGHT WEAR ON ELECTRODE.	5205 F150 ECCN	44	C	007830	0336004002
50030	P02177 A	761214	08550000	ELEC.SYS.IGNITION-OTHER PART	75 000406 GMC TRUCK DIV SPARK GROUNDS THRU CENTER OF PLASTIC ROTOR BODY. CYL. CONTACT ON ROTOR IS WORN. ADD'L ID - 945D1 E	5400 VANDUFA SERIES	44	C	056875	097266002
P81634 A	760701	08550000	ELEC.SYS.IGNITION-OTHER PART	00 000407 CHEVROLET TRUCK DV OWNER STATES AC SPARK PLUGS GIVE UNSATISFACTORY PERFORMANCE & WILL NOT LAST IN CHEVY TRUCK. NO PARTS - NO OTHER INFO.	5700 PICK UP MODELS	00	C	000000	012205085	
10007	P02488 A	770412	09010000	GNRL OR UNK COMP -TURN SIGNAL LIGHTS	67 000401 BUICK CLAIMS NO REAR SIGNALS- SWITCH IS INTACT, NO BARE WIRES OR MELTED PORTIONS- SUSPECT POSSIBLE POOR CONTACT	6000 BUICK	28	D	000000	099206096
10007	P02487 A	770412	09010000	GNRL OR UNK COMP -TURN SIGNAL LIGHTS	71 000301 FORD DIVISION CLAIMS NO SIGNAL- SWITCH INTACT, NO BARE WIRES OR BURNED SECTIONS- SUSPECT POSSIBLE POOR CONTACT- DIAA 13B302-AB SXB TC	0800 TORING	28	D	069145	099206096
10007	P02486 A	770412	09010000	GNRL OR UNK COMP -TURN SIGNAL LIGHTS	70 000305 FORD TRUCK DIV CLAIMS NO BRAKE LIGHTS OR RIGHT REAR SIGNAL- SWITCH INTACT, NO BARE WIRES OR BURNED SECTION-SUSPECT POSSIBLE POOR CONTACT DOTA13341ABED	5100 F SERIES(LIGHT)	28	D	000000	044200096

PARTS RETURN PROGRAM

77/07/29 PAGE 0143

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50032	P02204 A	761217	09101000		SWCH-BUTTON-RING-HIGH/LOW BEAM DIMMER 70 000301 FORD DIVISION SWITCH RUSTED FROM MOISTURE ON CARPET. SOME CORROSION EVIDENT. SHOP CLAIMS SWITCH FELL APART.	0300 LTD	28	C	056240	054911007
50039	P02356 A	770201	09102000		SWCH-BUTTON-RING-HEAD LIGHTS 73 110202 TRIUMPH DIVISION ACTION OF SWITCH SEAMS IRREGULAR, GIVE LITTLE RESISTANCE WHEN TURNED ON. CONTACTS APPEAR CLEAN & SECURE. PLASTIC NOT MELTED OR BROKEN	0200 GT-6 MARK 3	28	C	046970	097303036
10025	P02578 A	770429	09102000		SWCH-BUTTON-RING-HEAD LIGHTS 69 170101 VOLVO DIVISION INTERMITTENT HEADLIGHT OPERATION - POINT CONTACT SURFACES ARE PITTED - TOP PLATE APPLIERS BENT - #R200.825 IMF	0300 145	14	D	087300	087104010
50021	P02100 A	761122	09102000		SWCH-BUTTON-RING-HEAD LIGHTS 70 000301 FORD DIVISION SHOP CLAIMS LIGHTS FLASH ON & OFF. SWITCH IS INTACT, TERMINALS CLEAN. SUSPECT POOR CONNECTION AT HARNESS OR SHORT. ID-C AUTOLITE.	0300 LTD	14	C	000000	099206096
50021	P02105 A	761130	09102000		SWCH-BUTTON-RING-HEAD LIGHTS 71 000201 CHRYSLER DIV SWITCH APPEARS INTACT, HARNESS PLUG IS MELTED AT "H" TERMINAL. SHOP CLAIMS SWITCH BURNED & LIGHTS FAILED. SUSP. SHORT.ID-3468167	0300 NEW YORKER	28	C	062705	023513001
50032	P02211 A	761220	09102000		SWCH-BUTTON-RING-HEAD LIGHTS 71 000201 CHRYSLER DIV CONTACTS COOK GOOD, NO MELTED PORTION ON SWITCH. SHOP CLAIMS SWITCH CUTS LIGHTS OFF. ADD'L ID 3488167	0500 NEWPORT	14	C	000000	023513001
50012	P02024 A	761027	09102000		SWCH-BUTTON-RING-HEAD LIGHTS 68 000401 BUICK LIGHT SWITCH IS BROKEN APART. SHOP CLAIMS NO DASH LIGHTS-SHORT. PROB. POOR CONTACT.	0700 SKYLARK	28	C	097997	054911007
50021	P02099 A	761122	09102000		SWCH-BUTTON-RING-HEAD LIGHTS 70 000305 FORD TRUCK DIV SHOP CLAIMS HEADLIGHTS FLASH ON & OFF. TERMINALS ARE CLEAN, SWITCH INTACT. SUSPECT POOR CONTACT W/ HARNESS OR SHORT. ID-AA MOTORCRAFT	6300 FORD TRK AND VN UNK	14	C	022091	099206096
40003	P01890 A	760916	09106000		SWCH-BUTTON-RING-BRAKE LIGHTS 72 100601 TOYOTA DIVISION SHORTED/GROUNDED INSIDE SWITCH-CAUSED BRAKE LIGHTS TO STAY ON. CLAIMS SHOP	0100 TOYOTA CELICA	28	C	028410	054110116

PARTS RETURN PROGRAM

77/07/29 PAGE 0144

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YEAR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	CAT.	MILLAGE AT FAILURE	SHOP NUMBER
30015	P01776	A 760812	09106000	SWCH-BUTTON-RING-BRAKE LIGHTS 70 000301 FORD DIVISION SWITCH WOULD NOT OPERATE BRAKE LIGHTS-SUSPECT POOR INTERNAL CONTACT			0313 GALAXIE 500	28	C	070000	019802003
30025	P01661	A 760712	09106000	SWCH-BUTTON-RING-BRAKE LIGHTS 06 000301 FORD DIVISION SHOP CLAIMS SWITCH SHORTED INTERNALLY. GREEN WIRE DISC. AT TERM. ON SW. SPRING IS OFF-CENTER AGAINST PUSH PLATE. NO WHEELS APPEAR BUENT			0700 THUNDERBIRD	00	C	338751	099206096
10025	P02583	A 770429	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 000300 FORD MOTORS CO SHORT IN SWITCH - TWO LIGHT BLUE WIRES AND AREA OF SWITCH MELTED AT WIRE/SWITCH TERMINALS: #D32A 13B302-AA SXB			0000 FORD MOTORS CO	28	D	000000	067104018
10025	P02584	A 770429	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 00 000200 CHRYSLER MOTOR CO SHORT IN SWITCH - TWO WHITE WIRES AND AREA OF PLASTIC SWITCH MELTED AT WIRE/SWITCH TERMINALS			0000 CHRYSLER MOTOR CO	28	D	000000	067104018
10008	P02525	A 770418	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION TURN SIGNAL MAY HAVE OPEN CIRCUIT - PART #AB 5XE TC-APPEARS NORMAL			0000 FORD DIVISION	28	C	112035	068510001
50021	P02096	A 761122	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 000404 OLDSMOBILE SHOP CLAIMS NO BRAKE LIGHTS. SWITCH IS INTACT, WIRES & CONNECTIONS ARE GOOD. SUSPECT POOR CONTACT OR SHORT.			0100 CUTLASS	28	C	065415	099206096
20002	P02758	A 770620	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 000401 AMERICAN MOTORS DV ELASTIC CONTACT PORTION OF SWITCH BROKE SIGNAL LIGHTS STAY ON ADD'L ID DELCO 59D24			0100 AMBASSADOR	28	C	060000	099206096
10016	P02695	A 770516	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 200031 INTERNATIONAL TRUCK 800A- NO VISIBLE DEFECTS - SHOP CLAIMS PROBLEM WITH LEFT REAR TURN SIGNAL ASSEMBLY - SUSPECT ELECTRICAL SHORT			0100 SCOUTI SERIES	44	C	059468	017754007
50007	P02001	A 761104	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000402 CADILLAC PLASTIC T/S SWITCH IS BROKEN IN SEVERAL PLACES, POSS IN SHIPPING. NO VISABLE SHORTS-PCSS. POOR CONTACT OR CCNNEC.			0101 CADILLAC DE VILLE	44	C	047208	033308038

PARTS RETURN PROGRAM

77/07/29 PAGE 0145

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, HDL YR

BLN NUMBER	PRP I NUMBER	DATL RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR MANUFACTURER	MAKE-MODEL	FAULT CCDE	HAZ. CAT.	BILLAGE AT FAILURE	SHOP NUMBER
50030	P02192 A	770103	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 66 000302 LINCOLN 0102 CONTINENTAL NO RT. REAR T. SIG. OR BRK. LITE. SHOP CLAIMS SHORT IN ORANGE/BLUE LEAD-MELTED AREA AROUND CONTACT W/ SWITCH BODY. ADD'L IL C5AA 13341-G	70 000302	097630	28	C	097630	095401045
50033	P01944 A	760926	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000302 LINCOLN 0102 CONTINENTAL NO TURN SIGNALS. PIVOTING SWITCH CONTACT PLATE IS LOOSE, MAKING POOR CONTACT WITH BASE PLATE	70 000302	064328	28	C	064328	099206096
50033	P01945 A	760926	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 74 000302 LINCOLN 0102 CONTINENTAL SWITCH IS IN GOOD COND. SUSPECT POOR CONNECTION. SHOP CLAIMS NO REAR SIGNALS. ADD'L I.D. 13B302-BC SX	74 000302	000000	28	C	000000	099206096
30027	P01658 A	760712	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000202 DODGE 0200 CHARGER SHOP CLAIMS BRAKE TERM. MELTED. POSS. HEAT DAMAGE AT CCNN. NEAR FLASHR HARNESS PLUG CONN. MISS. NC WIRES BURNT. INSUL. INTACT. POSS.INT. SHRT	71 000202	037864	00	C	037864	099206096
50039	P02423 A	770317	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000302 LINCOLN 0200 MARK IV LEFT CORNERING LIGHT DID NOT OPERATE-SUSPECT ELECTRICAL SHORT OR POOR CONNECTION IN SWITCH-FORD ID:13B302-AF EXC BP	73 000302	000000	28	D	000000	022042097
50042	P02027 A	761022	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 66 000403 CHEVROLET 0300 CAPRICE PLASTIC HOUSING BROKEN WHERE TURN SIGNAL LEVER ATTACHES TO UNIT. LEVER FALLS OFF.	66 000403	009005	28	C	009005	054911007
40002	P01885 A	760918	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 68 000301 FORD DIVISION 0300 LTD NO DIRECTIONAL LIGHTS IN REAR. ALL CONNECTIONS APPEAR GOOD, SWITCH NOT BROKEN. SUSPECT INTERNAL SHORT OF POOR CONNECTION AT PLUG.	68 000301	002201	28	C	002201	054911007
10027	P02627 A	770506	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000301 FORD DIVISION 0300 LTD #DOAA 13E302-J SXB TC: CLAIMS NO LEFT REAR SIGNAL CR BRAKE - ONE GREEN WIRE SLIGHTLY MELTED AT TERMINAL	70 000301	075020	28	C	075020	099206096
20001	P02746 A	770616	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000303 MERCURY 0300 CUUGAF SHOP CLAIMS SHRED SET TOO HIGH IN CLUEN LIGHT BLUE WIRE IS BURNED HAS EXPOSED STRANDS ADD'L ID -AB SXB (THIRD SWITCH IN 3 YEARS)	70 000303	064929	73	C	064929	019047001

PARTS RETURN PROGRAM

77/07/29 PAGE 0146

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30004	P01835 A	760828	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION SHOP CLAIMS NO SIGNAL LIGHTS AT REAR & NO BRAKE LITES. ALL CONNECTIONS APPEAR GOOD, SWITCH IS NOT BROKEN. SUSPECT INTERNAL MALFUNCTION	0300 LTD	28	C	0440666	0235130J1
40001	P01868 A	760909	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION SHOP CLAIMS TURN SIGNALS FAILED. SWITCH IS INTACT - CONNECTIONS CLEAN. SUSPECT POOR ELEC. CONNEX. IN SWITCH OR AT PLUG CONNECTION.	0300 LTD	28	C	0500000	019805002
50036	P02280 A	770120	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000303 MERCURY SHOP CLAIMS NO SIGNAL LIGHTS. NO VISIBLE DEFECTS. SUSPECT ELECTRICAL SHORT OR POOR CONNECTION PART ID #D2AA 13B302-AB SXB TC FORD	0300 COUGAR	28	C	0000000	099206096
50022	P02109 A	761129	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION SHOP CLAIMS SHORT IN SWITCH. WIRES & CONNECTIONS ARE GOOD, SWITCH IS INTACT. SUSPECT POOR CONTACT OR SHORT. ADD'L ID 13B302-BD BP	0300 LTD	73	C	0215711	098126073
50028	P02169 A	761216	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION T/S SWITCH IS INTACT, NO BURNT OR BASE WIRES. SUSPECT POOR CONTACT AT SLIDE SWITCH OR HARNESS. SHOP CLMS SHCRT-INOP. LIGHTS	0300 LTD	28	C	0461950	095336001
20005	P02791 A	770628	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION SHOP CLAIMS NO SIGNAL LIGHTS NO BURNED OR EXPOSED WIRES SUSPECT INTERNAL SHORT OR POOR CONNEX ADD'L ID 2-AB SXB IC (FORD)	0300 LTD	28	C	0362010	054100001
50036	P02279 A	770120	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION SHOP CLAIMS NO SIGNAL LIGHTS. NO VISIBLE DEFECTS. SUSPECT ELECTRICAL SHORT OR POOR CONNECTION. FORD PART ID #D25A 13B-302-AF SXC BP	0300 LTD	28	C	0500000	099206096
30028	P01786 A	760730	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000303 MERCURY TURN SIGNAL SWITCH HAS NO VISIBLE DEFECTS. SUSPECT POOR CONTACT AT CONNECTION OR BETWEEN CONTACT SURFACES. ADD'L ID NO. 13B302-BA SXC BP	0300 COUGAR	28	C	0351344	091105003
10007	P02497 A	770407	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION CLAIMS DIDNOT FLASH-SWITCH IS INTACT-HOLE IN INSULATION IN ONE WIRE AT EMERGENCY FLASHER SWITCH-#13AA 13B302-EA SXC	0300 LTD	28	D	0433320	049509001

PARTS RETURN PROGRAM

77/07/29 PAGE 0147

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, NDL YR

BIN NUMBER	PRP I NUMBER D RECEIVED	DATE	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10028	P02638 A	770511	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 74 000303 MERCURY CLAIMS NO HAZARD LIGHTS - TERMINAL FOR BLUE WIRE MELTED : D40W13B302AA	0300 CCUGAR	28 D	038362	023513001
50033	P02240 A	770108	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION SWITCH IS INTACT, CONNOC. GOOD, SUSPECT POOR CONTACT IN SWITCH OR AT PLUG. SHOP CLMS. NO BRAKE LITES. ADD'L ID -AB SXE IC (FORD)	0307 LTD CNTRY SQUIRE	28 C	091633	023513001
50036	P02277 A	770120	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 67 000403 CHEVROLET SHOP CLAIMS NO SIGNAL LIGHTS WITH BRAKE LIGHTS ON. ONE WIRE, BLACK WITH WHITE, PARTIALLY STRIPPED OF INSULATION. NO OTHER VISIBLE DEFECTS	0312 IMPALA	28 C	000000	099206096
50036	P02276 A	770120	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000403 CHEVROLET SHOP CLAIMS NO BRAKE LIGHTS. NO VISIBLE DEFECTS. SUSPECT ELECTRICAL SHORT OR POOR CONTACT.	0312 IMPALA	28 C	062000	099206096
50016	P02051 A	761022	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION CONTACTS & WIRES APPEAR IN GOOD COND. NO LEFT REAR BRAKE OR SIGNAL LTS SUSPECT POOR CONN. OR SHORT. ADDL. ID.13B302-AC BP	0313 GALAXIE 500	28 C	000000	054130001
20002	P02755 B	770620	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION SHOP CLAIMS NO TURN SIGNALS SUSPECT INTERNAL SHORT OF FOUR CONNECTION	0313 GALAXIE 500	28 C	046647	099206096
30027	P01659 A	760712	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 000203 PLYMOUTH ONE WHITE WIRE IS BROKEN IN TWO, POSS. CAUSE OF NO BRAKE LIGHTS. OTHER WIRES & PLASTIC HOUSING APPEAR INTACT. ADD'L I.D. - 1901U 1978	0400 FURY	00 C	079714	099206096
50002	P01942 A	760928	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000203 PLYMOUTH SWITCH IS IN GOOD COND. SUSPECT POOR CONNECTION. SHOP CLAIMS NO BRAKE LIGHTS.	0400 FURY	28 C	088762	099206096
50016	P02050 A	761022	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000202 DODGE WIRES & CONTACTS IN GOOD COND. HAZARD LIGHTS SWITCH IS JAMMED. NO BRAKE LIGHTS.	0400 CORONET	28 C	041584	054130001

PARTS RETURN PROGRAM

77/07/29 PAGE J140

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECNET, MODEL, NDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30027	P01654	A 760712	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000203 PLYMOUTH NO VISABLE DEFECTS. SUSPECT INTERNAL SHORT OF FOUR CCNN. NO RIGHT TURN SIGNAL OR BRAKE LIGHTS	0400 FURY	00 C	0388329	099200090
10027	P02628	A 770506	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000203 PLYMOUTH CLAIMS NO BRAKE LIGHTS - ONE WHITE WIRE SLIGHTLY MELTED AT TERMINAL	0403 FURY III	28 C	097585	099200090
50021	P02097	A 761122	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 67 000402 CADILLAC SHOP CLAIMS NO BRAKE LIGHTS. SWITCH IS INTACT, WIRES & CONNECTIONS ARE GOOD. SUSPECT POOR CONTACT OR SHORT. ADD'L ID 00C66	0500 CADILLAC UNKNOW	28 C	096742	099200090
50021	P02095	A 761122	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000203 PLYMOUTH SHOP CLAIMS NO BRAKE LIGHTS. SWITCH INTACT, WIRES & CONNECTIONS GOOD. SUSPECT POOR CONTACT OR SHCRT.	0500 SATELLITE	28 D	023019	099200090
10027	P02626	A 770506	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000203 PLYMOUTH CLAIMS NO BRAKE LIGHTS - ONE WHITE WIRE SLIGHTLY MELTED AT TERMINAL	0500 SATELLITE	28 C	032370	099200090
00016	P02059	A 761020	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000303 MERCURY ALL CONNECTIONS APPEAR GOOD, WIRES LOOK GOOD. SUSPECT POOR CONTACT. TURN SIGNALS WORKED INTERMITTENTLY. ADD'L I.D. 13E302-CE SXBTL	0500 MONTEGO	14 C	049150	023513001
50032	P01941	A 760928	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000303 MERCURY SWITCH IS IN GOOD COND. SUSPECT POOR CCNNEC. SHOP CLAIMS NO SIGNALS	0505 MONTEGO MX	28 C	095462	099200090
50033	P02239	A 770108	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 65 000203 PLYMOUTH SWITCH INDICATES EXCESS. HEAT BUILD-UP, PLASTIC BUBELED AT ONE POINT, INSUL. MELTED FROM BROWN WIRE. SHOP CLRS. NO STOP LTS OR R/R SIGNAL	0600 VALIANT	28 C	000000	023513001

PARTS RETURN PROGRAM

77/07/29 PAGE J149

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECNET, MODEL, HDL YR

BIN NUMBER	PRP I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
2002	P02756 A	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 00J202 DODGE SHOP CLAIMS NO TURN SIGS FLASHERS OR BRAKE LIGHTS SUSPECT SHORT	0600	MONAC	28 C	073704	099206096
5003	P01946 A	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 63 000405 PONTIAC NO BRAKE LIGHTS. INSULATION ON WHITE & GREEN WIRES IS PARTIALLY MELTED OVER-HEATED CONDITION, ELECTRICAL SHORT.	0609	TEMPEST/LEMANS	28 C	064644	099206096
30027	P01660 A	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 00J202 DODGE NO VISIBLE DEFECTS. SUSPECT INTERNAL SHORT OR POOR CONN. NO LEFT TURN SIGNAL & NO BRAKE LIGHTS. ADD'L I.D. - 19010 0919	0610	MCNAC FOLARA	00 C	140000	099206096
50003	P01943 A	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 67 000301 FORD DIVISION NO TURN SIGNALS OR BRAKE LIGHTS. SWITCH IS IN GOOD COND. SUSPECT POOR CONTACT	0700	THUNDERBIRD	28 C	000000	099206096
50036	P02278 A	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 000301 FORD DIVISION SHOP CLAIMS NO BRAKE LIGHTS. NO VISIBLE DEFECTS. SUSPECT ELECTRICAL SHORT OR POOR CONNECTION. FCMOC PART ID #C95A 1313302-U	0700	THUNDEREIRD	28 C	063387	099206096
10025	P02582 A	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION INTERMITTENT OPERATION, NO BURNED WIRES OR PLASTIC, SUSPECT POOR CNICT	0740	THUNDEREIRD	14 D	051316	087104018
50002	P01940 A	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 74 000301 FORD DIVISION NO TURN SIGNALS. SUSPECT POOR CONNECTION. WIRE EXPOSED IN YELLOW LEAD TO HORN. ADD'L I.D. Bb302-AF SXC	0700	THUNDEREIRD	28 C	052193	099206096
50023	P02114 A	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 75 000101 AMERICAN MOTORS EV TURN SIGNAL LEVER BROKE AT STEER. COLUMN. LEVER INCLUDES SPEED CONTROL SWITCH. T/S CAM IS OK - 2NL ONE SHOP HAS FIXED.	0700	MATADOR	03 C	011097	053140005
30027	P01656 A	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000301 FORD DIVISION NO VISIBLE DEFECTS. SUSPECT INTERNAL SHORT OR POOR CONN. NO LEFT TURN SIGNAL OR BRAKE LIGHTS. ADD'L I.D. MARKS -C SXB TC	0900	TORING	00 C	079463	099206096

PARTS RETURN PROGRAM

77/07/29 PAGE 150

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

DIN NUMBER	PRP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE	AT FAILURE	SHOE NUMBER
30027	P01657 A	760712	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS	0800 MERCURY UNKNOWN	0800 MERCURY UNKNOWN	00	C	057420	099206096	
				72 000303 MERCURY	PLASTIC BASE OF SWITCH IS CRACKED. ONE RETURN EAR ON CONTACT PLATE IS BROKEN OFF. SUSPECT ADD'L PROBLEM INT. SHORT CF FOOT CCNN. NO TURN SIG						
50002	P01936 A	760926	09110000	SWCH-BUTTON-KING-TURN SIGNAL LIGHTS	1100 FORD UNKNOWN	1100 FORD UNKNOWN	28	C	081437	099206096	
				64 000301 FORD DIVISION	SWITCH IS IN GOOD COND. SUSPECT FOOT CCNN. SHOP CLAIMS NO BRAKE LIGHTS. ADD'L I.D. C5AA 13341-69						
50021	P02098 A	761122	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS	1100 FORD UNKNOWN	1100 FORD UNKNOWN	28	C	000000	099206096	
				71 000301 FORD DIVISION	SHOP CLAIMS NO SIGNALS. SWITCH IS INTACT, WIRES & CONNECTIONS GOOD. SUSPECT POOR CONTACT OK SHORT. LD-AC SXB (FORD)						
10028	P02641 A	770511	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS	1100 FORD UNKNOWN	1100 FORD UNKNOWN	28	D	032336	0495579001	
				71 000301 FORD DIVISION	DIAA 3B302-AC SXB TC: CLAIMS NO TURN SIGNALS - SUSPECT SHORT OR POOR ELECTRICAL CONTACT						
30027	P01655 A	760712	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS	5000 FORD TRUCK AND VAN	5000 FORD TRUCK AND VAN	00	C	000000	099206096	
				69 000305 FORD TRUCK DIV	NO VISIBLE DEFECTS. SUSPECT INTERNAL SHORT OR FOOT CCNN. NO BRAKE ITS OR TURN SIGNALS AT TIMES.						
50036	P02275 A	770120	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS	5100 D6W SERIES-PICK UP	5100 D6W SERIES-PICK UP	28	C	000000	099206096	
				65 000204 DODGE TRUCK DIV	SHOP CLAIMS NO BRAKE LIGHTS. NO VISIBLE DEFECTS. SUSPECT ELECTRICAL SHORT OR POOR CONTACT. BODY OF SWITCH IS METAL.						
20002	P02757 A	770620	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS	5100 D6W SERIES-PICK UP	5100 D6W SERIES-PICK UP	14	C	000000	099206096	
				67 000204 DODGE TRUCK DIV	SHOP CLAIMS NO BRAKE LIGHTS OR RT BR SIGNAL AT TIMES SUSPECT ELEC SHOP CLAIMS NO BRAKE CONN						
50021	P02104 A	761130	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS	5111 F250	5111 F250	28	C	080471	099206096	
				69 000305 FORD TRUCK DIV	SHOP CLAIMS NO LFT. REAR SIGNAL OR FLASHER. CONNECTIONS & WIRES GOOD SUSPECT SHORT OR POOR CONTACT. ADD'L ID C9TA 13341-A BFE						
50002	P01939 A	760926	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS	5200 ECONOLINE SERIES	5200 ECONOLINE SERIES	73	C	070256	099206096	
				69 000305 FORD TRUCK DIV	INSULATION ON WHITE W RED LEAD FROM SWITCH CHAFFED, EXPOSING WIRE. WIRE SHORTED CN COLUMN. ADD'L I.D. C8UA 13B302-B BFE						

PARTS RETURN PROGRAM

77/07/29 PAGE J151

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	CLASS	COMPONENT	COMPONENT NAME	MAKE-MODEL	FAULT CODE	MDL YR	MILEAGE	SHOP NUMBER
10028	P02642	A	770511	09110000	SMCH-BUTTON-RING-TURN SIGNAL LIGHTS 74 000204 DODGE TRUCK DIV #-SXA TC: GRAY LOAD SLIGHTLY MELTED AT TERMINAL	5300 B SERIES	28	D	000000	049509001
50026	P02153	A	761201	09110000	SMCH-BUTTON-RING-TURN SIGNAL LIGHTS 65 000407 CHEVROLET TRUCK DIV PLASTIC HOUSING IS CRACKED AT THREADED HOLE WHERE LEVER MOUNTS	5700 PICK UP MODELS	03	D	055200	068510002
50040	P02388	A	770223	09110000	SMCH-BUTTON-RING-TURN SIGNAL LIGHTS 76 000305 FORD TRUCK DIV ID:DATA 13R302-AA BPP HSX-CONTACTS LOOK GOOD-SHOP CLAIMS SHORT IN SMCH	5701 F500	28	C	013734	091720015
10025	P02580	A	770429	09110000	SMCH-BUTTON-RING-OTHER PART LIGHTING SYSTM 00 000000 UNKNOWN SUSPECT INTERNAL SHORT: SIGNAL STAT	0000 UNKNOW	28	D	000000	087104018
10025	P02581	A	770429	09110000	SMCH-BUTTON-RING-OTHER PART LIGHTING SYSTM 00 000000 UNKNOWN SUSPECT INTERNAL SHORT	0000 UNKNOW	28	D	000000	087104018
30007	P01852	A	760904	09205000	LAMP OR SOCKET-TAIL LIGHTS 70 000403 CHEVROLET ELECTRICAL CONNECTION IS CORRODED IN SOCKET	0000 CHEVROLET	28	C	017795	017754007
10027	P02627	B	770506	09510000	COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING 70 000301 FORD DIVISION DOAA-INSULATION MELTED ALONG COPPER CONTACTS - HORN KEPT BLOWING	0300 LTD	14	D	075020	099206096
20002	P02755	A	770620	09510000	COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING 71 000301 FORD DIVISION STEERING BAR TYPE SWITCH PORTION OF CONTACT HAS INSULATOR MELTED HORN KEPT HONKING ADD'L ID -2 BW	0313 GALAXIE 500	28	C	046647	099206096
20002	P02754	A	770620	09510000	COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING 71 000203 PLYMOUTH STEERING ARM TYPE SWITCH PORTION OF CONTACT HAS MELTED INSULATOR-SHORTED HORN KEPT HONKING	0503 SATELLITE RD RNR	28	C	096492	099206096

PARTS RETURN PROGRAM

77/07/29 PAGE 1122

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	P&P NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40003	P01893 B	760919	09530000	COMMUNICATIONS-HORN ASSEMBLY-HORN 72 000203 PLYMOUTH SHOP CLAIMS HORN WILL NOT BLOW. ONE ELECTRICAL CONNEX. TO HORN. POSS. INTERNAL SHORT OR FAULT ELSEWHERE I.E. POOR GROUND RELAY OR SWITCH	0500 SATELLITE	28 C	064845	0122080084
40003	P01893 A	760919	09530000	COMMUNICATIONS-HORN ASSEMBLY-HORN 72 000203 PLYMOUTH SHOP CLAIMS HORN WILL NOT BLOW. POSS. INTERNAL SHORT OR FAULT ELSEWHERE IN HORN SYSTEM.	0500 SATELLITE	28 C	064845	0122080084
50011	P91987 A	760903	10110000	VISUAL SYSTEMS GLASS-WINDSHIELD 76 400501 HARLEY-DAVIDSON WINDSHIELD BROKE-OFF COMPLETELY WHILE DRIVING ON INTERSTATE HWY ON 2 OCCASIONS.	0203 F1H ELECTRA GLDE	21 C	000000	0000000000
50040	P02007 A	761103	10312000	VISUAL SYS WINDSHIELD WIPER, MOTOR 74 000301 FORD DIVISION CHECK SPRING BROKE - MOTOR ONLY CLEANS 1/8 OF WINDSHIELD SURFACE AREA. ADD'L I.D. -AA	0800 ICRINC	44 C	013733	054911007
50040	P02441 A	770316	10312000	VISUAL SYS WINDSHIELD WIPER, MOTOR 75 000305 FORD TRUCK DIV MOUNTING EAR IS BROKEN (1 OF 3)-METAL IS CAST ALUMINUM ALLOY-MOTOR LOST POSITION & JAMMED WIPER LINKAGE SC STOP-ID:D50F-17A429-AA	5200 ECONCLINE SERIES	03 B	028251	014607007
10032	P02673 A	770520	10312000	VISUAL SYS WINDSHIELD WIPEER, MOTOR 74 000204 DODGE TRUCK DIV CLAIMS MOTOR IS SHORTED - TERMINALS ARE CORRODED	5302 B100	73 D	000000	023513001
50041	P02415 A	770318	10313000	VISUAL SYS WINDSHLD WPR LNKG.-PIVOT, DRV ASS 00 000303 MERCURY GROOVE WORN IN SOFT LEAD PIVOT HOUSING CUTTING ACROSS SNAE RING SLOT- ALSO WORN SECURED HOUSING TO BODY UNDER COWL	0100 CAPRI	21 D	000000	067501001
DOT1	P02002 A	761029	10313000	VISUAL SYS WINDSHLD WPR LNKG.-PIVOT, DRV ASS 71 000303 MERCURY WIPER LINK. SPLINED SPINDLE FLEW-OFF DURING OPER. SUSPECT EXCESS STRES PLACED ON SPINDLE THROUGH DESIGN. SPINDLE ATTACHS ARM TO DRIVEN SHAFT	0100 CAPRI	21 C	000000	007647129
50027	P02160 A	761100	11101000	WATER-HEATR, DEFROSTR, DEFOGGR-CONTRL SWITCH 74 000403 CHEVROLET LEAKING HEATER CONTROL VALVE-VACUUM TYPF-CAUSE1 ENGINE OVERHEATING AND LOSS OF COOLANT	0312 IMPALA	32 D	044920	094110116

PARTS RETURN PROGRAM

77/07/29 PAGE 0153

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMECNET,MODEL,MDL YR

BIN NUMBER	PRP I DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	RELEASE AT FAILURE	SHOE NUMBER
50026	P02144 A 761201	11101000		WATER-HEATR,DEFROSTR,DEFOGGR-CONTROL SWITCH 73 000405 PONTIAC HEATER CONTROL VALVE LEAKS AT VENT HOLES-SUSPECT DIAPHRAGM SPLIT	0705 CATALINA	32	D	053698	002745010
50032	P02196 A 761217	11101000		WATER-HEATR,DEFROSTR,DEFOGGR-CONTROL SWITCH 71 000404 OLDSMOBILE SHOP CLAIMS LEAK OF COOLANT FROM VALVE SUSPECT VACUUM CONTROL DIAPHRAGM IS CRACKED	1000 OLDSMOBILE UNKNOWN	32	D	089176	012603050
50027	P02156 A 761130	11101000		WATER-HEATR,DEFROSTR,DEFOGGR-CONTROL SWITCH 74 000407 CHEVROLET TRUCK DV PLASTIC SEHEARICAL TANK FOR HEATER CONTROL SY.-SHOP DOESNT STATE DEFECT-SUSPECT VACUUM LEAKAGE-NO VISIBLE DEFECTS	5200 EL CAMINO	32	D	057836	094110116
	P02629 C 770509	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER 75 000402 CADILLAC SHOP REPLACED HEATER CORE - SUSPECT RUSTED	0101 CADILLAC DE VILLE	32	C	032161	053215010
50008	P01984 A 761006	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER 72 000201 CHRYSLER DIV WATER LEAKS EVIDENT AROUND HOSE CONNECTIONS. SHOP CLAIMS CAR OVERHEATS NO HEAT AT HEATER. HOSE PORT PARTIALLY BLOCKED BY DIRT IN COOL. SYS.	0300 NEW YORKER	28	C	055000	001230005
50040	P02435 A 770314	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER 73 000202 DODGE HEATER CORE SHOWS EVIDENCE OF LEAKAGE IN CORE	0611 POLARA	32	C	066794	001230005
50015	P02049 A 761022	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE,WATER 75 000404 OLDSMOBILE HEATER CORE LEAKS INTO PASS. COMP. NO HEAT - CAR BOILS OVER-FOGGING & LEAVING A FILM ON INSIDE OF WINDOWS	0800 OMEGA	44	C	034259	001230005
30026	P01678 A 760712	11115000		WATER-HTR,DFRSTR,DFGGR-LINES-LNKG,CBL.FUEL 73 000403 CHEVROLET SOME EXTERNAL CORROSION EVIDENT AT METAL DIAPHRAGM HOUSING SUSPLCT DIAPHRAGM RUPTURED.	0206 CHEVELLE MALIBU	41	C	027422	012603050
30015	P01774 A 760812	11115000		WATER-HTR,DFRSTR,DFGGR-LINES-LNKG,CBL.FUEL 71 000203 PLYMOUTH LEAKAGE AT BASE OF VLV.CAUSED CAR TO OVER-HEAT-CRACK IN PLASTIC BODY OF VLV.AT SCREW HOLE WHICH SECURES BODY TO WATER HCSE BLOCK.	0403 FURY III	32	C	045126	012603050

77/07/29

PAGE 0154

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED BY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PAP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	CAUSE	MILEAGE AT FAILURE	SHOE NUMBER
30012	P01714	A 760804	11605000		AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN FUSE - THERMAL LIMITER TYPE	0000 GENERAL MOTORS CO	28	D	000000	051106004
30012	P01713	A 760804	11605000		AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN FUSE - THERMAL LIMITER TYPE	0000 GENERAL MOTORS CO	28	D	000000	051106004
30012	P01715	A 760804	11605000		AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN FUSE - THERMAL LIMITER TYPE	0000 GENERAL MOTORS CO	28	D	000000	051106004
30012	P01716	A 760804	11605000		AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN FUSE-PART NO. IS MICROTAMP 139C - THERMAL LIMITER TYPE OF FUSE	0000 GENERAL MOTORS CO	28	D	000000	051106004
30012	P01717	A 760804	11605000		AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN FUSE PART #- MICROTAMP 139C - THERMAL LIMITER TYPE OF FUSE	0000 GENERAL MOTORS CO	28	D	000000	051106004
30012	P01712	A 760804	11605000		AIR CONDITIONER-CIRCUIT BREAKER FUSE 00 000400 GENERAL MOTORS CO BLOWN THERMAL LIMITER	0000 GENERAL MOTORS CO	28	D	000000	051106004
10025	P02595	B 770425	11606000		AIR CONDITIONER-HOSE REFRIGERANT HI/LC PRS 73 000405 FONTIAC HOSE WAS CUT BY FAILED A/C COMP. CLUTCH. 1 1/4 INCH CUT IN HOSE, THRU TO CENTER. ADD'L ID- 0583 490528	0305 CATALINA	03	C	072626	063301003
10017	P02714	A 770601	11606000		AIR CONDITIONER-HOSE REFRIGERANT HI/LC PRS 74 000403 CHEVROLET AIR COND HOSE DETERIORATED AT FITTING BY BATTERY ACID	1200 CHEVROLET UNKNOWN	03	D	000000	063111009
20001	P02747	A 770617	11609000		AIR CONDITIONER-COMPRESSOR 71 000402 CADILLAC BEARING SEIZED IN A C CLUTCH CLUTCH PAGES SCORED SEIZED CLUTCH BURNED BELTS NO P STEER 2ND FAILURE IN 1 YR NOT OEN REPLCMNT PART	0101 CADILLAC DE WILLE	28	C	073742	022152094

PARTS RETURN PROGRAM

77/07/79

PAGE 0155

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, MILEAGE

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE	SHOP NUMBER
10016	P02702	A	770526	11609000	AIR CONDITIONER-COMPRESSOR	0402 FURY II	32	D	090000	061230005
				71 000203	PLYMOUTH					
					SEAL LEAKAGE AT SHAFT - FRONT OF COMPRESSOR LARGE SEAL SLIGHTLY DISTORTED & DRY					
10010	P02545	A	770414	11609000	AIR CONDITIONER-COMPRESSOR	0504 MUSTANG II	37	C	033391	055401016
				74 000301	FORD DIVISION					
					SHOP CLAIMS BEARING - PUMP IS NOISY					
30008	P01861	A	760908	11609000	AIR CONDITIONER-COMPRESSOR	0600 LE MANS	57	C	070000	063109037
				69 000405	PONTIAC					
					SHOP CLAIMS END PLAY ON A.C. COMPRESSOR SHAFT MADE CLUTCH SLIP & BUEN					
10025	P02595	A	770425	11609000	AIR CONDITIONER-COMPRESSOR	0705 CATALINA	21	C	072626	063301003
				73 000405	PONTIAC					
					DAMPER SPRING BROKE IN HUB, CLUTCH CAME OUT. SOME WEAR ON CLUTCH FACING & BEARING SHAFT. SHOP CLAIMS CLUTCH CUT A/C HOSE.					
10032	P02666	A	770518	11614000	AIR CONDITIONER-OTHER PART	0000 CHRYSLER DIV	03	D	054964	055406051
				65 000201	CHRYSLER DIV					
					BEARINGS GONE OUT OF PULLEY - PULLEY SEPARATED FROM BRACKET - NO EXCESSIVE WEAR IN FACE					
30017	P01789	A	760814	11614000	AIR CONDITIONER-OTHER PART	0500 LA SABRE	49	D	024682	066120003
				74 000401	BUICK					
					FITTING ON A/C PRESSURE HOSE, MUFFLER LINE, CORRODED BY BATTERY ACID-10 MARKS-EHK-A-3399-0024					
30016	P01783	A	760813	12210000	SEAT BELTS-LAP, FRONT	0101 CUTLASS "S"	03	A	004956	008753126
				76 000404	OLDSMOBILE					
					BELT BROKE AT TOP RETAINER AFTER CAR HIT HARD IN FRONT. DRIVER WAS WEARING SEAT BELT ID.NO. IS H859 184 3865R 1-206-2					
50031	P02484	A	770415	12430000	INST. PANEL SPEEDOMETER-ODOMETER	0300 DATSUN B-210	28	C	029160	089121009
				74 100401	DATSUN DIVISION					
					SHOP CLMS. SPEEDO. HEAD IS COCKED FROM PRESSURE OF CABLE. 5-METER IS BENT & DISTORTED, PARTIALLY FROM SHIPMENT. ADD'L ID 20061, AF8700, 8100					
50010	P02037	A	761104	13110000	STRUCTURE-FRAME & MEMBERS (GIVE SIDE/END)	0100 CHALLENGER	03	B	067380	068510002
				71 000202	DODGE					
					REAR CROSSMEMBER IS TORN AT BOTH ENDS, SLIGHT LAYER OF RUST. SHOP CLM BROKE AWAY ON LFT. SIDE, TEAR IS BELOW SHOCK MOUNT. ? TYPE OF SHOCKS					

OFFICE OF DEFECTS INVESTIGATION
 CUMULATIVE PARTS RECEIVED FY 77
 1 JULY 76 THRU 30 JUNE 77

SORTED BY COMPONENT, MODEL, NDL YR

BIN NUMBER	PRP I NUMBER	DAT D RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P82463 A	770401	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 75 000402 CADILLAC 0101 CADILLAC DE VILLE FRONT CRACKED 3/32" ACROSS-SPLIT BEHIND CENTER ENG. MOUNTAIN REAR OF FRONT WHEEL, OVER HOUSING-1" HOLE CROSSMEMBER- POSSIBLE DESIGN		08	C	040000	090808004
	P82285 A	770221	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 00 000202 DODGE J500 DART SHOP REPORTS FRAMES RUST OUT AT TORSION BAR REAR MOUNT.		11	C	060000	003103002
	P82355 A	770221	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 06 000203 PLYMOUTH 0600 VALIANT SHOP REPORTS FRAMES RUST OUT AT TORSION BAR REAR MOUNT.		11	C	060000	003103002
50032	P02198 A	770202	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 71 000301 FORD DIVISION 0801 TCRING WAGON CROSS MEMBER BROKE AT STRUT ROD ANCHOR. ANCHORING BUSHING HOUSING BROKE OUT OF CROSSMEMBER, CROSSMEMBER CRACKED AT ANCHOR HOLE		03	A	052493	053511008
	P81988 A	761006	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 68 000401 BUICK 0900 BUICK UNKNOWN FRAME SPLIT IN LEFT REAR WHEEL HOUSING, LOST FIVE SHAFT		08	C	000000	013901005
	P81989 A	761006	13110000	STRUCTURE-FRAME & MEMBERS(GIVE SIDE/END) 70 000403 CHEVROLET 1200 CHEVROLET UNKNOWN FRAME SPLIT IN LEFT REAR WHEEL HOUSING, LOST DRIVE SHAFT		08	C	000000	013901005
	P82456 A	770311	13140000	STRUCTURE-SHIELDS-PROTECTORS, LINES, TUBING 76 000407 CHEVROLET TRUCK DV 6003 C65 GAS 2-AXLE TILT CAB- WELDS ON FIRE WALL BREAKS-CLUTCH & BRAKES		28	C	008221	002746004
	P82221 A	761217	13150000	STRUCTURE-FRME, MBRS & BODY-ID, MRKNGS, LABEL 75 000402 CADILLAC 0201 FLEETWOOD 75 GVWR PER STICKER IS 8200LBS. LOADED VEH. WEIGHS 7700LBS W/OUT PASSENG SHOP STATES 500LBS IS NOT ENOUGH TOLERANCE. FRONT GAHR = 3500, WT=3480		75	C	022577	068510002
	P81748 B	760730	13170000	STRUCTURE-FRME, MBRS & BODY-TRUCK 72 000204 DODGE TRUCK DIV PICK-UP BED IS RUSTING OUT.		00	C	050000	017104008

Section 2

PROGRAM MEMBERSHIP

2.0 General

The successful operation of the Parts Return Program depends upon the voluntary submittal of defective parts and information from approximately 2,000 independent automotive repair garages enrolled in the program. Of the 2,000 program members, 249 have contributed a part or information during this contract period. Of these contributing shops, 157 returned parts during the previous contract year (a 63% repetitive shop rate).

Enlisting a shop in the PRP is relatively easy and requires little effort on the part of the enrollee. Acquiring parts or information from the membership is much more difficult. At the beginning of the contract period, 2,075 shops were enrolled in the PRP. Of this number, approximately 1,100 had been in the program for a year or more and during that time had never contributed a part. Our plan for this contract period was to identify those shops that might conceivably return a part, and remove the "deadwood" from the program, beginning with the oldest shop members. Upon conclusion of this deletion cycle, we would replace the deleted shops with new, hopefully more enthusiastic PRP members.

The ratio of active contributors to the total number of enrollees is expressed as the level of participation. An active shop or participant is a PRP member that has contributed a part or information during the current contract period. Expressions of participation, i.e., level of participation or number of active shops, apply only to activity during the current contract period unless stated otherwise. Thus, the level of activity at the outset of the reporting period was zero. Comparative figures from the previous contract period are not available.

In October 1976, the method of monitoring progress using the current total enrollment versus the number of active shops (level of participation) was changed

significantly. Prior to the change, the number of active shops was equal to the number of contributing participants during the previous contract period, plus the number of new active shops acquired during the current contract period. The figure reflected a period of activity of at least 12 months (the previous contract period), plus any activity during the time elapsed under the current contract. The method was changed to produce a figure reflecting only activity occurring during the current contract. Thus, the effects of the previous year were eliminated from the current level of participation and each contract year starts at "zero." A shop would be considered "first time active" when the first part was received during the current year. The total number of active shops (contributing shops) for this contract year is 249. The level of activity (total enrolled versus total active) is 13.15%.

At the time this method of establishing the level of participation was initiated, the number of active shops was 105 and the level of activity was 6.20%. During the remaining eight months of the contract, an additional 144 shops became active and the level of participation was increased by 6.95%.

In addition to monitoring the number of active contributors, we felt that determining how many of the active shops had sent in parts for the first time would be beneficial in determining the effects of follow-up and enrollment campaigns.

Ninety-two shops sent in their first parts during the current contract period. Fifty-one shops became active as a result of six follow-up campaigns involving a total of 789 shops. Of these 51 participants, 14 shops had never sent in parts prior to the follow-up campaigns.

The national level of participation is monitored to determine the overall program status. To identify potential problem areas and to help ensure a relatively even distribution of enrollees a more detailed examination is necessary. Toward this end, we have identified ten PRP Regions based on the first character of the

zip code for each PRP shop.¹ Figure 2-1 depicts the ten regions, and for each region, the number of active participants, the number of shops enrolled, and the level of participation as of June 30, 1977. These figures are one measure of program success from the standpoint of shop participation. Figure 2-2 details the monthly activity of participating shops by area. Figure 2-3 shows the monthly total of enrollees by area.

2.1 New Shop Enrollment

We look upon new shop enrollment as an ongoing process necessary to bring potential contributors into the PRP and as one method of increasing the overall level of activity. Shops that are least likely to contribute are removed from the PRP and are replaced with new shops on a continual basis. A total of 746 shops were enrolled during the contract period. Of these, 9.4% (28) have become active as of June 30, 1977.

2.1.1 Enlistments-Methodology

Historically, enlistments have been conducted by a PRP regional representative by telephone. Potential shops are located using local telephone directories and are then called to determine their willingness to participate. Each regional representative is sent a separate list of existing active and inactive PRP enrollees in his region. This procedure eliminates the possibility of contacting a shop already enrolled in the program. In most cases, the regional representative is instructed to telephone shops on the inactive list as a follow-up procedure.

For new shops, the regional representative describes briefly the operation of the program and what is required of the participants. If the shop agrees to participate, the representative then completes the shop questionnaire and returns it to KSI's Arlington office. Using this approach, 121 shops were enlisted in the PRP, 56 in November 1976, and 65 in April 1977. Five of these new enlistments became active during the contract period.

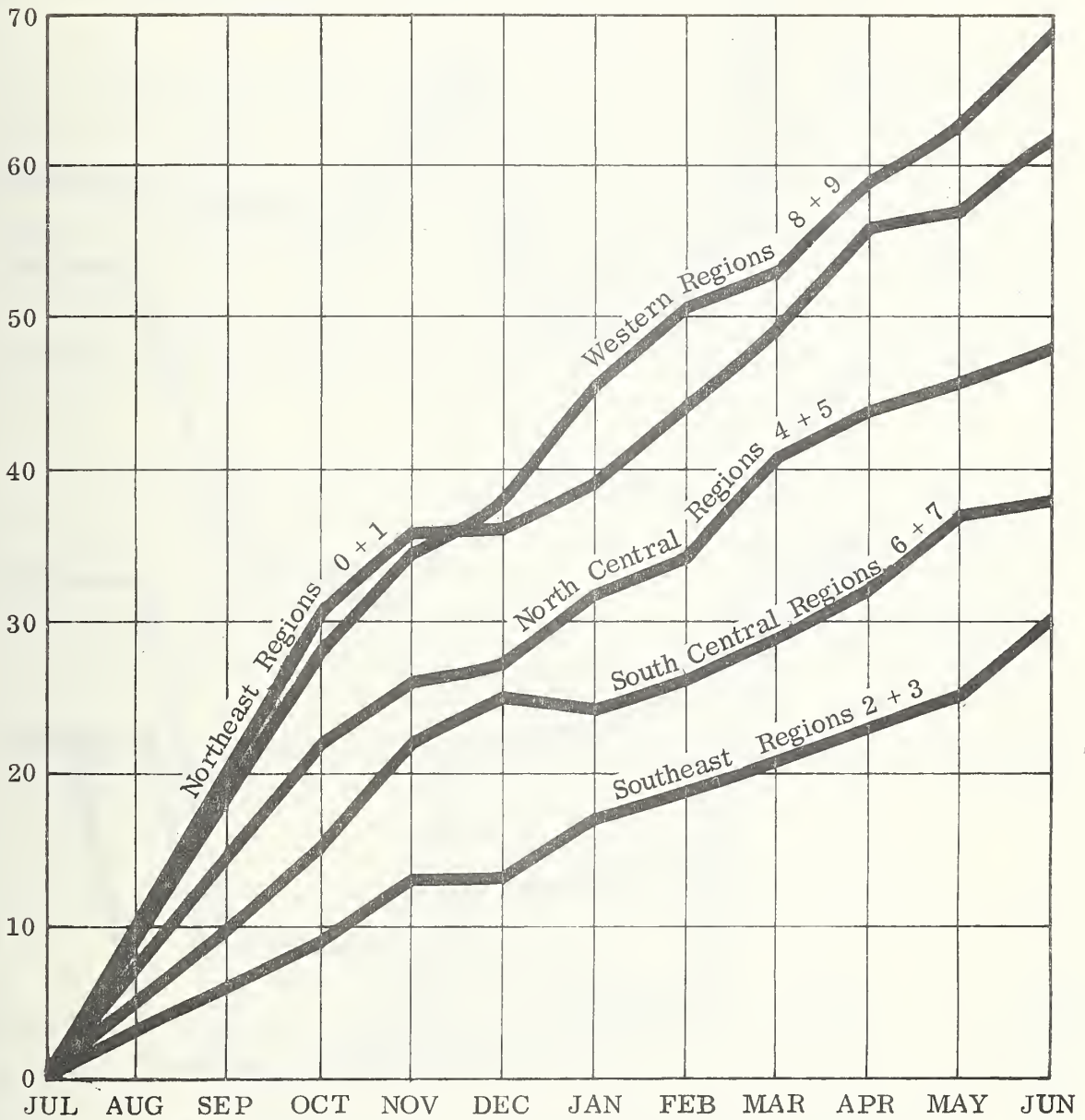
¹ The exception is the state of New Jersey, which is part of Region 1, but has zip code Region 0.

Figure 2-1

TOTALS BY REGION

	Total Enrolled	Total Active	Total Percent
Total for Region 0	163	21	12.88
Total for Region 1	274	41	14.96
Total for Region 2	204	17	8.33
Total for Region 3	126	13	10.31
Total for Region 4	171	20	11.69
Total for Region 5	190	28	14.73
Total for Region 6	198	21	10.60
Total for Region 7	132	17	12.87
Total for Region 8	242	23	9.50
Total for Region 9	178	46	25.84
Total for All Regions	<u>1,878</u>	<u>247</u>	<u>13.15</u>

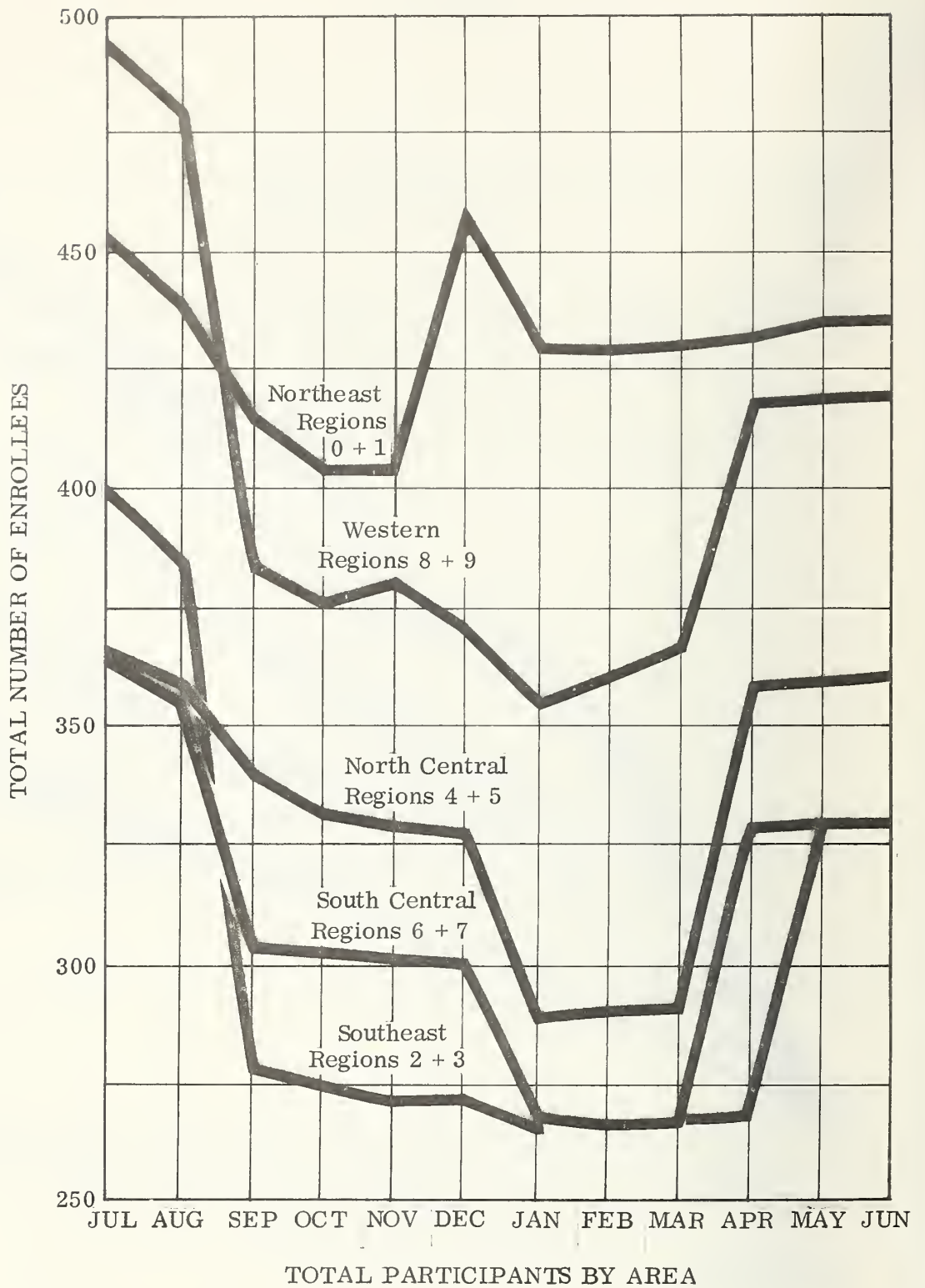
Figure 2-2



TOTAL ACTIVE BY AREA

Regional Totals
Not Available

Figure 2-3



To enlist new members into the PRP from geographic areas not conveniently situated in close proximity to our regional representatives, we utilized the services provided by a subcontractor. The subcontractor we selected was EQUIFAX, who could potentially provide some 5,000 full-time field representatives in over 1,000 locations throughout the country.

Initially, EQUIFAX completed 200 telephone contacts; 100 in Phoenix, AZ, and 100 in Chicago, IL. Fifty-one shops in Arizona and 62 shops in Illinois were enlisted into the PRP. This is an average of 56% enlistments. When these campaigns were completed, EQUIFAX made an additional 100 contacts in Atlanta, GA, resulting in 63 shop enlistments into the PRP. EQUIFAX's rate of enlistment (60%) is comparable to campaigns conducted by KSI representatives this year and in our previous contract year. Three shops enrolled by EQUIFAX have become active during the remaining four months of the contract period.

Another approach used to acquire enlistments in areas not covered by regional representatives was to invite shops to participate by direct mail solicitations. Potential shops were identified using local yellow pages, and these were sent introductory letters, a copy of the NHTSA press release regarding the PRP, and a pre-paid postcard to indicate their interest in participating in the program.

Table 2-1 details the cities covered and the responses received through the "Direct Mail" approach.

Table 2-1

<u>City</u>	<u>Total Sent</u>	<u>Positive Received</u>	<u>Returned Undeliverable</u>	<u>Negative Received</u>	<u>Total Responses Received</u>
New Orleans, LA	48	3	7	0	10
Minneapolis, MN	40	4	4	0	8
Mobile, AL	29	1	5	0	6
Birmingham, AL	29	0	2	1	3
Atlanta, GA	39	0	8	1	9
Las Vegas, NV	<u>39</u>	<u>2</u>	<u>6</u>	<u>0</u>	<u>8</u>
TOTAL	224	10	32	2	44

Of a total of 224 direct mailings in six cities, the PRP has enrolled ten shops, received 32 pieces of returned mail, and has been sent one negative letter and one reference. The positive response rate is 5%. However, four shops have become active out of the ten enrolled. This 40% level of participation looks very good and we will be investigating this approach further.

One other method of enlisting new shops using this "blind" approach was used with some success. Several automotive related organizations were contacted by KSI with the hope that articles in association newsletters could be published. The articles would describe the PRP goals and the benefits of being a program participant. Five organizations agreed to include descriptive information on the PRP in their publications and to provide their members with KSI's name and address for further information. (Two articles were published at the end of the previous contract year, but requests were received during this reporting period.)

Four articles appeared in trade and association papers as a result of a 1977 DOT Press Release. (Others may have been published as well; we are currently aware of only these four.) These articles have brought ten actively participating shops into the PRP. Although this number of shops does not appear to be significant, it should be kept in mind that this approach has had the same effect (in terms of active contributors) as all the enrollment campaigns conducted during the contract year combined. In other words, these articles have brought the same number of active shops (10) into the PRP as would contacting 700 potential contributors by mail or telephone. (The total number of shops enrolled in this program year was 722. Twelve of these became active.) The articles are discussed further in Section 5.2.

Seven active contributors have joined the PRP, apparently as a direct result of the DOT Press Release. In addition, six inquiries and one enlistment were directed to the program as a result of an evening news feature on the PRP in Minneapolis, Minnesota.² These results are summarized in Table 2-2.

² See Infra 5.3

Table 2-2
ENROLLMENT FY 77

	<u>Contacts</u>	<u>Enrolled</u>	<u>Active</u>	<u>Date</u>	<u>Method</u>
Region 0	105	56	4	Nov. 76	KSI Rep.
Region 3	100	63	1	May 77	EQUIFAX
Region 3	97	1	0	Feb. 77	Direct Mail
Region 5	40	4	1	Feb. 77	Direct Mail
Region 5	93	65	1	Apr. 77	KSI Rep.
Region 6	100	62	0	Mar. 77	EQUIFAX
Region 7	48	3	1	Feb. 77	Direct Mail
Region 8	100	51	2	Mar. 77	EQUIFAX
Region 8	<u>39</u>	<u>2</u>	<u>2</u>	Feb. 77	Direct Mail
<u>Totals</u>	722	309	12		
<u>Other Sources</u>	24	18	16		
<u>Grand Total</u>	746	327	28		

2.1.2 New Shop Qualifications

Since many shops agree to enlist in the program but few shops actually participate, we felt that establishing new criteria for enlistment might prevent us from enrolling shops that would not be likely to contribute parts. It was decided that during the Connecticut enrollment campaign, we would stipulate that shops must return a part within 30 days of receipt of the "Shop Kit"³ to continue participation in the program.

About 10% of those contacted indicated that they could not comply with this requirement, i.e., the business was too small or they did not perform repairs relevant to PRP inquiries. Aside from this, it appears that the requirement had no effect on the number of shops that became active or on the amount of time between enlistment and delivery of the first part. Since the requirement had no effect, it was dropped from subsequent enrollment campaigns.

2.2 Shop Follow-Up Campaigns

During the first six months of the contract period, our efforts have been directed toward increasing the number of active participants among the inactive enrollees. This was felt to be more cost-effective than enrolling new members. Most of the inactive membership on July 1, 1976, had been enrolled in the PRP for more than 12 months. Approximately 400 shops that had been enlisted during the previous contract year had been inactive for a period of less than one year. During the contract period, 789 existing PRP member shops were contacted directly by mail.

2.2.1 Follow-Up Campaign Results

Three hundred twenty-one shops in mixed regions that were enrolled prior to July 1, 1975, and had never contributed parts were contacted. One campaign was sent to 74 shops in mixed regions that had previously been active, but had not

³ See Infra 3.2.4

submitted parts since July 1, 1975. Another campaign was sent to 144 shops that were active during the 1975-76 contract year, but had not contributed parts during the current contract year.

The response from shops that had never sent in parts was very poor (a total of 24 or 7.4% responded positively, three of whom sent in parts. Seven negative responses were received). Based on these results, it was determined that contacting the remaining inactive membership would not be cost-effective.

The campaign to previously active shops that had not contributed parts since July 1, 1975, yielded much better results. A total of 74 shops were contacted in October of 1976 and 22 responses were received. Twenty-five percent of the shops contacted responded positively; five sent in parts. In addition, three shops asked to be removed from the program.

The response from shops that had been active during the previous contract year (1975-76), but had not submitted parts since July 1, 1976, was excellent. Of the 144 shops contacted, 70 (or nearly 50%) responded. Thirty-five postcards, 32 parts, two requests to be deleted, and one piece of returned mail were received.

The remaining 250 shops contacted were inactive shops that had been enrolled in March and April of 1976. Of the 108 shops contacted in Region 8, the number of positive responses was 20, including six returned parts, or a response rate of 18.5%. Six negative responses were received, bringing the total response rate to 24.1% or 26. One hundred thirty-three shops in Region 1 and nine shops in Region 9 were contacted with the following results: nine positive postcards and five parts were received for a positive response rate of 9.8%. Eight negative responses and pieces of return mail were received for a total response rate of 15.5%.

These follow-up campaigns to 789 shops have brought an additional 51 parts into the PRP and have specifically identified 27 shops that will not return parts. The results are detailed in Table 2-3. A total of 411 program enrollees that either did not respond to these campaigns or requested to be removed were deleted from the

Table 2-3

FOLLOW-UP CAMPAIGN RESULTS AS OF JUNE 30, 1977

<u>Total Contacted</u>	<u>Positive Responses</u>	<u>Parts</u>	<u>Negative Responses</u>	<u>Total Responses</u>
321 Mixed regions en- rolled prior to 7/ 1/75, never con- tributed parts	21 postcards	3	7	31
108 Region 8-inactive shops enrolled in March and April of 76	14 postcards	6	6	26
74 Mixed region, pre- viously active, in- active since 7/1/75	14 postcards	5	3	22
144 Mixed region, pre- viously active, in- active since 7/1/76	35 postcards	32	3	70
133 Region 1-inactive shops enrolled in March and April of 76	8 postcards	5	7	20
9 Region 9-inactive shops enrolled in March 1976	1 postcard	0	1	2
Totals 789	93	51	27	171

program. An additional 111 inactive shops enrolled prior to July 1, 1973, were deleted, bringing the total deletions resulting from the follow-up campaigns to 522 for the contract year.

Based on our experience during the first half of this contract, there appears to be little justification for maintaining old inactive shops in the program. Experience has shown that a shop that has been enrolled in the program for more than a year and has never submitted a part cannot realistically be expected to do so in the future, even if a follow-up contact is made. Since those shops that were enrolled within the last 12 months have been or are being contacted, there would be little benefit in pursuing the remaining inactive members.

2.2.2 Follow-Up Campaign Methodology

During the follow-up campaign to 133 inactive shops in Regions 1 and 8, we conducted an experiment to determine what effect, if any, the text of the follow-up letter had on the rate of response. Eighty shops were sent letters identical to those used in follow-up campaigns during the previous contract period. The balance (53 shops) received a revised letter that requested a part or response within 30 days.⁴ This letter was identical to the one used in Region 8. Table 2-4 outlines the responses for both the old style letters and the revised form letter.

Table 2-4

	<u>Total Number Contacted</u>	<u>Positive Post-card Responses</u>	<u>Negative Post-card Responses</u>	<u>Number of Parts Rec.</u>	<u>Total Response</u>
<u>Region 1</u>					
Old Style Letter	80	5	5	1	11
New Style Letter	<u>53</u>	<u>7</u>	<u>2</u>	<u>1</u>	<u>10</u>
Total	133	12	7	2	21
<u>Region 8</u>					
New Style Letter	108	14	6	6	26

⁴ Copies of letters are contained in monthly progress reports. See Infra 3.2.4

The results indicate that the revised letter may result in more postcard responses, but no additional parts can be expected. The parts received from Region 8 apparently were the result of some other factor since there is no correlation to the number of parts returned by Region 1. Possibly this is a function of geographic location.

During the contract period, we have strived to remove those shops enrolled in the program that have never returned parts and cannot reasonably be expected to do so in the future. These shops are replaced with new shops that are more likely to contribute to the PRP.

2.3 Discontinuance Criteria

Our past experience (evidenced by our follow-up campaign to old inactive shops) indicates that a shop that has been enrolled in the program for one year or more and has not submitted parts is not likely to participate in the future. A follow-up campaign will bring some contributions to the program and other shops will indicate continued interest. The longer a shop has been enrolled without becoming active, the less likely it is to ever submit a part. We have found that there is no benefit in maintaining inactive shops in the program when they have been enrolled for more than two years, and that little benefit can be gained from conducting follow-up campaigns to these members. Members that fall into this category are subject to discontinuance. One hundred and eleven PRP shops enrolled prior to July 1, 1973, meeting these criteria were removed from the program during the contract period.

Nonresponding inactive shops enrolled for more than one year that have been sent follow-up letters are also subject to discontinuance. Our experience indicates that if a shop will not indicate its interest on a pre-paid postcard, it cannot be expected to return parts either. As a result of follow-up campaigns, nonresponding shops, shops for which undeliverable mail was returned, and shops that requested to be deleted (a small percentage of the total), amounting to 411 program enrollees, were removed from the PRP.

Inactive shops are deleted when undeliverable mail is returned. An attempt is made to locate an active shop when mail is returned before the participant is removed from the program. Sixteen members, including two active shops, were removed from the program when mail (i.e., newsletters) was returned. The total number of shops deleted during the year was 538 (111 old inactive members, plus 411 in follow-up campaigns, plus 16 for returned mail).

2.3.1 Mailbag Recovery

Deleted shops that show a current inventory of mailbags receive a postcard (depicted below) requesting the shop to return all government property. One hundred forty-seven deleted shops with KSI mailbags were identified and received the request. The mailbags had been in the shops' possession for an average of one year. Twenty-eight mailbags were returned. This is a satisfactory response (19%) considering that the recipients would not return parts.

YOUR SHOP IS BEING REPLACED AS A MEMBER OF THE
PRP. YOU MAY STILL HAVE GOVERNMENT PROPERTY IN
YOUR POSSESSION. IF SO, PLACE IN THE MAIL TODAY-
MAILBAGS ARE PRE-ADDRESSED AND POSTAGE PAID.

THANK YOU FOR YOUR COOPERATION
U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PARTS RETURN PROGRAM
C/O KAPPA SYSTEMS, INC.

2.4 Summary of Number of Parts Received from each Contributing Shop
A summary of the number of parts received from each contributing shop is included in Table 2-5 on the next page.

PARTS RECEIVED FROM CONTRIBUTING SHOPS

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Other Sources		26
Unknown		4
Harry's Auto Service	Great Barrington, Ma.	73
Worcester Vocational High School	Worcester, Ma.	4
Wakefield Brake Company	Wakefield, Ma.	7
Cambridge Brake Service	Cambridge, Ma.	10
Sparky's Auto Service Center	New Bedford, Ma.	4
Nash Road Motors, Inc.	New Bedford, Ma.	6
Palmer's Spring Company	Providence, R.I.	2
Front End Service	Manchester, N.H.	2
Babei's Service	Manchester, N.H.	1
Henniker Automotive	Henniker, N.H.	2
Winslow's Mobil Station	Gorham, Me.	2
Bothel's Garage	Cape Elizabeth, Me.	7
Ben-Sal Auto Service Center, Inc.	Hartford, Ct.	1
Technical Careers Institute	Milford, Ct.	2
Main Street Chevron	Newton, Ct.	3
Clark's Sunoco Service Station	West Haven, Ct.	3
Kurze's Gulf Service	Kent, Ct.	1
Fairview Service Station	Lakeside, Ct.	1
Country Auto	Washington Depot, Ct.	2
Dun Roamin Garage	Danbury, Ct.	3
Abbott's Garage	S. Norwalk, Ct.	4
Lincoln Technical Institute	Union, N.J.	3
Brake-O-Rama, Inc.	Lodi, N.J.	1
Semperit of America, Inc.	Northvale, N.J.	1
Midas Muffler	Pennsauken, N.J.	1
Beacon Auto Body	Pennsauken, N.J.	1
Crane Auto Repair	Bricktown, N.J.	7
W. J. Krean & Son	Toms River, N.J.	1
System Brake Service	Perth Amboy, N.J.	2
VINS Motor Service	Brooklyn, N.Y.	16
A Safeway Brake & Muffler Shop	Albany, N.Y.	10
A. Ruth's Garage	Colonie, N.Y.	7
Bud Jones Service	Delmar, N.Y.	1
Bob Mason Sunoco Service Center	East Greenbush, N.Y.	1
Art Dell's Garage	Rensillar, N.Y.	4
Artie's Service Station	La Grangeville, N.Y.	1
New York Auto Repair & Alignment	Poughkeepsie, N.Y.	15
Jay Service Station	Jay, Vt.	1
Longbard's Exxon Station	Poughkeepsie, N.Y.	22
John's Body Shop	Binghamton, N.Y.	5
Kolesnik's Service Station	Rochester, N.Y.	48
Broughton Motor Sales	Monongahela, Pa.	1
Schmidt Garage	Pittsburgh, Pa.	12
Youngwood Exxon	Youngwood, Pa.	2

Table 2-5 (cont'd)

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Central City Garage	Harrisburg, Pa.	3
Rite-Way Garage	Harrisburg, Pa.	5
Woody's Garage	Montoursville, Pa.	33
Fletcher Motors	Ambler, Pa.	4
D&Z Atlantic	Cornwells Heights, Pa.	7
Belmont's Garage	Langhorne, Pa.	1
Bernie's Alignment & Diagnostic	Newton Square, Pa.	4
Earl R. Lambert's Mobil Service	Downington, Pa.	6
Gordie's Auto Service	West Chester, Pa.	6
Cottman Transmission Center	Bridgeport, Pa.	1
DeJoseph Brothers	Bridgeport, Pa.	3
Boro Line Auto Service	King of Prussia, Pa.	1
Farrell's Sunoco	Fairview Village, Pa.	9
Basile's Exxon	Fairview Village, Pa.	1
Sassaman & Burden Auto Service	Temple, Pa.	6
Cochran Equipment Company	Middletown, De.	11
Bert's Arco Station	Wilmington, De.	7
Frank's Sunoco	Talleyville, De.	4
W&S Service, Inc.	Wilmington, De.	4
Universal Imports	Rockville, Md.	16
Afro-Engineering	Falls Church, Va.	6
Kings Park Exxon	W. Springfield, Va.	1
B&G Auto Service	Arlington, Va.	1
Mike's Service Center, Inc.	Winchester, Va.	1
J. A. Payne Alignment Service	West Point, Va.	1
Smith Auto Service, Inc.	Richmond, Va.	1
P&R Automotive Service	Norfolk, Va.	1
Bill's Texaco Service	Norfolk, Va.	1
Auto Brake Corporation	Norfolk, Va.	61
Garlick's Garage	Roanoke, Va.	1
Certified Truck & Auto Service	Salem, Va.	1
Gross' Union 76 Servicenter	Salem, Va.	1
Musten Auto Service	Winston-Salem, N.C.	5
Jack Stoltz's Garage	Winston-Salem, N.C.	4
Southside Garage	Winston-Salem, N.C.	2
Superior Wheel Alignment & Brake Service	Charlotte, N.C.	1
John W. Coble Tire Company	Decatur, Ga.	1
Imports Limited	Marietta, Ga.	4
Red Ivey's Automotive Service	Atlanta, Ga.	1
Hagan Service Center	Gainesville, Ga.	22
Wayne Terrell's Garage	Macon, Ga.	2
Beckton Auto Repair	Savannah, Ga.	3
Chuck's Super Service	Orlando, Fl.	2
Albert's Garage	N. Miami Beach, Fl.	1
Auto Safety Service, Inc.	Oakland Park, Fl.	5
Automotive Maintenance, Inc.	Sarasota, Fl.	4
Sunray Oil & Gas	Tampa, Fl.	3

Table 2-5 (cont'd)

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Automotive Parts Center	Greenville, Al.	2
Ike's Automotive Maintenance	Montgomery, Al.	2
Big Brake Safety Service	Gulfport, Ms.	1
A. C. Brake Company, Inc.	Louisville, Ky.	2
Lexington Brake	Lexington, Ky.	6
Heatherdown's Automotive Service	Toledo, Oh.	1
Evan's Brake & Tire Service	Cleveland, Oh.	5
Chester Body & Repair Company	Cleveland, Oh.	1
Akron Wheel Alignment	Akron, Oh.	1
Doyle's Service	Massillon, Oh.	2
May's Auto Service	Mansfield, Oh.	4
Bob's Automotive	Fairborn, Oh.	1
Wayne & LaMarr's Garage	Brownsburg, In.	1
Glen Perry Garage	Indianapolis, In.	1
Safety First Alignment & Brake	Indianapolis, In.	2
Bob's Service Station	Hammond, In.	6
Auto Inn Garage	South Bend, In.	6
Fisher's Brake Service	Muncie, In.	1
Master Tire Company	Evansville, In.	4
Black's Auto Service	Detroit, Mi.	1
Wade's All Car Service	Lansing, Mi.	4
Paul & John's Friendly Service	Grand Rapids, Mi.	1
DeKorver Brothers Auto Supply	Wyoming, Mi.	16
Des Moines Area Community College	Ankeny, Ia.	2
Yearian's Tire, Inc.	West De Moines, Ia.	2
K&S Wheel Alignment	Waterloo, Ia.	2
Herfel 66 Service	Sioux City, Ia.	1
Frerich's Garage	Sioux City, Ia.	1
Tommy's Auto Repair	Sioux City, Ia.	32
Feld Garage, Inc.	Kenosha, Wi.	4
Ed & Wally's, Inc.	Kenosha, Wi.	1
Hessefort Service	Kenosha, Wi.	5
Central Park Service Station	Kenosha, Wi.	2
Roy's Service Station	Kenosha, Wi.	3
Bluemonnd Automotive Service	Wauwatosa, Wi.	1
Park Auto Service	Racine, Wi.	19
Clemens' Auto Repair	Racine, Wi.	10
Beloit Frame & Axle Company	Beloit, Wi.	5
Day-Nite Auto Station	Kaukauna, Wi.	13
Roehl's Bee Line Brake & Alignment	Appleton, Wi.	6
Joe's Auto Service	Appleton, Wi.	36
Statewide Insurance Investigators	Appleton, Wi.	1
Ade & Bob's Muffler & Brake Center	St. Paul, Mn.	3
Earl's Service Center	Minneapolis, Mn.	1
Foreign Auto Service Center	Minneapolis, Mn.	5
Frenz's Brake Service, Inc.	Minneapolis, Mn.	3
Richfield Wheel Alignment	Minneapolis, Mn.	7
Larry Gaida's Service Station	Duluth, Mn.	3

Table 2-5 (cont'd)

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Dave McMillen's Auto Repair Service	Duluth, Mn.	3
Katon's Garage	Lead, S.D.	1
Doc's Auto Clinic	Grand Forks, N.D.	1
Hutt & Stiles	Skokie, Il.	2
Brake-O-Mat	Evanston, Il.	4
AA Auto & Truck Service, Inc.	Chicago, Il.	3
J. Gartner Auto Service	Chicago, Il.	13
Stoner's Triangle Auto Service	Rockford, Il.	4
Art's Auto Repair	Arnold, Mo.	3
Dick Jordan's Standard Service Station	Clayton, Mo.	17
Niebling Auto Repair, Inc.	St. Louis, Mo.	3
Dutch's Auto Repair	St. Louis, Mo.	8
Curran's Automotive Service	St. Louis, Mo.	2
Atwell Auto Repair	St. Louis, Mo.	1
McLain's Auto Repair	St. Louis, Mo.	7
Adam's Motor Service	St. Charles, Mo.	12
Troostwood Garage	Kansas City, Mo.	9
Steele Automotive Service	Topeka, Ks.	1
Casey's Sport Car Service	Wichita, Ks.	2
Tim's Import Sales and Service	Hutchinson, Ks.	2
K&B Brake & Wheel Service, Inc.	Omaha, Nb.	2
Capital Automotive	Lincoln, Nb.	3
Auto Hospital	Lincoln, Nb.	38
Lincoln Safety Service Company	Lincoln, Nb.	1
Clearview Car Care Center	Metairie, La.	2
General Brake Service	New Orleans, La.	6
J&G Auto Clinic	Lake Charles, La.	3
Fuselier's Auto Service	Lake Charles, La.	4
Chester's Garage	Pine Bluff, Az.	2
Mooney's Wheel Alignment & Brake Service	Oklahoma City, Ok.	1
Bourland's Wheel Alignment & Brake Service	Irving, Tx.	1
Irving Radiator & Auto Center	Irving, Tx.	1
Fifth Street Automotive Service	Tyler, Tx.	3
Bob Chester's Auto Service	Arlington, Tx.	3
Tom's Southside Alignment & Repair	Arlington, Tx.	3
C&S Brake Service	Fort Worth, Tx.	2
Tommy's Automotive	San Angelo, Tx.	2
Pearson's Garage	Port Arthur, Tx.	2
B&N Axle Service	Austin, Tx.	1
Abilene Pit Stop, Inc.	Abilene, Tx.	1
Hills Automotive Clinic	Abilene, Tx.	4
Alpine Automotive Service	Lakewood, Co.	8
Pritz Foreign Cars of Colorado	Colorado Springs, Co.	5
Alley Performance Center	Colorado Springs, Co.	1
Valley Hi Mobil	Coiorado Springs, Co.	2

Table 2-5 (cont'd)

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Chevron Station	Colorado Springs, Co.	1
Hurley Super Service Station	Pueblo, Co.	6
Bud's Garage	Pueblo, Co.	1
Mr. Brake #9	Pocatello, Id.	2
Joe Blaylock's Repair	Emmett, Id.	4
Hi Way Union 76	Marsing, Id.	2
John's Garage	Nampa, Id.	7
Dom's Bumper to Bumper Service	Payette, Id.	1
Ray's Auto Clinic	Orem, Ut.	1
Mr. Brake	Salt Lake City, Ut.	4
S&D Tire Auto Center	Salt Lake City, Ut.	8
Terry Motor Company	Beaver, Ut.	6
Dave Kyle's Garage	Phoenix, Az.	3
Texaco Service Station	Phoenix, Az.	1
Dave Clark Automotive Service	Phoenix, Az.	1
Duncan's Auto Repair	Phoenix, Az.	2
Scottsdale Automotive Specialist	Scottsdale, Az.	1
Skinner's Automotive Service	Albuquerque, N. M.	7
Wheel Alignment & Brake Service	Las Vegas, Nv.	7
Desert Hill's Phillips 66	Las Vegas, Nv.	1
Richard's Automotive Service	Los Angeles, Ca.	4
Isc Automotive Service	Hollywood, Ca.	80
Maurice's Automotive	Hollywood, Ca.	1
Leonard's Service	Los Angeles, Ca.	1
L. A. City Unified School District	Los Angeles, Ca.	4
J&J Mufflers, Inc.	Inglewood, Ca.	1
Samo Wheel & Brake Service	Santa Monica, Ca.	4
Automotive Specialties	Paramount, Ca.	3
A&F Alignment	Long Beach, Ca.	1
Castoe's Auto Service	Tuyunga, Ca.	2
Werk Brothers Garage	Pasadena, Ca.	3
Kallen's Garage	Van Nuys, Ca.	2
Vanowen Brake & Wheel	N. Hollywood, Ca.	4
Hamner Automotive & Transmission	Corona, Ca.	3
A. T. S.	San Diego, Ca.	3
Beeline Aligning Service	Pacific Beach, Ca.	1
Jerry Hall Tire Service	Costa Mesa, Ca.	6
Miller's Automotive	Fullerton, Ca.	11
Dix and Drum Brake Center	Santa Ana, Ca.	2
Performance Engineering	Santa Barbara, Ca.	2
Midas Muffler Shop	Bakersfield, Ca.	2
Selma Radiator & Auto Shop	Selma, Ca.	1
Mr. Tom Pitre, Instructor	Los Altos, Ca.	6
Automotive City Service Center	San Francisco, Ca.	15
Tony's Auto Repair	San Francisco, Ca.	2
Dana Meyer Foreign Car Service	Albany, Ca.	1
Big Brake of Stockton	Stockton, Ca.	1
Duane's Tune-up Clinic	Manteca, Ca.	7

Table 2-5 (cont'd)

SHOP NAME	CITY & STATE	NUMBER OF PARTS RETURNED
Harold's Auto Service	Santa Rosa, Ca.	3
Mr. Brake #11	Sacramento, Ca.	1
Stop & Go Brake & Wheel Service	Portland, Or.	10
Webb & Andersen	Salem, Or.	1
Meade & Greenlee Garage	Salem, Or.	1
Chuck & Wayne's Garage	Eugene, Or.	1
B.G. Tanzer's Auto Rebuild	Bellevue, Wa.	2
Suburban Automotive	Lynnwood, Wa.	8
Clyde's Chevron Service	Mercer Island, Wa.	2
Gus Cooper's Shell Service	Seattle, Wa.	4
Sports Car Service	Seattle, Wa.	2
King Co. Brake Service	Seattle, Wa.	9
Foster's Service Corporation	Seattle, Wa.	2
Doyle Automotive Service	Seattle, Wa.	35
Sharp's Automotive	Seattle, Wa.	1
Norm's Auto Repair	Arlington, Wa.	4
Mayer Auto Service	Marysville, Wa.	1
L.A.D. Auto Electric	Spokane, Wa.	43



Section 3

OPERATIONS AND PROCEDURES

3.1 PRP Operations

The objective of the PRP is to obtain safety-related defective parts from independent automotive repair facilities on a voluntary basis. Towards this end, KSI is required to perform the following tasks:

- strive to increase the percentage of participating shops among those enlisted in the PRP
- enlist new shops, as necessary, and discontinue contact with those shops previously enlisted that cannot be motivated to become or remain active participants
- for each newly enrolled (inactive) shop, provide one self-addressed canvas mailbag and five component identification tags and covers
- for each active participant, maintain an inventory of three self-addressed mailbags and five component identification tags with protective covers for each bag
- attempt to recover any government-furnished property from discontinued shops
- provide PRP member shops with a current copy of the NHTSA Defect Investigatory Cases Report, as issued
- acknowledge by letter the receipt of each part to the contributing shop
- supply each active participant with two current certificates of participation
- instruct shops in the completion of component identification tags and the types of components/failures in which the PRP is interested
- make provisions for shops to telephone the contractor toll-free
- prepare the draft of the PRP News for delivery to the NHTSA for production
- assist the NHTSA in the selection of criteria for awarding "Certificates of Participation" to deserving participants

- assure that parts returned can be identified with the contributing shops
- complete an analysis code sheet (HS-10 Form) and failed data sheet for parts and information received
- retain and store all automotive parts as they are received, and forward to the NHTSA parts that may be of interest, upon request
- maintain an inventory capability to ensure the identification and location of returned parts

3.1.1 Shop ID File Description

All PRP members are entered into the automated Shop ID File. The Shop ID File is on a disk pack (direct access storage device) provided through our in-house mini-computer (Datapoint 2200). The file consists of certain major data elements, which are:

- shop name, address, and zip code
- point of contact, usually the manager or owner
- shop ID number
- telephone number
- status (active or inactive)
- certificate year - the contract year end for which an active shop last received a certificate of participation
- current shop mailbag inventory

Several output reports have been designed to operate off the data stored in the Shop ID File. These reports include a listing of participants including all recorded data sorted alphabetically by state and then numerically by shop ID number for either inactive shops, active participants, or both; a mailing label format including shop, contact name, and address only; and selections of shops by zip code. This file is also used to produce a "Totals by Region" report detailing the number of PRP members and active shops, as well as the level of participation for each region.

The reports produced from the Shop ID File are used to monitor and document certain items such as mailbag inventory, shop participation, certificate recipients, and to maintain a current mailing list at the NHTSA for distribution of the monthly newsletter.

The development of the existing shop identification number scheme was predicated on our desire to associate the individual shop number with the specific PRP region where the shop is located. These ten PRP regions correspond to the ten zip code regions with one exception. The zip code or PRP region is identified by the first character of the zip code. The exception is the state of New Jersey, which is part of PRP Region 1 although its zip code region is 0. Similarly, we were interested in identifying the state and local geographic area of the shops that were represented in the second two characters of the zip code. For this reason, we elected to use a unique shop ID number of eight characters, the first five being the zip code, and the last three, a numeric sequence number for the particular state. The three sequential numbers identify the unique record of a shop within its state and from other shops located in the same city. A log is maintained identifying the highest sequential number that has been assigned for each state.

PRP mailbags used to return failed parts to the PRP are assigned unique sequential numbers. The mailbag number is entered on the shop's record and remains there until the mailbag is returned or the shop record is deleted. When a mailbag is returned and sent to another shop, the number is removed from the original record and entered on the record for the recipient shop.

The Shop ID File is updated monthly and changes (additions, deletions) are supplied to the NHTSA for updating their mailing list. Output reports (shop list by state and Totals by Region) are produced monthly; mailing labels are produced as required for distribution of the Defects Investigatory Cases Reports, etc. The shop list is a working document and all relevant data is recorded manually until the automated file is updated and a new list is produced.

3.1.2 Materials

Numerous form letters have been prepared during the contract period (for follow-up campaigns, etc.) and copies are contained in our monthly progress reports. Certain material items, however, require some elaboration in this report. These items are those necessary to record and transcribe failure data (failed part component identification tag, failed data sheet, HS-10 Forms, and telephone contact report) and the Certificate of Participation. Copies of these and other materials are contained in Attachment A to this report.

The failed part component identification tags are used by the shop to record failure and descriptive information for the part and the vehicle at the time the part is returned to the PRP. Shops are supplied with plastic protective covers for these tags to avoid obliteration by liquids or dirt from the failed part. No changes were made to these tags during the contract year.

The failed data sheets are used by KSI analysts to record and expand pertinent information on the failed part. Photographs and related correspondence are attached to these documents. Although no major changes to this document were made, the format was rearranged to correspond with the revised HS-10 Form. In addition, an indicator was placed on the descriptive section to identify "Information Only" inputs and their source.

The HS-10 Form used to describe data for computer file entry underwent considerable revision at the outset of the contract. The data gathered through the PRP is entered and stored in the ODI Data Information System (DIS) Vehicle Owner Letter File (see Systems Description and Operations Manual (DIS), October 1, 1975). The ODI/DIS underwent a major redesign in early 1977 and consequently the PRP portion of the Vehicle Owner File was completely reformatted. An HS-10 Form is completed for every failed data sheet.

To record data reported by telephone by the participating shops or other interested parties, a telephone contact report was developed. The requirement to

systematically enter all information, whether or not a part was received, was initiated at the outset of this year. However, this form was not necessary until routine follow-up contacts to shops submitting parts from new and one-year-old vehicles began in March 1977. At that time, it was felt that a document was necessary that would prompt the caller to obtain all pertinent data on these parts. The telephone contact report serves both purposes, it records information reported by shops on initial contacts and it records information when a follow-up contact is made. The form is then attached to the failed data sheets for review by KSI and the NHTSA.

Each shop that contributes at least one failed part receives two framed Certificates of Participation. Since these certificates are the only visible reward to a shop for its time and effort, we believe the document should be of exceptional professional quality. Furthermore, the certificate should be different from year to year and designed so that it is both eye-catching and appealing. The certificate for 1976-77 is significantly different from the previous year and is printed in two colors (brown and red) on tan parchment. The shop name is hand-lettered in black.

3.1.3 Monthly Reports

Current project status is recorded in a letter-type monthly Progress Report. The report is deliverable by the tenth of the month following the reporting period and provides the following information:

- accomplishments made during the reporting period
- funds committed during the reporting period
- what is planned for accomplishment during the next reporting period
- items of timely interest including results, trends, etc.
- problems or delays experienced and recommended solutions
- specific action required by the ODI to alleviate a problem
- summaries of parts received, including failed data sheets and attachments

Copies of delivered progress reports are retained by the Office of Defects Investigation and the Office of Contracts and Procurement within the NHTSA.

An automated report listing all parts and information received during a monthly reporting period sorted by component identification code is delivered to the NHTSA along with the progress report. Present capabilities provide that these monthly reports (or a selection of more than one month) can be sorted by PRP number or by unique shop code number as well.¹

The mailing list maintained by the NHTSA for distribution of the PRP News is monitored by KSI through verification of returned mail and telephone calls to assure that new enrollees are receiving the newsletter. Updates to the NHTSA mailing list are provided monthly and include new additions, deletions, and changes to name or address. These updates are derived from the monthly transaction sheets produced when the automated PRP Shop ID File is updated.

A newsletter draft is designed and prepared and then delivered to the NHTSA on the first of the month following the reporting period. Unlike previous years, the NHTSA now conducts all layout, typeset, printing, and distribution tasks. Although a specific production schedule was developed, the PRP News, in general, is distributed about two months after the draft is delivered.²

3.1.4 Administrator's Award

Upon the conclusion of each contract year, those shops that significantly contributed to the successful operation of the PRP either in a quantitative or a qualitative fashion are singled out of all the other PRP members for special recognition. The actual award is an attractive framed Certificate of Appreciation personally signed by the NHTSA Administrator.

¹ See Infra 3.2.3

² See Infra 4.3 for production schedule; Section 4 for the newsletter in general

In 1975, we nominated six shops for receipt of this award, and in 1976, we nominated 11 shops. The nominations for 1977 have not been finalized as of the release of this report. We expect, however, that the number of nominations will be at least as many as last year and in all likelihood there will be a few additions.

The Administrator's Award signifies NHTSA's personal recognition of those shops providing support and assistance in furthering safety on our highways. We have a very positive reaction to this award and recommend its continuance.

3.2 PRP Procedures

3.2.1 Processing Parts and Information

All parts and "Information Only" inputs to the PRP follow a specific procedure from the time of their receipt to the time they are put into permanent storage. As mailbags, letters, and phone calls are received at KSI's office, a notation is made on the appropriate shop record in the shop list. Any changes to name, address, or status (active or inactive) are recorded also. Mailbags and correspondence are recorded on a daily log sheet. In the case of a mailbag, the mailbag number, shop ID number from a part ID tag, and the date received are recorded. Using the shop ID number, the participant is located on the shop list and the remaining information is added to the daily log. All available information or correspondence is recorded in the log; any missing information is obtained from the shop list. The mailbag is marked with the date received and removed to the storage bin assignment. Correspondence and telephone calls are normally processed in the office except for PRP unique record number assignment.

Once removed to the storage facility, the parts are assigned PRP record numbers from a parts log. The log also shows the month received and the physical storage location for each part. The numbering scheme has been revised so that not only can records in the ODI/DIS be identified with the PRP as the source, but "Information Only" inputs can be differentiated from actual part records. Further, the "Information Only" records are separated into two groups. These groups represent information obtained either from a shop or from another source.

PRP record numbers are six-character numbers beginning with P (as opposed to other characters, i.e., H or O for Hotlines or Owner Letters) so that they may be differentiated from other records in the ODI/DIS. The next character indicates the type of PRP records. The specific values of the second character position are as follows:

- 0 indicates that an actual component has been received. (If the contributor is unknown, the shop ID number field will be zero filled.)
- 8 indicates the record is an "Information Only" input received from a participating shop.
- 9 indicates the record is an "Information Only" input received through the PRP, but from a source other than a shop, i.e., a vehicle owner. Very few records fall into this category but the differentiation between a record from an unknown source and a record from another source is necessary.

Parts that relate to the same failure are assigned the same PRP record number. Parts removed from the same vehicle at the same time that are not related to a single failure occurrence are assigned different record numbers. For example, if a frozen front disc brake caliper and a corresponding worn brake pad set were removed from a vehicle at the same time a leaking rear brake line was removed, they would be coded as follows:

- The frozen front disc brake caliper would be assigned a PRP record number.
- The corresponding pad set would be coded as a subsequent part using the same PRP record number.
- The leaking rear brake line, which does not have any obvious correlation to the frozen front caliper, would be assigned a different PRP number.
- The PRP numbers are recorded on the failed part component ID tag and the failed data sheet. Bin numbers are assigned randomly on a "space available" basis, except that parts with the same PRP number are stored in the same bin.

After the component has been assigned a PRP number, a failed data sheet is completed. The failed data sheet is basically self-explanatory, as shown in Attachment A. A manual is necessary to complete the vehicle code, component classification, and failure codes. The remaining information, except for failure description, is transcribed from the failed part ID tag or from the part itself. The failure description area is used to record observations made by KSI analysts.

The failed data sheets are returned to the KSI office for review (see 3.2.2), completion of any missing information, and data transcription. Using a coding manual and the PRP coding instructions (Attachment B) the information on the failed data sheet is transcribed to a Vehicle Owner Letter Coding Sheet (HS-10 Form). After verification, the HS-10 Form is used to produce a punched card deck. The deck is then verified and processed through an Edit/Update computer program prior to entry to the ODI/DIS vehicle owner letter file. Records passing the data edits are placed on the file. "Information Only" and telephone inputs are processed in a similar manner.

3.2.2 Supplementary Data

Failed Data Sheets are reviewed prior to transcription, to determine if a follow-up contact is necessary or desirable. Parts that meet one or more of the following Supplementary Data requirements are subject to a follow-up call to the contributing shop to obtain missing or additional information:

- part was removed from a new or one-year-old model vehicle (in this case, 1977 or 1976)
- part may be related to a collision occurrence, or an accident or fire is indicated
- personal injury is indicated
- part is of particular interest for a newsletter article
- the part is of particular interest to the ODI
- significant information is missing and there is an indication that the data may still be available

Once the supplementary data has been obtained and recorded on a telephone contact sheet, the record is transcribed on an HS-10 Form and then follows the existing procedure.

3.2.3 Monthly Automated Report

After the records have been processed and entered on the ODI/DIS letter file, a monthly automated report is produced.

A monthly retrieval of these records from the information system in a format approved by the NHTSA CTM produces a detailed report of the failed parts for the month. Present capabilities provide that these monthly reports can be sorted by PRP number, by unique shop code number, or by component classification code. In other words, we can sort these reports to provide any of the following information:

- a listing by sequential PRP numbers (a historical record)
- a listing grouping all of the records from the same shop together - this information tells us how many parts have been received from any one shop, state, or region
- A listing grouping all of the records of identical components - this information tells us how many identical parts we have received

A copy of this report is contained in Attachment C. Note that this report is by component classification code.

3.2.4 Processing New Shops

The PRP has a specific procedure for processing new shops. Each new shop is assigned a record number for the computer file and a shop identification number for correspondence purposes. After an initial contact sheet is filled out (see Attachment A), the shop data is transcribed for the PRP Shop ID File. A shop kit is also sent to each new shop: a PRP shop kit letter, copies of the recent newsletter, a copy of the Defects Investigatory Report, one numbered mailbag, five numbered tags and their plastic protective covers, a typical failed parts list,

and a "Wanted" poster requesting failed parts (Attachment D). Shops are automatically deleted from the program if they express no interest in the program or if they discontinue business operations.

3.2.5 The PRP Shop ID File Update Procedure

The PRP Shop ID File is updated using a punched card deck. This deck includes all program deletions, additions, and modifications to existing records. Coding instructions and data entry format may be found in Attachment E. After each update is run, a transaction sheet is produced showing the records affected by the update. The transaction sheet also identifies errors and totals the number of additions, deletions, and modifications.

After the monthly update is completed, a PRP shop list sorted in order alphabetically by state and shop ID number is produced from the file. The listing for each shop includes the owner's or manager's name, the shop name and identification number, and the address (street, city, state, area code, zip code, and phone number). Active shops can be identified on the computerized printout by an "A" on the third line after the telephone number. The certificate year of participation, such as "77," follows. The current mailbag inventory is listed by bag number after the shop ID number. The shop list is used to identify incoming mailbags, to obtain shop addresses, and to determine subjects for follow-up campaigns.

The new shop list is verified against the shop list from the previous month. If found acceptable, a "Totals by Region" report is produced. The "Totals by Region" report is used to monitor the number of enrolled and active shops for each region and overall. The report also shows the regional and national levels of participation.



Section 4

THE PRP NEWS

4.0 General

Each month, the PRP News is distributed to PRP members. KSI delivers the draft of the PRP News to the NHTSA, who is responsible for its final preparation. During the contract year, all final copy preparation, printing, and distribution tasks were performed by DOT (see DOT order number 171-1). The format was reduced to four pages rather than the previous six. KSI is responsible for developing the draft articles and supplying any necessary photographs and updates to the NHTSA shop mailing list. The PRP News contains articles on significant parts received, current NHTSA news, and current program status. This document is the PRP program's principal means of communication with PRP shops and is designed to stimulate their participation as well as to keep them informed. KSI has been successful in maintaining an "information feed-back loop" using the newsletter by publishing information, comments, and so forth, passed in by participants.

4.1 Specific Objectives

The newsletter is designed to augment and reinforce several facets of shop participation. These objectives are discussed in the following paragraphs.

4.1.1 Maintaining Interest

The most important factor in newsletter development is creating interesting reading material. Maintaining shop interest in the PRP News, and therefore, the program itself, is the primary objective of the publication. We believe several types

of articles are particularly effective in accomplishing this. These are articles that relay information useful in conducting normal shop operations, such as service tips and information relayed by shops, attributing the tips to the contributing shop. One section of the newsletter, "Items of Interest," is devoted to these types of articles. Using this section, we have developed a "readers' forum" where comments and problems reported by participants are published. Shops will often write or call with additional information or more comments on features previously published. Service information, particularly on newer models, is of special interest to most shops and is a good tool to maintain readership. Some participants have made requests that more of this information be included.

4.1.2 Increasing Participation

Increasing participation in the PRP using the newsletter depends on the PRP's success in maintaining readership. Articles on failed parts are intended to bring more parts into the program, but the articles must also stress that these parts are needed by the NHTSA and that the shop is making a valuable contribution. Attribution to the contributing shop is critical, since non-contributing members can see that other shops are providing valuable information. The newsletter must also stress that returning parts is voluntary and does not require a large investment of their valuable time. This reinforces positive feelings on the part of the shops, while showing that submitting parts does not require much additional work.

Finally, the newsletter should provide some inspiration - an idea that causes a potential contributor to review the types of repairs performed with possible safety-related defects in mind. The inspiration should cause shops to look at the potential a defective part has of creating a hazardous situation, rather than looking at what has actually occurred. We feel certain that safety-related failed parts are overlooked because the defect did not create a problem even though the potential for serious consequences existed.

4.1.3 Education of Shops

Our concern during the sixth year of operation (and in the previous year as well) has been to educate members in these areas: PRP objectives and operations, what a safety-related defect is, what parts are needed for the program, and what the PRP accomplishes for the NHTSA and for highway safety. The newsletter is the principal tool for accomplishing this task. We maintain that, knowing what the PRP objectives are and what a safety-related defect is, a shop will make a more valuable contribution than if shops were only asked to contribute specific components. Knowing what role they play in highway safety, PRP shops are apt to take a more active interest in the program. The newsletter is developed with these themes in mind. We feel that this approach has improved the quality of the parts received. We have noted that fewer inconsequential items have been submitted than in previous years.

4.1.4 Obtaining "Information Only" Input

During the current contract period, more emphasis has been placed than in previous years on obtaining information on failures where parts are not available. The logic behind this effort is that as an "early warning system," the information obtained through the PRP may be as valuable as the part itself. Further, the fact that a part is not available should not prevent shops from reporting safety-related defects they encounter. The additional expertise that most shop employees possess in identifying defects and failure modes makes these reports at least as valuable as information received by vehicle owners, and in most cases, far more useful.¹

¹ See Supra 1.2.1.

4.1.5 Focusing on Newer Models

The PRP News has been the most valuable tool in obtaining more parts and information on newer model year vehicles. By featuring articles on new model vehicles and emphasizing the need for more information, we have used the newsletter to obtain more data on failures for later model vehicles.² Some members have requested that KSI include articles and service information on new cars more often.

4.1.6. Information on NHTSA Activities

Program enrollees are kept up-to-date on current NHTSA and DOT activities through the newsletter. We believe that publishing information on investigations and research program results is necessary so that the readers can better understand how the NHTSA carries out its responsibilities as mandated by Congress in the Highway and Traffic Safety Acts of 1966. Although, as a rule, the PRP does not receive tangible benefits, i.e., returned parts, as a result of articles of this nature, we believe enrollees are interested in what is accomplished by the PRPs' and other sources' data collections.

4.2 Newsletter Matrix

As an aid in the development of each newsletter, we prepared a series of matrices that depict previously published newsletter articles. (See Table 4-1.) Each matrix identifies first, a specific automotive system, e.g., brakes, steering and then identifies the specific article published by vehicle model year, specific sub-assembly or component, and manufacturer. Finally, the entry on the matrix is recorded by date of publication.

² See Supra 1.3.3.

This aid facilitates the newsletter design in that we have a ready reference of previously published articles. The information is valuable in preventing duplication and in initiating follow-up articles.

4.3 Newsletter Production Schedule

A requirement that the Department of Transportation prepare and distribute the PRP News was included in the current contract. Final preparation of the newsletter by NHTSA staff caused a one-month delay in the distribution schedule at the beginning of the contract period. The current schedule requires KSI to deliver a draft copy of the newsletter on the first of the month for distribution on the first of the following month. Early preparation of the draft copy made it necessary for KSI to establish a cut-off date of the twentieth of each month for which the newsletter is reporting. This schedule is satisfactory as long as the newsletter is released on time.

Experience has shown that late distribution of the newsletter has an adverse effect on the number of "first time active" participants. Fewer newly enlisted shops will become active when the newsletter is not issued routinely. It does not appear that sporadic release of the newsletter has any lasting adverse effects on the monthly part count. The monthly part count depends on continued active support of the program on the part of the membership. However, new participants must be brought into the program to replace those older shops that either lose interest or go out of business. It is important, therefore, to increase the number of active participants as well as to maintain the interest of the shops that support the program. A low number of first time active shops will not have an immediate effect on the monthly part count, rather, the effects will be felt later as older active shops drop out of the program. It is imperative that the routine monthly distribution of the PRP newsletter be maintained.

4.4 Copies of the PRP News - FY 1977

Following this section, we have provided photocopies of the ten published PRP News issues. At the time this report was finalized, the two remaining newsletters had not been issued.

Table 4-1

PRP NEWSLETTER ARTICLES

1972 To March 1977

STEERING

Date Month/Year	Vehicle or Equipment Manufacturers					Equipment
	General Motors	Chrysler	Ford	AMC	Imports	
2-72	'70 Chevy - Steering gear					
4-72	'65 Corvaire - ball joint '69 Pontiac - ball joint '60 Roadster - ball joint '64, '66 Chevy - ball joint '65 Cadillac - ball joint	'70 Duster - p. s. pump - pulley '68 Fury - pitman '67 Barracuda - idler arm '65 Chrysler - steering gear housing '66 Barracuda - ball joint	'67 Mustang - ball joint '70 Lincoln - steering gear '70 Torino & Fairlane - ball joint '65 Econoline van - steering gear ball '72 Pinto - lock up			
7-72						
10-72		'71 -2 Cricket - rack gear				
12-72		'70 Road Runner - Sector shaft				
1-73	'71 Nova - steering worm gear					
3-73	'69 Chevy SW - P. S. hose		'72 Gran Torino } tie rod '72 Montego } sleeve '66 F 100 - steering column flexible coupling			
11-73	'68 Suburban SW - gear '71 GMC PU - tie rod '71 Nova - steering worm gear '71 Vega - steering worm gear '71 Vega - steering gear	'72 Tradesman - steering gear				
			'71 F-250 - steering gear ball nut			

PRP NEWSLETTER ARTICLES

1972 To March 1977

STEERING - CONT.

Date Month/Year	Vehicle or Equipment Manufacturers				Imports	Lubricant
	General Motors	Chrysler	Ford	AMC		
3-75	'69 Camaro - sector shaft GM Passenger - Power steering shaft					
6-75				'74 Jeep - PS pump		
12-75			'75 Maverick - PS pump			
1-76	'72 Buick Estate SW steering gear recall 1975 '74 Impala SW vehicles housing (75-0201)		'75 F-250 P. S. hose			
4-76	'72 Catalina steering gear '72 Coupe de Ville housing '74 Chevy - steering gear box					
5-76				'75 Pacer - steering gear box (c6-22)	Fiat 128 - steering rack bushings	
6-76			'71-5 Capri (6) - steering column flexible coupling			
10-76	'75 Cad. Ambulance - P. S. pump					
11-76	'76 Delta Royale - steering gear		'71 Pinto - steering gear		'66 Jeep - steering box mtg. '75 Hornet - P. S. hose	
12-76	'75 Series 30 Van - Steering gear					
1-77		'75 Maxivan - tie rod				
2-77	'74 Camaro - Str. pinion gear					

PRP NEWSLETTER ARTICLES
1972 To March 1977

SUSPENSION

Date Month/Year	Vehicle or Equipment Manufacturers					Imports	Equipment
	General Motors	Chrysler	Ford	AMC			
4-72	'66 Olds Vista Cruiser - control arm '69 Delta 88- control arm		'69 Ford - control arm				
7-72			'65 Fairlane - rear axle				
12-72			'71 Country Squire } axle '71 Ford Sedan }				
3-73			'71 LTD - coil spring				
10-73	'71 Monte Carlo } ball '69 Lemans } joint		'71 LTD - ball joints				
1-74			'64 Comet - control arm '69 Fairlane - control arm '60 Falcon - control arm '71 Rancero - control arm			Datsun 510 - transverse rod 172 Spitfire - verticle link	
12-74							
6-75							
4-76	'66-'71 L.L. Trks. - control arm C3-34		'74 E100 - axle				
7-76							
1-77							'75 VW Rabbit - control arm '75 Spitfire - axle (2)
2-77			'71-7 Capri (C4-10) - stabilizer bar				

Date Month/Year	Vehicle or Equipment Manufacturers					Equipment
	General Motors	Chrysler	Ford	AMC	Imports	
7-72			'69 Mustangs - spindle			
1-73	'66 Caprice - spindle					
6-73	'68 C-30 - studs					
4-74	'73 Centurian - spindle					
8-74	'73 Impala - wheel bearing				'71 Carona- wheel	Radial Tire
10-75					Toyota - wheel	
11-75	'63-74 Corvette - wheel bearing (case 5-01) Kelsey Hayes wheels '66-'65					B. F. Goodrich Space Saver Radial Tires - Firestone 500 Goodyear Custom Steelguard recall 76Y-002
12-75		'73 Dodge Van - wheel				
1-76						
3-76	'75 Coupe de Ville - wire wheel					
4-76						Tire Construction
8-76					Pivall Tires	
11-76						Firestone 500 Steel Belt Radial

PRP NEWSLETTER ARTICLES
1972 To March 1977

WHEELS & TIRES
CONT.

Date Month/Year	Vehicle or Equipment Manufacturers				Imports	Equipment
	General Motors	Chrysler	Ford	AMC		
12-76						
2-77	'75 Delta 88/Cutlass/ Cadillac/Caprice - bearing & spindle					Tri- spoke Wheels recalled Firestone 500's recall BU's spindle failures Goodyear tread

PRP NEWSLETTER ARTICLES

1972 To March 1977

Date	Vehicle or Equipment Manufacturers			
	General Motors	Chrysler	Ford	AMC
2-72	'69 Buick/'70 Olds - vacuum booster check valve '62 Cadillac - brake line	'70 Plymouth - master cylinder	School Bus - brake line '67 Ford - booster '68 Ford - shoe	
4-72	'71 Cutlass - brake line		'71 Fairlane/'70 Torino/ '69 Mercury - master cylinders '67 Ford - brake line '68 Cougar - brake hose	
4-74			'70 Mustang - wheel cylinder '70 Squire - caliper piston	
7-72	'71 Catalina - caliper piston	'70 Charger - caliper piston		
10-72	'67 LeSabre/'65 Tempest '70 Olds 98 - Vacuum booster valve '71 Olds Delta 88/'65 Skylark SW - brake line			
12-72	'69 Chevy - brake relining Vega - caliper	'70 Coronet SW - brake lock - up '71 Coronet Custom - brakes sticking		
5-73	'69 Ambulance - brake drum (2)			
10-73	'65 SS - bent brake shoe			
11-73				
1-74	'73 Cadillac - brake line		'72 Pinto - brake disc rotbr	

PRP NEWSLETTER ARTICLES
1972 To March 1977

BRAKE EQUIPMENT

Date		Vehicle or Equipment Manufacturers					Equipment
Month/Year	General Motors	Chrysler	Ford	AMC	Imports	Equipment	
4-74	'73 Impala- brake booster		'67 Continental- brake tubing		Renault 10- brake valve		
8-74			'70 Falcon- master cyl.				
9-75				'74-'75 Matador recall- boosters (76-0021)			
11-75							
2-76							
4-76						Brake lines too short	
5-76							
6-76			'74 Torino- brake pedal				
7-76	'70 Chevelle Malibu- master cylinder						
8-76			'67 Mustang- brake pedal				
10-76			'74 Elite- brake caliper				
12-76	'73 3/4 Ton- brake hose		'67/'69 Mustangs- pedal bracket				
1-77			'75 Continental- rear brake line				
2-77	'71-'72 Cadillac- Brake hose						
					'71-'72 Datsun 510- brake fluid leak	Brake fluid pressure warning	
						Brake drums & rotors Schedule is brake line inspection	

PRP NEWSLETTER ARTICLES
1972 To March 1977

BRAKES CONT.

Vehicle or Equipment Manufacturers						
Date	General Motors	Chrysler	Ford	AMC	Imports	Equipment
3-77		'73-'75 Dodge Pick-ups - brake hose		'70-'76 Hornet/Gremlin - brake line		

PRP NEWSLETTER ARTICLES

1972 To March 1977

ENGINE

Date Month/Year	Vehicle or Equipment Manufacturers				
	General Motors	Chrysler	Ford	AMC	Imports
2-72		'69 Chrysler - engine mount	'69 Mercury } engine '70 Ford } mount		
2-76	'71 Vega - Radiator Fan				
3-73		'71 Dart - engine fire			
10-73		'68 Barracuda - engine mount			
11-73			'69 Thunderbird - fast idle cam		
1-74			'72 Mercury } Radiator Fan '72 Custom } '71 Mustang }		
12-75			'65-'70 Fairlane, Falcon, Comet, Ranchero, Montego - engine mounts		
7-76	'65-7 Wildcats/Electra/'70 Cadillac - engine mounts				
2-77	'65-'75 Chevy - Water pump				
3-77	'66-'72 Pontiac - timing gear				

Date Month/Year	Vehicle or Equipment Manufacturers				Imports	Equipment
	General Motors	Chrysler	Ford	AMC		
4-72	'70-'71 Impala - exhaust pipe					
1-73			'69 Fairlane } '66 Country Squire } exhaust pipe			
6-73		'72 Dart } exhaust '73 Chrysler } manifold				
10-73			'72 Continental } accelerator '66 Ford SW } cable			
8-74			'69 Torino - throttle		Datsun fuel filter	
12-74						
3-75			'68 Ford SW } '72 Cougar } '69 Ford Sedan } '68 Custom 500 } accelerator '71 Capri } cables '72 Ford } '71 Cougar } '72 LTD }			
6-75					IHC '72 fuel fill pipe Datsun 240 Z - fuel fill pipe	
9-75	'64 Pontiac/'69 Chevy (2) - carburetor					
11-75	'76 Camaro - fuel line					
12-75					Datsun PL510 - fuel tank plug	

PRP NEWSLETTER ARTICLES

1972 To March 1977

FUEL SYSTEM CONT.

Date Month/Year	Vehicle or Equipment Manufacturers				Equipment
	General Motors	Chrysler	Ford	AMC	
1-76					Quadrajel fuel inlet plug
3-76					
4-76					
9-76	'65-'66 Chevy/Buick - carburetor plug			Datsun 510 - fuel filler hose C4-34 Bosch fuel injection (Renault 17) Honda Cycles CB500 - gas cap Fiat fuel filler hose - '72 124/'73 128	
10-76	'71-'76 Cadillac Chassis - fuel tank				
12-76			'76 Pinto/Bobcat/Mustang II - fuel leakage		
2-77			'73-'74 V-8 pollution control		
3-77	'71 Caprice/'72 Nova - accelerator		'75 Granada - accelerator '74 Montego - EGR		

Vehicle or Equipment Manufacturers						
Date	General Motors	Chrysler	Ford	AMC	Imports	Equipment
10-76		Colts & Arrows - drive line				
12-76	'79 Century SW - Converter flex plate					
3-77	'70 Cadillac Ambulance - converter flex plate					

PRP NEWSLETTER ARTICLES
1972 To March 1977

ELECTRICAL SYSTEM

Date Month/Year	Vehicle or Equipment Manufacturers					Imports	Equipment
	General Motors	Chrysler	Ford	AMC			
7-76						'71 Audi - battery	

Date Month/Year	Vehicle or Equipment Manufacturers				Imports	Equipment
	General Motors	Chrysler	Ford	AMC		
10-73	'67 Cadillac - turn signal '71 Chevy - taillight (2)					
12-76				'75 Matador - turn signal		
1-77					'73 Triumph G-6 - headlight switch	

PRP NEWSLETTER ARTICLES

1972 To March 1977

VISIBILITY SYSTEMS

Date Month/Year	Vehicle or Equipment Manufacturers					Equipment
	General Motors	Chrysler	Ford	AMC	Imports	
4-74		'69 New Yorker - wipers				
7-76			'71-'73 Capri - wipers			
10-76					'76 Harley Davidson Electraglide MC - wind screen	

PRP NEWSLETTER ARTICLES
1972 To March 1977

VENTILATION

Date Month/Year	Vehicle or Equipment Manufacturers					
	General Motors	Chrysler	Ford	AMC	Imports	Equipment
8-76	air conditioning limiter fuse GMC					

PRP NEWSLETTER ARTICLES
1972 To March 1977

INTERIOR SYSTEMS

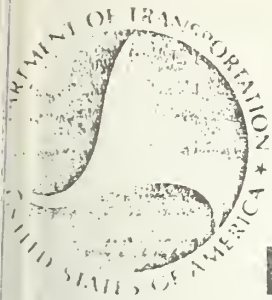
Date	Vehicle or Equipment Manufacturers					Equipment
	General Motors	Chrysler	Ford	AMC	Imports	
6-76				'76 Pacer- recall seat latch 76V079	'75 Honda Civic- seat	Passive restraint review
7-76						
3-77			'68-'69 Cougar/Mustang- bucket seats recall			

Date Month/Year	Vehicle or Equipment Manufacturers				Imports	Equipment
	General Motors	Chrysler	Ford	AMC		
12-74			'70 LTD- frame '72 Galaxie 500- frame			
9-75			'70-'71 full sized- hood latch C4-07			
11-75			C4-07 cases- hood latch			
6-76					'75-'76 Toyota Corolla SW -frame	

PIP NEWSLETTER ARTICLES
1972 To March 1977

ACCESSORIES

Date Month/Year	Vehicle or Equipment Manufacturers				Equipment
	General Motors	Chrysler	Ford	AMC	
2-76					Auto Jack Stands
6-76					Auto Jack Stands
11-76					Auto Ramps
12-76					Timing Lights



parts return program

NEWS

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 1

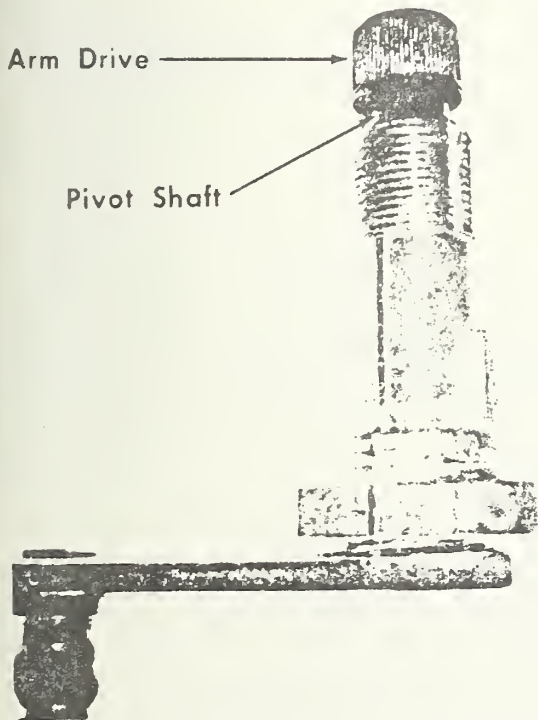
July, 1976

CASE OF THE MONTH

Defective Windshield Wipers on 1971-1973 Mercury Capris

On December 30, 1975, the National Highway Traffic Safety Administration (NHTSA) directed the Ford Motor Company to recall an estimated 185,000 Capri automobiles because of a safety-related defect in the windshield wipers of those vehicles. Information gathered during a defect investigation had shown a tendency for the wiper arm and blade to fly off the pivot assembly without warning. The defect was traced to 1971 and 1972 Capris, and 1973 models built through November 1972.

The defect involves the wiper pivot shaft assembly (see photo) which extends through the windshield cowl panel, and drives the wiper arm



Defective windshield wiper found on 1971-1973 Mercury Capris automobiles.

and blade across the windshield. The end of the pivot shaft above the windshield cowl is splined, or serrated, and press fitted into the bore of the arm drive. On some 1972 and 1973 models, the pivot shaft also is staked. The wiper arm and blade assembly fits onto the arm drive. When failure by separation of the wiper linkage occurs, the arm and blade assembly often flies off completely as the arm drive separates from the pivot shaft, denoting failure of the interference fit. The pivot shaft splines usually show evidence of severe wear when this type of failure occurs.

The cars have not been recalled to date, as the NHTSA's directive is being contested in the Federal Courts. We are still actively seeking these failed parts for study. One wiper pivot assembly has been submitted by Tim's Import Sales and Service in Hutchinson, Kansas. If any of our Parts Return Program participants know of or encounter other Capri wiper failures, please let us know. Just place the failed parts in one of your return mailbags and send them to us. Thanks!

GM TO RECALL AND PAY CIVIL PENALTY

The Federal Government and General Motors Corp. have settled a suit concerning a possible throttle jamming problem resulting from engine mount failure in certain GM passenger cars.

Under terms of the settlement, and with the consent of the U.S. District Court for the District of Columbia, General Motors has agreed to recall model years 1965 and 1967 Buick Wildcats and Electra 225s, and early production 1970 Cadillacs with cruise control (except Eldorados). There are 209,562 vehicles involved.

The government said that these vehicles are subject to engine mount failure which may result in sudden throttle jamming and loss of vehicle control, thus creating an unreasonable risk of accident, injury, or death. For owners who respond to the

(Continued on page 2)

recall notices, General Motors will correct, free of charge, this hazardous condition. General Motors also will pay the government a civil penalty of \$95,000.

In December of 1974, the administrator of the National Highway Traffic Safety Administration (NHTSA) determined that a safety defect existed in model years 1965 through 1968 Buick Wildcats and Electras 225s and early production model year 1970 Cadillacs with cruise control (except Eldorados).

The Administrator ordered General Motors to issue defect notifications to the owners of the vehicles, but in January 1975, GM initially refused to comply with the order. The government then filed suit against the company and GM sued the government, contesting the order to issue defect notifications.

Special thanks to those Parts Return Program shops that submitted failed engine mounts and information related to this case.

ITEMS OF INTEREST

- Mr. Richard Poyourow of RICHARD'S AUTOMOTIVE, Los Angeles, California, described a condition he experienced in his 1971 Audi model 100LS. The battery, which is located under rear seat, was charged in excess of sixteen volts. This condition was reportedly caused by a faulty voltage regulator which allowed the alternator to over charge the battery. The battery acid boiled as a result, reportedly releasing explosive vapors into the passenger compartment. Mr. Poyourow reported that both he and his wife suffered irritation of the nose and throat as a result of these vapors.
- Mr. Robert Chester of BOB CHESTER'S AUTO SERVICE in Arlington, Texas, sent in pictures of a 1974 Ford F100 van which had 11,500 miles on it. The left axle tube reportedly separated from the center section of the axle as a result of an insufficient weld. Once the condition was diagnosed, the vehicle was taken to a Ford dealer. Mr. Chester reported that the service manager at the dealership has seen approximately 12 vehicles in the past year with similar failures. However, the majority of these vehicles were reportedly the Ford Elite model. Mr. Chester also reported that he finds that most failed GM alternators equipped with internal regulators have either a faulty voltage regulator or a burned out isolation diode (see April 1976 newsletter). He believes that these failures may be caused by over capacity charging, such as

running an engine while using jumper cables, or a failing battery which will cause a constant over-charge rate.

- The PRP has received a master cylinder that was removed from a 1970 Chevelle Malibu, which had 47,902 miles on it. The master cylinder reportedly failed when the brakes were applied at a speed of 35 miles per hour. The failure resulted in a two car collision. Mr. John H. Castoe of CASTOE AUTO SERVICE AND ENGINEERING in Trujunga, California reports that the brakes had been checked on the morning of the accident and were found to be in good condition. Mr. Castoe supplied photographs of the Chevelle which sustained \$850.00 in damages. Cost of repairs to the second vehicle was not known at the time the master cylinder was submitted.
- Mr. John Gartner of J. GARTNER AUTO SERVICE, Chicago Illinois, reports that many of his customers who use Uniroyal, Firestone, Goodyear, B. F. Goodrich, and General brand steel radial tires have had tire failure as a result of ply separation.
- Mr. Pritzlewitz of PRITZ'S FOREIGN CARS OF COLORADO in Colorado Springs reports finding a 1975 Honda Civic with a broken seat frame (driver's side). The driver reportedly weighed approximately 160 pounds.

DOT TO OPEN NEW TEST FACILITY

Testing of motor vehicles and motor vehicle equipment for possible safety defects is scheduled to begin this fall at a new engineering test facility operated by the U.S. Department of Transportation.

The National Highway Traffic Safety Administration has begun staffing the facility, located at the Ohio Transportation Research Center near East Liberty.

The initial staff of 11, which includes engineers, technicians and clerical support, will be engaged in checking testing equipment and preparing operating procedures. The engineering test facility plans to add 15 to its staff later this year, and maximum staff may reach 56. In addition to leasing the building space, the government will have access to other excellent facilities at the Ohio Transportation Research Center, including a 7½-mile high-speed track, a 2,500-foot skid pad with approaches and return loops, a 50-acre vehicle dynamics area, and a high acceleration crash simulator.

While the work performed at the engineering test facility primarily will involve testing of motor vehicles and motor vehicle equipment for possible safety defects, other work, such as compliance testing, also will be performed as time permits.

OUTSTANDING SHOPS

Our outstanding shops are those shops that have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. This number identifies the consecutive months the shop has sent in a part. New shops that have just become active in the PRP are identified with an asterisk before their name. During July 1976, nine shops became active participants in the PRP. Four shops have sent in failed parts in consecutive months.

REGION 0

- (3) HARRY'S AUTO SERVICE
Great Barrington, Massachusetts
- * PALMER'S SPRING COMPANY
Providence, Rhode Island

REGION 1

- BILL SCHMIDT'S GARAGE
Etna, Pennsylvania
- * BOB MASON SUNOCO SERVICE CENTER
East Greenbush, New York
- CRANE AUTO REPAIR
Bricktown, New Jersey
- * COCHRAN EQUIPMENT COMPANY
Middletown, Delaware
- FRANK'S SUNOCO
Wilmington, Delaware
- (2) KOLESNIK'S SERVICE STATION
Rochester, New York
- (2) LONGBARD'S EXXON STATION
Poughkeepsie, New York
- W AND S SERVICE, INCORPORATED
Wilmington, Delaware

REGION 2

- AUTO BRAKE CORPORATION
Norfolk, Virginia

REGION 4

- * AC BRAKE COMPANY, INCORPORATED
Louisville, Kentucky
- AKRON WHEEL ALIGNMENT
Akron, Ohio

REGION 5

- * KATON'S GARAGE
Lead, South Dakota

REGION 6

- (10) DICK JORDAN STANDARD SERVICE STATION
Clayton, Missouri
- J. GARTNER AUTO SERVICE
Chicago, Illinois

REGION 7

- BOB CHESTER'S AUTO SERVICE
Arlington, Texas

REGION 8

- * PRITZ'S FOREIGN CARS OF COLORADO
Colorado Springs, Colorado

REGION 9

- B. G. TANZIER'S AUTO REBUILD
Bellevue, Washington
- * GUS COOPER SERVICES, INCORPORATED
Seattle, Washington
- * L. A. D. AUTO ELECTRIC
Spokane, Washington

REGION 9A

- * CASTOE AUTO SERVICE AND ENGINEERING
Tujunga, California
- KALLEN'S GARAGE
Van Nuys, California
- RICHARD'S AUTOMOTIVE
Los Angeles, California
- WERK BROTHER'S GARAGE
Pasadena, California

Note: We need more participating shops. If you know of an independent automotive repair facility in your area who you think might want to help out in this Program, please send their name and address to us. Thanks.

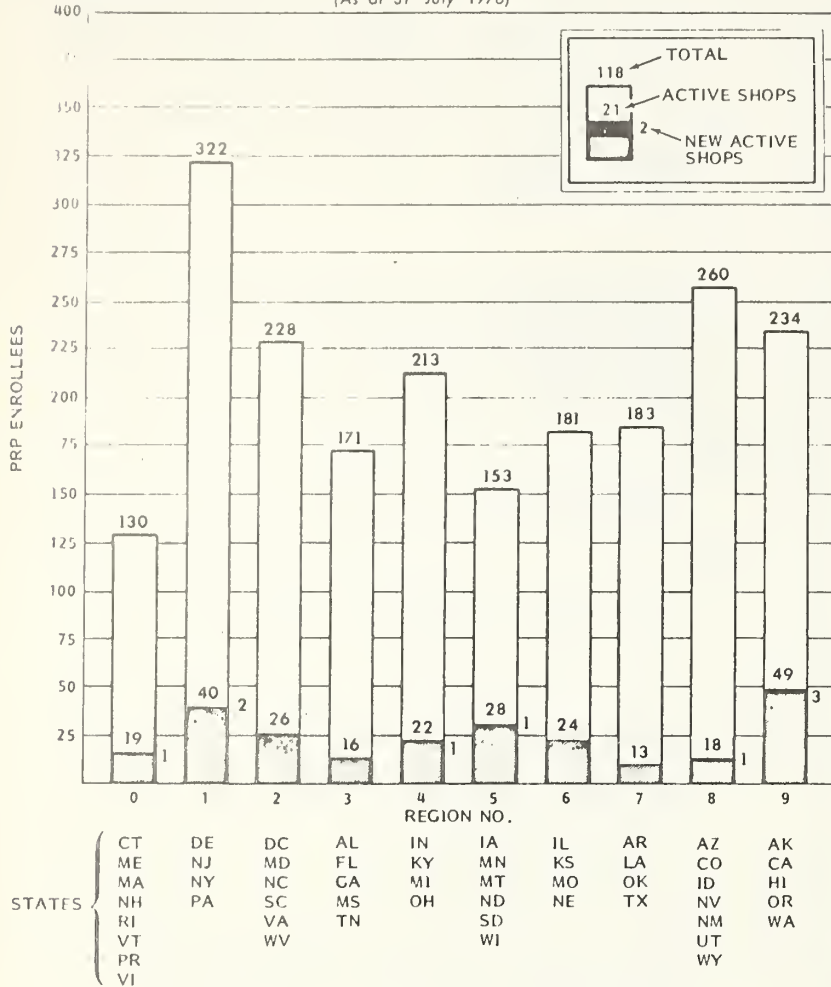
TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have any questions which need answers, or would like to pass on comments, please call us collect. Place your call to Bruce Beddow, Jonni Peizer, or Gny Whiddon at (703) 527-4500. We are Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. If you have a contribution or suggestion for the *PRP News*, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209. Attention: Bruce E. Beddow.

CURRENT PRP PARTICIPATION

The graph below identifies the total number of active shops within each region for last year only. Two hundred forty-nine shops contributed parts last year. In addition, nine shops joined our active team and sent in a part, bringing the total number of active shops to two hundred fifty-five.

(As of 31 July 1976)



National Parts Return Program

Description and Function

- The PRP involves the voluntary submittal by independent repair shops of failed automotive components. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in design, materials, construction, or performance of motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, and Amendments to the Act of 1971, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.
- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

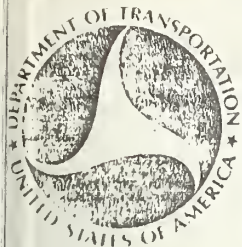
Your shop can help. The parts that you send in will give vital information that cannot be obtained in any other way.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517





parts return program

NEWS

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 2

August, 1976

BRAKE PEDAL SUPPORT BRACKET

The PRP has received a brake pedal support bracket from GUS COOPER SERVICES, INC., Seattle, Washington. This part, which attaches to the firewall and dash support, was removed from a 1967 Ford Mustang with a mileage of 62,000. The vehicle was equipped with power brakes and an automatic transmission.

The bushing which supports the brake pedal swing shaft on the right side of this bracket is elongated and split (see figure 1). The hole in the bracket thru which the bushing fits is also elongated, approximately $\frac{3}{8}$ of an inch, and the bracket has a light coating of rust. Reportedly, the failed bushing can prevent the brake pedal from returning, possibly resulting in brake lock-up, or cause enough resistance to require excessive effort to apply the brakes.

Mr. Tom Young, the service manager at GUS COOPER SERVICES, INC. states that he has seen three other Ford vehicles with similar failures. If your shop encounters such a failure, we would like to hear from you.

RESEARCH ON DURABILITY OF BRAKE FLUID PRESSURE WARNING SYSTEMS

The brake, fluid pressure loss, warning systems in dual hydraulically braked vehicles may be expected to deteriorate with time. Eventually the system may not operate when a leak or rupture occurs in one of the two brake fluid circuits. The NHTSA is currently supporting research to determine the durability of such systems and their modes of failures.

A warning system consists of an illuminated "brake" display sign in the vehicle's instrument panel, a special switch, and a proportioning valve. The switch is operated by *differential* pressure on the ends of a sliding rod. When the brake pedal is pressed and one of the brake lines is open, the rod will be forced to move. It is designed to provide cam operation of the switch which operates the brake warning light (see figure 2).

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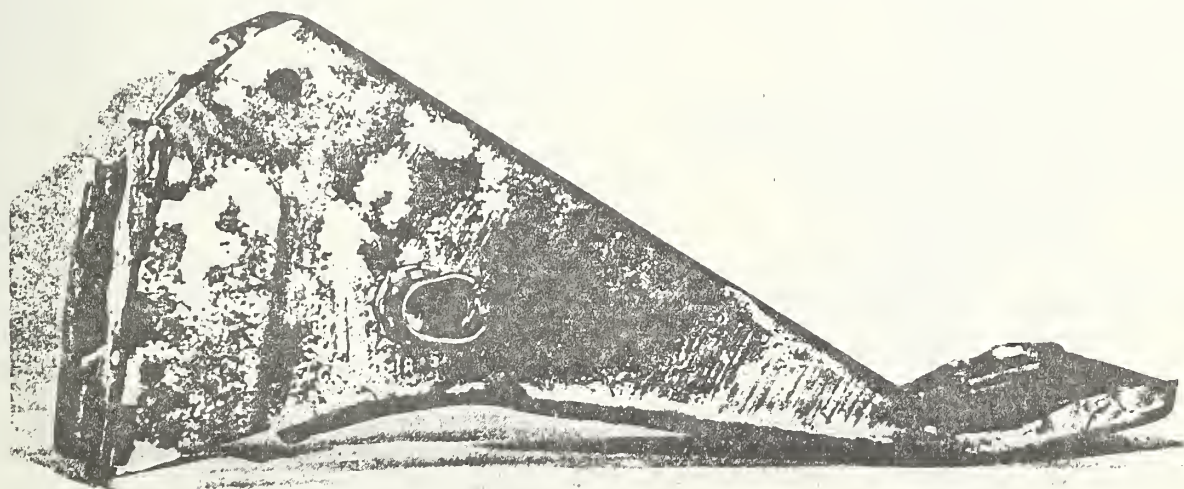


Figure 1

The NHTSA recently sponsored some work involving the inspection of brake fluid pressure warning systems in used passenger cars. Fifty-three 1968-1973 cars of different domestic and foreign models were examined by the Automobile Club of Southern California (ACSC). In eleven of them the brake pressure warning light failed to come on, when the pressure was relieved in one of the two brake lines and the brakes were applied. In five it took two or three brake applications before the switch would operate. In another car, the wire to the switch was not connected.

In four others there were defective or missing light assembly parts. The switch contact in one proportioning valve had a tough black insulating coating that prevented it from making contact.

Follow-up work is being conducted by the ACSC to examine 200 more passenger cars for faulty brake pressure warning systems. The results of that study may indicate the need to inspect, and replace or repair such warning systems at specified times or mileage.

You as participating repairs shops in the NHTSA Parts Return Program can provide additional data on these pressure warning systems. Please send us any failed proportioning valves that you encounter.

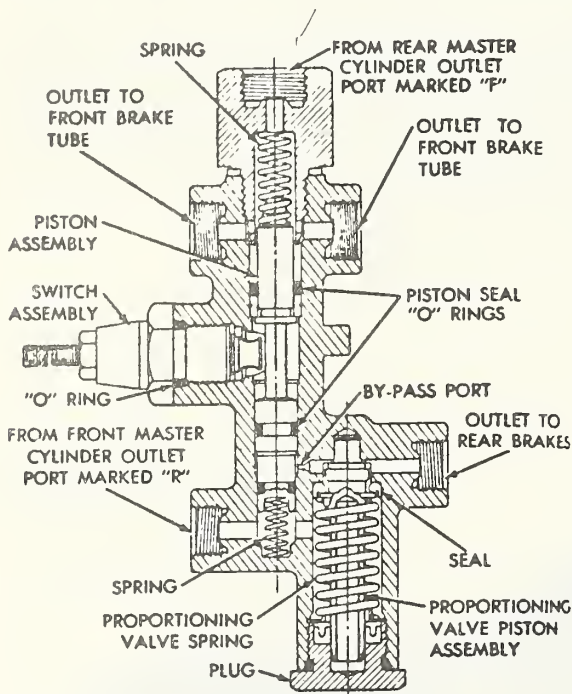


Figure 2

Combination brake warning switch and proportioning valve assembly (sectional)

- Mr. John Cummins of UNIVERSAL IMPORTS, INC. in Rockville, Md., reports that Pirelli tires which are supplied as original equipment on DeTomaso Pantera's have been discontinued. However, according to Mr. Cummins, the 235 x 60 VR 15 for the rear axle and size 215 x 60 VR 15 for the front are comparable. Also, Goodyear Arriva style tires which are supplied as original equipment on other Panteras may still be ordered from Goodyear stores. Mr. Cummins also reported receiving a new 1976 BMW model 2002, with original equipment tires and wheels, on which the tire scraped the fender when turning. The wheels are reportedly of a new design this year, which may be causing the interference. The PRP would like to know if your shop has encountered similar conditions on vehicles.
- As reported in the June issue of the PRP Newsletter, Mr. Julius Meisner of BRANCHI AUTO PARTS in Albany, New York, reported having difficulty with the braking system on his 1974 Ford Gran Torino. Mr. Daniel T. Walz of LINCOLN SAFETY SERVICE CO. in Lincoln, Nebraska, has suggested that because of the length of time the car was in storage, the seals in the master cylinder may have been affected. The front brake circuit may be bypassing internally causing the abnormal pedal travel. No fluid loss or leakage may be detected. We have passed this information along to Mr. Meisner.
- Mr. Tom Pitre, an automobile mechanics instructor and a member of the California Council for Adult Education, reports repairing a 1971 and a 1972 Datsun model 510. The clutch slave and master cylinders were leaking past the dust boot and into the passenger compartment of each vehicle. Mr. Pitre has also repaired a 1974 Datsun B210 for the same condition. Reportedly, the master and slave cylinders leak as a result of corrosion, causing loss of fluid and clutch operation. Slave cylinder rebuild kits are also hard to find according to Mr. Pitre.
- TOMMY'S AUTO REPAIR in Sioux City, Iowa has sent the PRP six air conditioning thermal limiter fuses removed from General Motors vehicles. Reportedly, when the \$2.65 fuse disrupts the current, the fan motor continues to operate and only the compressor stops. According to the shop, 75% of the limiters burn out from small malfunction while the air conditioning system is still intact. TOMMY'S AUTO REPAIR indicates that the limiters should have a higher temperature tolerance or else standard fuses should be used.

OUTSTANDING SHOPS

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<p>REGION 0</p> <p>BEN-SAL AUTO SERVICE CENTER, INC. Hartford, Connecticut</p>	<p>IKE'S AUTOMOTIVE MAINTENANCE Montgomery, Alabama</p>	<p>(2) J. GARTNER AUTO SERVICE Chicago, Illinois</p> <p>LINCOLN SAFETY SERVICE CO. Lincoln, Nebraska</p> <p>STEELE AUTOMOTIVE SERVICE Topeka, Kansas</p>
<p>REGION 1</p> <p>ARTIE'S SERVICE STATION Lagrangeville, New York</p> <p>A SAFEWAY MUFFLER SHOP Albany, New York</p> <p>BERT'S ARCO STATION Wilmington, Delaware</p> <p>EARL R. LAMBERT'S MOBIL STATION Downington, Pennsylvania</p> <p>(3) LONGBARD'S EXXON STATION Poughkeepsie, New York</p> <p>NEW YORK AUTO REPAIR AND ALIGNMENT Poughkeepsie, New York</p> <p>* W. J. KREAN AND SON Toms River, New Jersey</p>	<p>REGION 4</p> <p>* AUTO INN GARAGE South Bend, Indiana</p> <p>CHESTER BODY AND REPAIR CO. Cleveland, Ohio</p> <p>EVAN'S BRAKE SERVICE Cleveland, Ohio</p> <p>MASTER TIRE COMPANY Evansville, Indiana</p> <p>* WADE'S ALL CAR SERVICE Laushug, Michigan</p>	<p>REGION 7</p> <p>* IRVING RADIATOR AND AUTO CENTER Irving, Texas</p> <p>* MOONEY'S WHEEL ALIGNMENT AND BRAKE SERVICE Oklahoma City, Oklahoma</p>
<p>REGION 2</p> <p>(2) AUTO BRAKE CORP. Norfolk, Virginia</p> <p>MIKE'S SERVICE CENTER, INC. Winchester, Virginia</p> <p>MUSTEN AUTO SERVICE Winston-Salem, North Carolina</p> <p>UNIVERSAL IMPORTS Rockville, Maryland</p>	<p>REGION 5</p> <p>DAVE McMILLEN'S AUTO REPAIR SERVICE Duluth, Minnesota</p> <p>DAY-NITE AUTO STATION Kaukauna, Wisconsin</p> <p>HERFELL'S 66 SERVICE Sioux City, Iowa</p> <p>RICHFIELD WHEEL ALIGNMENT Minneapolis, Minnesota</p> <p>ROEHL'S BEE-LINE BRAKE AND ALIGNMENT Appleton, Wisconsin</p> <p>TOMMY'S AUTO REPAIR Sioux City, Iowa</p> <p>YEARLAN'S TIRE, INC. West Des Moines, Iowa</p>	<p>REGION 8</p> <p>NATIONAL SAFETY CLINIC AUTO REPAIR Salt Lake City, Utah</p> <p>TERRY MOTOR CO. Beaver, Utah</p>
<p>REGION 3</p> <p>HAGAN SERVICE CENTER Gainesville, Georgia</p>	<p>REGION 6</p> <p>(11) DICK JORDAN STANDARD SERVICE STATION Clayton, Missouri</p>	<p>REGION 9</p> <p>* AUTOMOTIVE CITY SERVICE CENTER San Francisco, California</p> <p>BIG BRAKE OF STOCKTON Stockton, California</p> <p>* DANA MEYER FOREIGN CAR SERVICE Albany, California</p> <p>SAMO WHEEL AND BRAKE SERVICE Santa Monica, California</p> <p>* MR. TOM PITRE Los Altos, California</p> <p>VANOWEN BRAKE AND WHEEL North Hollywood, California</p>

NOTE: We need more participating shops. If you know of an independent automotive repair facility in your area who you think might want to help out in this Program, please send their name and address to us. Thanks.

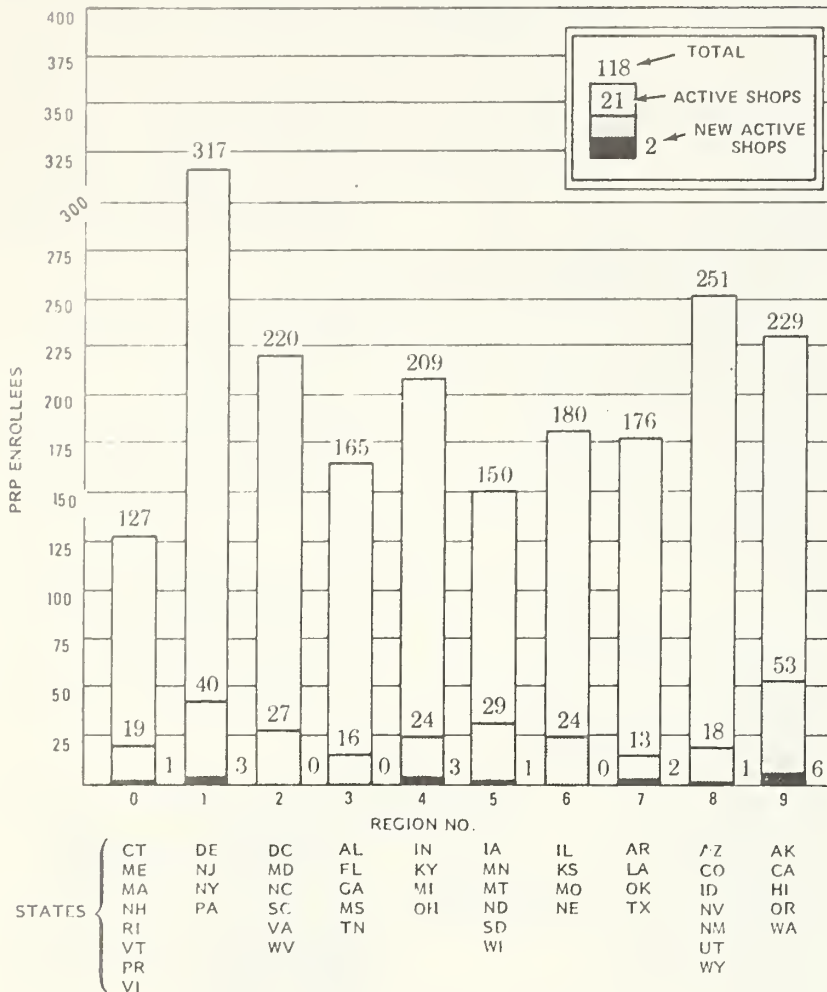
TELEPHONE CALLS

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CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. Seventeen shops have joined our active team and sent in a part. Keep up the good work. We still need many more shops on our active team and a lot more parts.

(As of 31 August 1976)



National Parts Return Program

Description and Function

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- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in design, materials, construction, or performance of motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, and Amendments to that Act of 1971, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.
- The information obtained from the parts is also valuable in preparing Federal motor vehicle safety standards. Your shop can help. The parts that you send in will give vital information that cannot be obtained in any other way.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

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parts return program

NEWS

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 3

September, 1976

LEAKING HOSES

The PRP has received two fuel tank filler hoses from *Performance Engineering* in Santa Barbara, California. The hoses were removed from a 1972 Fiat model 124 with 66,288 miles and a 1973 Fiat model 128 with 27,001 miles. The filler hose shown (figure 1) was removed from the 1973 model vehicle. Note the cracking of the rubber near the top of the hose which reportedly resulted in fuel leakage. The top of this hose has been expanded slightly to illustrate the extent of the deterioration. The other hose, removed from the 1972 Fiat, exhibits the same kind of deterioration. If your shop encounters this type of failure, the PRP would like to hear from you.

GM ORDERED TO RECALL AND PAY PENALTY

In a significant decision, a federal district court has ordered General Motors Corp. to pay a \$400,000 civil penalty to the United States for refusing a federal government order to notify owners of a safety-related defect in certain GM vehicles.

In the ruling handed down on July 23, 1976, Judge Jame L. Green of the U.S. District Court for the District of Columbia, ordered General Motors to recall 1965 and 1966 Chevrolets, and 1966 Buicks because of a fire hazard caused by faulty carburetor plugs.

An investigation (case no. 132) concluded by the National Highway Traffic Safety Administration in late 1974 found that a safety-related defect exists in those vehicles equipped with Rochester Quadrajet carburetors and manufactured before March 28, 1966.

When GM refused the government's order to issue defect notifications to the owners of the vehicles, the federal safety agency sued the auto manufacturer in January 1975. At the time litigation was initiated, the NHTSA estimated there were 375,000 vehicles manufactured that contained the possible defect. GM told the court there are an estimated 186,000 vehicles with the Rochester Quadrajet carburetor still on the highway.

The government complaint has alleged that an aluminum plug in the carburetor body could work loose from vibration and fuel pressure, causing gasoline to be pumped directly onto the engine, and creating a high probability of fire and an unreasonable risk of accidents, deaths, and injuries. The NHTSA said it had reports of more than 1,000 fires resulting from carburetor plug failure in such vehicles.

The civil penalty was the largest ever assessed against an automobile manufacturer in the 10-year history of the safety agency.

(Continued on page 2)



Figure 1

↑
Hose
Deterioration

Special thanks to those Parts Return Program shops that submitted components and information related to this case.

September, 1976

To Our Members:

The Parts Return Program has been a success thanks to the voluntary participation of many independent, automotive repair shops. However, the PRP needs the continuing participation of its members to sustain this success. Our records indicate that some members have been inactive since July 1, 1974.

We are requesting those shops which have not been active participants to notify us within 30 days whether they are still interested in participating. You may call, write, or send in a failed component. If you are unsure of your status (active or inactive), call or write to ensure your continued receipt of the newsletter. Shops which have never submitted a component and do not respond to this request may be removed from the mailing list.

Our objective is to have you become active in our program. If you do not have a mailbag for submitting components or need further instructions, please contact us today.

Thanks for helping us make this worthwhile program a success.

Very truly yours,
Kappa Systems, Inc.
1501 Wilson Boulevard
Arlington, Va. 22209
Tele. (703) 527-4500

ITEMS OF INTEREST

- In a special public advisory, the NHTSA said it is reactivating its investigation of the gas tank filler caps on Honda motorcycle models CB 350, 450, 500, and 750. This investigation, which had been suspended for some time, has been reactivated because of a number of recent reports indicating that dislodgement of the gas tank filler cap may result in fuel leakage and the possibility of the gas being ignited.

All motorcycle owners who have experienced gasoline leakage or fires due to dislodgement of their gas tank filler caps, or who have encountered other problems associated with the gas tank or filler cap were requested to report the details of the incident. The NHTSA is interested in learning of such conditions on all motorcycle makes and models.

Reports should indicate the make/model/year of the cycle; the type of problem encountered; whether gasoline leakage was involved and, if so, whether a fire resulted; and whether the problem resulted in an accident involving personal injury or property damage.

- The chart below illustrates the types of components received during the twelve month period from July 1, 1975 to June 30, 1976. Note that almost 25% of these include brake system components.

<i>Vehicle System</i>	<i>Percent of Total Parts Received</i>
Braking Systems	24.7
Engine, Transmission and Power Train	20.3
Steering	14.0
Fuel Systems, Carburation and Exhaust	13.3
Suspension, Wheels and Tires	13.0
Electrical Systems, Lighting and Communications	10.3
Other	4.4
	100.0

- We want to remind our members of the importance of submitting components on a timely basis. We note that in some instances components have not been submitted to the PRP until months after being removed from the vehicle. This can make it difficult to obtain necessary follow up information from the vehicle owner, as well as the involved shop. If an inadequate supply of mailbags is a factor, please let us know.

OUTSTANDING SHOPS

Our outstanding shops are those shops that have sent into the PRP at least one part during the current month. A shop that sends in parts in consecutive months is identified by a number in parenthesis before the name. This number identifies the consecutive months the shop has sent in a part. New shops that have just become active in the PRP are identified with an asterisk before their name. During September 1976, twelve shops became active participants in the PRP. Eight shops have sent in parts in consecutive months.

REGION 0

- ABBOTT'S GARAGE
South Norwalk, Connecticut
- CLARK'S SENOCO SERVICE
STATION
West Haven, Connecticut
- HARRY'S AUTO SERVICE
Great Barrington, Massachusetts
- * SPARKY'S AUTO SERVICE
CENTER
New Bedford, Massachusetts
- * TECHNICAL CAREERS
INSTITUTE
Milford, Connecticut
- * WINSLOW'S MOBILE
Gorham, Maine

REGION 1

- * DELL'S GARAGE
Rensselaer, New York
- FLETCHER MOTORS
Ambler, Pennsylvania
- KOLEJNIK'S SERVICE
Rochester, New York
- (1) LONGBARD'S EXXON
Poughkeepsie, New York
- * MIDAS MUFFLER
Pennsauken, New Jersey
- W & S SERVICE, INC.
Wilmington, Delaware
- * WOODY'S GARAGE
Montoursville, Pennsylvania

REGION 2

- (3) AUTO BRAKE SHOP
Norfolk, Virginia
- (2) UNIVERSAL IMPORTS
Rockville, Maryland

REGION 4

- (2) AUTO INN GARAGE
South Bend, Indiana
- * DEKORVER BROS. AUTO
SUPPLY
Wyoming, Michigan
- (2) MASTER TIRE COMPANY
Evansville, Indiana
- MAY'S SERVICE CENTER
Mansfield, Ohio

REGION 5

- CENTRAL PARK SERVICE
STATION
Kenosha, Wisconsin
- JOE'S AUTO SERVICE
Appleton, Wisconsin
- * STATEWIDE INSURANCE
INVESTIGATION
Appleton, Wisconsin
- (2) TOMMY'S AUTO REPAIR
Sioux City, Iowa

REGION 6

- * AA AUTO & TRUCKING SERVICE
Chicago, Illinois
- AUTO HOSPITAL
Lincoln, Nebraska

REGION 7

- * ABILENE PIT STOP, INC.
Abilene, Texas
- FUSELIER'S AUTO SERVICE
Lake Charles, Louisiana

REGION 8

- ALPINE AUTOMOTIVE SERVICE
Lakewood, Colorado
- BUD'S GARAGE
Pueblo, Colorado
- MR. BRAKE
Salt Lake City, Utah

REGION 9

- STOP AND GO AUTOMOTIVE
Portland, Oregon
- WEBB & ANDERSON
Salem, Oregon

REGION 9A

- (2) AUTOMOTIVE CITY
San Francisco, California
- MIDAS MUFFLER SHOP
Bakersfield, California
- * PERFORMANCE ENGINEERING
Santa Barbara, California
- TONY'S AUTO REPAIR
San Francisco, California

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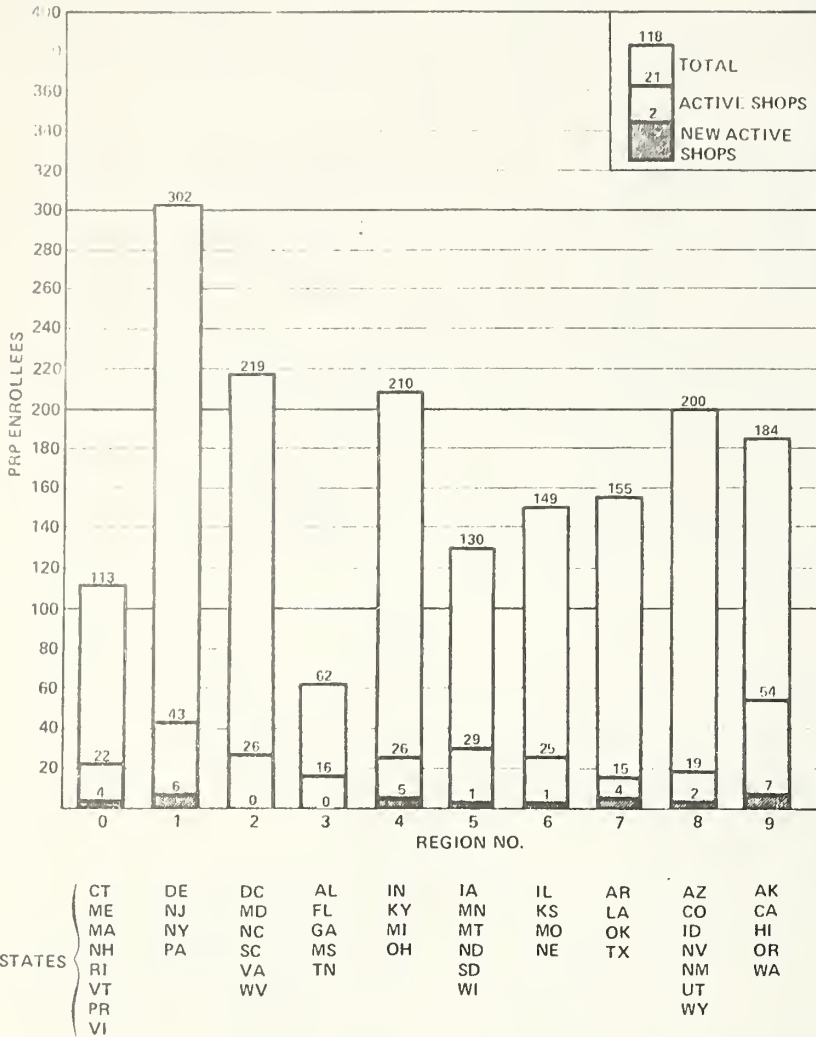
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CURRENT PRP PARTICIPATION

The graph below identifies the number of active shops within each Region. Two Hundred Seventy Five shops have joined our active team and sent in a part. Keep up the good work. We still need many more shops on our active team and a lot more parts.

(As of September 1976)



National Parts Return Program

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parts return program

NEWS

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 4

October, 1976

COURT UPHOLDS RECALL OF 1968 & 1969 MUSTANGS AND COUGARS

Judicial support for the safety defect recall of an estimated 500,000 1968 and 1969 Mustangs and Cougars was gained recently in a ruling issued by the U.S. District Court for the District of Columbia.

Judge George Hart upheld a recall order issued against the Ford Motor Co. more than a year ago by the National Highway Traffic Safety Administration. The agency determined that a safety defect existed in the seat back pivot pin brackets of both front seats of the vehicles involved. Failure of the brackets can cause sudden partial collapse of the front seat backs, resulting in loss of vehicle control and possible accidents and injuries, according to NHTSA.

Ford's contention that the failures did not pose an unreasonable risk to the public, was rejected by Judge Hart who characterized the problem as a "severe threat to motor vehicle safety," which if uncorrected, could lead to accidents, injuries or fatalities in the future.

The testimony of more than 40 owners of the affected cars shows a record of some collisions and injuries as a result of seat back failures, the court said, and many cases of loss of control for periods of up to 30 seconds, at speeds ranging up to 60 miles per hour.

Ford's own testimony conceded that at least 11,000 such seat failures were reported during the initial warranty periods for the cars, and that the failures continued through 1975, Judge Hart stated. The manufacturer also had not contended that the pivot pin brackets were not continuing to fail or would not fail in the future.

Ford indicated that complying with the order would cost several millions of dollars, but it was not known whether the manufacturer will appeal the District Court ruling.

ELEVEN SHOPS TO RECEIVE AWARD

Eleven shops have been selected to receive a Certificate of Appreciation (Figure 1) from the Administrator of the National Highway Traffic Safety Administration for their outstanding participation in the Parts Return Program (PRP). This is the third year for which shops have been selected to receive the certificate. Shops were se-

lected this year according to the number of failed, safety-related automotive components which each has submitted to the PRP during the twelve month period ending June 1, 1976. Shops receiving the award this year are:

AUTO BRAKE CORPORATION
Norfolk, Virginia
AUTO HOSPITAL
Lincoln, Nebraska
BEREA AUTO SERVICE
Greenville, South Carolina
BERTS ARCO STATION
Wilmington, Delaware
DICK JORDAN STANDARD SERVICE STATION
Clayton, Missouri
DOYLE AUTOMOTIVE SERVICE
Seattle, Washington
EUROPEAN MOTORS LTD.
Washington, D.C.
ISE AUTOMOTIVE SERVICE
Hollywood, California
KOLESNIK'S SERVICE STATION
Rochester, New York
PARK AUTO REPAIR
Chicago, Illinois
TIM'S IMPORT SALES AND SERVICE
Hutchinson, Kansas

We are especially proud of these shops and would like to extend our congratulations. Thank you for your efforts during the year.



U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Certificate of Appreciation

Awarded to

Auto Brake Corporation

FOR DEDICATED EFFORT TO IMPROVE AUTOMOTIVE SAFETY
THROUGH OUTSTANDING COOPERATION IN THE

PARTS RETURN PROGRAM

FOR THE YEARS 75-76

John W. Brown

COLTS AND ARROWS RECALLED BY CHRYSLER

Chrysler Corporation is recalling 718 Dodge Colts and Plymouth Arrows because there is a possibility that the driveline dynamic vibration dampers are subject to failure as a result of design structural inadequacy. The damper support bracket is mounted to the transmission extension, and should the failure occur, the detached part could create a hazard to other vehicles if it were to land on the roadway. Vehicles affected by this recall are those 1976 models manufactured from April thru June, 1976, and equipped with 1600 CID engines and automatic transmissions. The correction involves replacing the existing damper with a previously used two-piece damper and will be made free of charge to the owner.

CRACKED CALIPER HOUSING

The PRP has received a disc brake caliper from a 1971 Ford Elite with 26,000 vehicle miles. As shown in Figure 2 the caliper housing is cracked



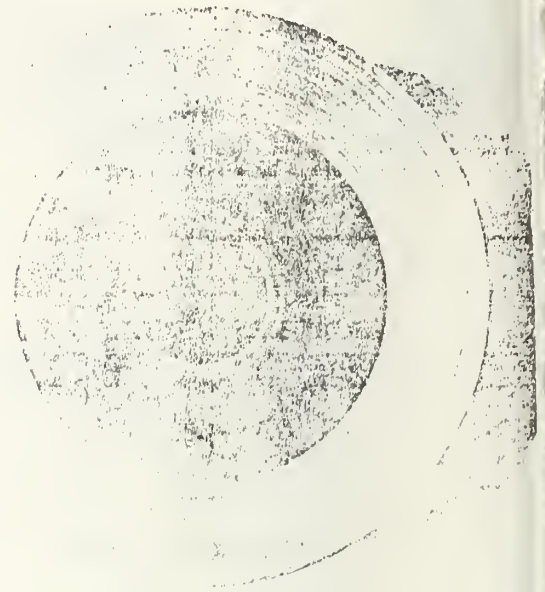
Figure 2

directly above the location of the inner pad. The 2½ inch long crack extends from the hole in the center of the housing to the outside edge and completely through the metal.

The brake rotor was also returned (Figure 3). The braking surface on the rotor has been scored by the worn pads. EVAN'S BRAKE SERVICE in Cleveland, Ohio submitted the failed parts.

The PRP has received many scored drums and rotors from shops as a result of the Wanted Poster in the PRP News of June, 1976. The scored rotor shown in Figure 3 is typical of those that have been received. The parts are now being reviewed for use in the NHTSA test program. The PRP

certainly appreciates this excellent response from our members. Keep up the good work, more parts are needed.



National Parts Return Program Description and Function

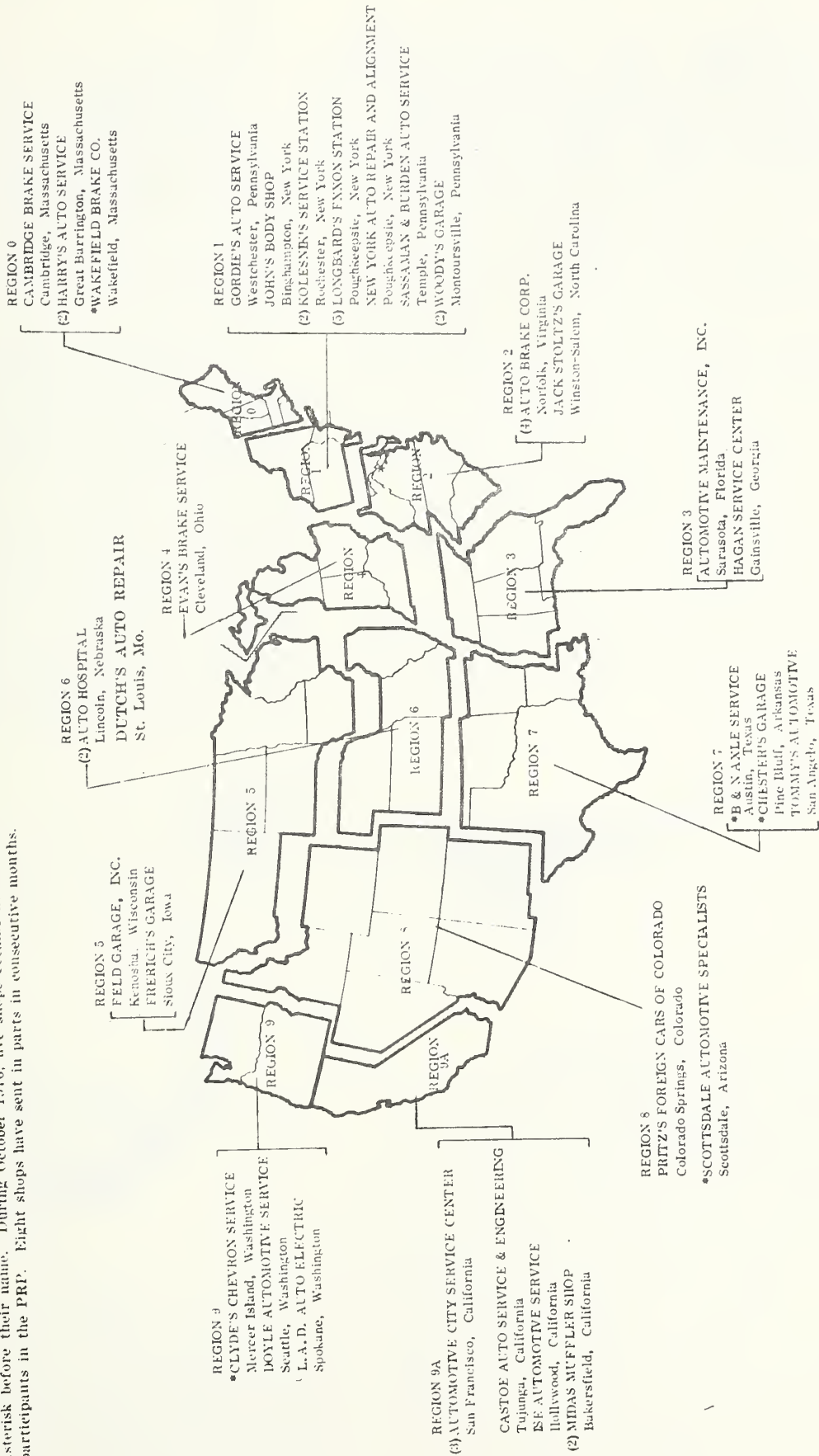
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ITEMS OF INTEREST

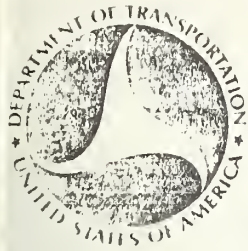
- The PRP has received several comments from shops stating that the only failed parts they have received are those that we have covered in the newsletter or failures of which the PRP is already aware. We would like to take this opportunity to say that we are interested in any automotive parts which exhibit a safety-related defect in design, materials, construction, or performance, and particularly, those which support an ongoing NHTSA investigation of an alleged safety-related defect. The Defects Investigatory Cases Report, which is mailed to PRP members periodically, lists these open investigations. If your shop needs a copy, drop us a line and we will mail you one. If you are in doubt as to whether a part is safety-related, send it in and we will resolve the question here.
- The owner of a 1976 Harley-Davidson model FLH Electra-Glide has reported that the wind screen broke off completely on two occasions while he was driving on an interstate highway. The PRP would like to hear from your shop if you know of a similar failure.
- JOHN'S BODY SHOP in Binghamton, New York reports finding a 1968 Buick and a 1970 Chevrolet where the chassis side frame rail was split near a rear wheel housing. This reportedly caused excessive movement of the rear axle assembly and resulted in the loosening of the drive shaft.
- AUTO HOSPITAL in Lincoln, Nebraska, reports repairing a 1976 Cadillac ambulance where the power steering pump was mounted $1\frac{1}{2}$ inch from the exhaust manifold, causing excessive heat build-up in the pump and hoses. The shop also reports finding a 1975 and a 1976 Superior ambulance manufactured on a Cadillac chassis, where the rear suspension was over-loaded and could allow the fuel tank to drag on the pavement. In June, 1976, 1971-76 model Superior ambulances and funeral car bodies mounted on Cadillac chassis were recalled. The recall was for the possibility that the fuel-tank hanger strap restraining brackets may fail when subject to an unusual loading condition. Occurrence of the condition could result in loss of the fuel tank and result in a fire. Two such incidents occurred at the time of the recall.
- In response to an Item of Interest in the August issue of the PRP News, Mr. Pritzlewitz of PRITZ'S FOREIGN CARS, Colorado Springs, Colorado, reports that the Datsun owner's manual calls for a clutch fluid replacement every six months. Mr. Pritzlewitz states that the clutch sleeve and master cylinders will leak at the seals unless this maintenance is performed.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
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parts return program

news

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 5

November 1976

POWER STEERING HOSE FAILS

The high pressure power steering hose that is shown was sent in by WINSLOW'S MOBILE STATION in Gorham, Maine. The hose was removed from a 1975 AMC Hornet Sportabout with a mileage of 35,070. As indicated in the photograph, a two inch section of the rubber surface on the hose has cracked and fallen off. This reportedly resulted in a loss of power steering. The NHTSA has received two other similar reports involving 1975 AMC Hornets. In those two cases engine compartment fires were reported as a result of hose deterioration and power steering fluid leakage. The NHTSA is analyzing the reports. If your shop knows of similar failures, the PRP would like to hear from you.



Figure 1

STEERING COLUMN FAILS

The photograph below shows a steering column lower shaft assembly that was removed from a 1971 Ford Pinto. Vehicle mileage was 61,174. The assembly was sent to the PRP by ROEHL'S BEE LINE BRAKE and ALIGNMENT in Appleton, Wisconsin. The flexible portion of the shaft consists of twined metal wire covered by a rubber boot. In the area shown on the photograph some of the wire strands are unraveled and broken. The

failure reportedly resulted in complete loss of steering. There is no evidence of rust or corrosion. If your shop knows of any similar failures, the PRP would like to hear from you.

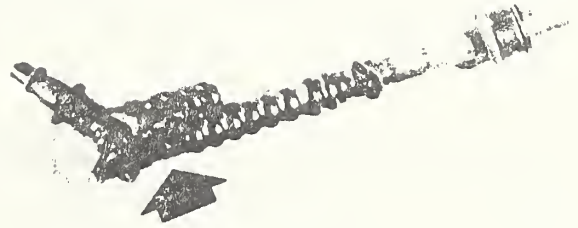


Figure 2

AUTO RAMP'S FAILED NHTSA TESTS

Vehicle owners, mechanics and auto service personnel were warned in a federal Consumer Protection Bulletin recently that certain models of portable auto ramps—widely used to support motor vehicles during repair and maintenance operations—may collapse if used in accordance with their manufacturers' weight capacity ratings.

The National Highway Traffic Safety Administration (NHTSA) tested 11 auto ramp models which represented the products of six different manufacturers. NHTSA identified four of these models which collapsed under their rated capacities.

All four ramp models failed the first of four tests conducted by the NHTSA on all of the models selected for testing. With a pair of selected ramps aligned in parallel on a level surface, the ramps failed to support a vehicle of axle weight matching

the model's rated capacity, when the vehicle was slowly driven on and off the ramps, 10 times.

Failing this test were the following models: Petersen Industries, Inc. ramp models of 30-2225 and 30-2010, rated at 5,000 pounds per pair and 4,000 pounds per pair, respectively; and Mark Fore-Vateco's models CR-1 and R-75, rated respectively at 7,000 and 6,500 pounds per ramp-pair.

Owners and users of these auto ramps should know that Petersen Industries has redesigned its ramps to provide a carrying capacity equal to their rated capacities under all conditions of NIITSA's test procedures, and has established a proper rating for earlier ramp models. New rating labels will be sent to all owners of both models cited, upon written request. The revised capacities for models 30-2225 and 30-2010 are 4,500 and 3,500 pounds per pair, respectively.

Mark Fore-Vateco has re-rated its models CR-1 and R-75 and will provide to all owners requesting them, new rating labels. The new ratings will indicate the above models may safely be used, in pairs, to support front or rear axle loads of vehicles with a gross weight not exceeding 7,000 pounds and 6,500 pounds, respectively. Since new rating labels will be supplied for both models, owners should be sure to specify the Mark Fore-Vateco model owned.

New labels for Petersen ramps may be requested from Petersen Industries, Inc., 400 Wheeler Avenue, Fredonia, Wis., 53021. New Mark Fore labels are available by writing to Mark Fore-Vateco Industries, 109 Brookline Avenue, Boston, Mass., 02215.

NIITSA has also warned that reports of failures have been received from users of Sears, Roebuck ramp model 1230, but that the model has not been manufactured for two years and was not subjected to federal testing. A Sears ramp model 1232, which is nearly identical except for the addition of two horizontal braces, has passed NIITSA testing, however. Inquiry with respect to model 1230 is continuing with the manufacturer—Karr Rite Corporation—to determine whether or not this discontinued model was defective as manufactured.

Manufacturers do not always make clear whether the rated ramp capacity, as printed on ramp cartons or paste-on stickers, refers to a single ramp, a pair of ramps, to a single axle weight or to gross vehicle weight. The user should always assume that ramp ratings refer to ramp pairs, and should take special care to note whether the rating refers to axle weight or gross vehicle weight. When in doubt, assume the rating refers to gross vehicle weight.

NIITSA offers the following rules for safe use of portable auto ramps:

1. Know the load to be supported and the ramps' capacity. **DO NOT OVERLOAD.**
2. Use auto ramps only in pairs.

3. Use only on level paved surfaces; avoid glazed surfaces.
4. Position ramps parallel to vehicle's direction, spaced so vehicle tires will travel the center of both ramp channels.
5. Keep bystanders clear of ramps when driving on or off of ramps.
6. Drive on or off ramps slowly.
7. While vehicle is positioned on ramps for service or repair, transmission should be in "Park" gear and the parking brakes set.
8. Wheels remaining on pavement should be blocked against any movement, forward or backward.

We are interested in hearing from ramp owner or users who may have experienced an auto ramp failure, collapse, etc. Such reports should include the identity of the ramp manufacturer, ramp model number, type of vehicle involved, date of ramp purchase, and the consequences of the failure.

POWER STEERING GEAR CRACKS

BEACON AUTO BODY in Pennsauken, New Jersey sent in the power steering gear that is shown. The gear was removed from a 1976 Oldsmobile Delta Royals with mileage of 7,413. As indicated in the photograph, the end of the gear housing is cracked. The crack extends about $\frac{1}{3}$ of the way around the gear housing circumference. The end plate and snap ring are also shown. The vehicle reportedly struck a pole after the owner made a sharp right turn to avoid a bicyclist. There is no evidence of external damage to the gear housing.



Figure 3

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have any questions which need answers, or would like to pass on comments, please call us collect. Call Bruce Beddow, John Peizer, or Guy Whiddon at (703) 527-4500, Monday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington Virginia 22209, Attention: Bruce E. Beddow.

ITEMS OF INTEREST

- The PRP is interested in obtaining specific information on failed, rebuilt automotive parts. Items such as brake master cylinders, wheel cylinders, and shoes that are improperly rebuilt and give unsatisfactory performance are of particular interest. Shops which encounter such components are asked to call or write to the PRP and describe the failure. Be sure to include the name and address of the company which rebuilt the component, as well as the component mileage at the time of failure.
- The National Highway Traffic Safety Administration (NHTSA) has proposed a change in the requirements of current federal vehicle-in-use inspection standards. The proposed amendment would authorize the use of resilient spacers in the springs of an automobile to raise it to the height necessary to pass state inspection. Most states which carry out motor vehicle inspection programs utilize federal safety standards. These standards require owners to install new springs, rather than spacers, when the old springs are unable to maintain the vehicle at the proper height. It has been estimated that the cost of new springs is considerably more than the cost of using spring spacers.
- The NHTSA announced it is conducting an investigation of the "Firestone 500 Steel Belt radial" tires. It said it was advising owners of the radial tires to inspect them immediately for any signs of tread separation, or for any bulges or other irregularities in the tire's configuration. Tires exhibiting such evidence should no longer be used.

The NHTSA said that withdrawal of a suit against Firestone in the case of the bias ply tires does not in any way affect the ongoing investigation of the "Firestone 500 Steel Belt radial tire."

Owners who have experienced radial tire damage or failure, or who have observed irregularities in the tire's configuration are asked to provide a full description of the problem. They should also provide the manufacturer's name, tire size, the DOT identification number (which is located on the sidewall of the tire), the model and year of the vehicle, the identity of the vendor of the tire and the estimated mileage of the suspect tires.

J. GARTNER'S AUTO SERVICE in Chicago, Illinois has reported some problems with Firestone 500 Steel Belt radial tires. The shop reports experiencing several cases of tread separation at low mileage, and instances where the tires caused vehicle steering to pull to one side.

- Mr. John Clover of JOHN'S GARAGE in Nampa, Idaho, reports repairing a 1966 Jeep Super Wagoneer where the steering box broke away from the frame causing loss of steering control. Reportedly, a defective frame bracket weld failed shortly after the driver of the vehicle had exited from a freeway. Since the bracket weld was repaired, no parts were available. Failure reports of this type, where parts are repaired or returned for refund or replacement, can be just as important. If your shop repairs a safety related defective part and can't return the items, describe the problem on a note and drop it in your next bag of parts.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517





parts return program

NEWS

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 6

December 1976

TIMING LIGHT ERRORS

In their latest issue of *Let's Talk Road Service* (1976, Issue 4) The American Automobile Association notes that it may be difficult to set the timing on some Ford models with high energy ignition. Some timing lights may give erratic indications when used on these vehicles.

Capacitive-coupled type lights are affected such as those that connect directly in the spark plug wire. The lights can be falsely triggered causing multiple flashes. However, inductive type lights can be used without difficulty.

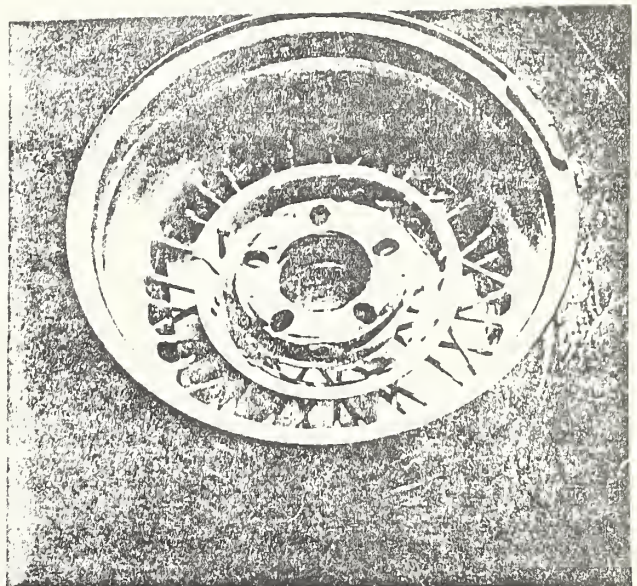
Some capacitive type timing lights have a spring loaded clamp that surrounds the spark plug wire. This type may work satisfactorily if insulation is placed between the clamp and the wire. A piece of vacuum hose split lengthwise will make a good insulator. Install the hose over the plug wire and place the clamp on the hose. This will take care of the problem in most cases. Special thanks to the AAA for allowing us to pass this information on to our PRP members.

TRU-SPOKE WHEELS RECALLED

The March 1976, issue of the PRP News contained an article about a Tru-Spoke wire wheel that had been returned to the PRP by DICK JORDAN'S STANDARD SERVICE STATION in Clayton, Missouri. As indicated in the photograph, the inner disc of the wheel is broken around $\frac{2}{3}$ of its circumference. The wheel had been removed from a 1975 Cadillac Coupe De Ville with approximately 5,000 miles on it. At about the same time, the National Highway Traffic Safety Administration (NHTSA) received some other related inputs concerning Tru-Spoke wheels, including information from ABBCO SAFETY CENTERS, Detroit, Michigan.

After discussions with the NHTSA's Office of Defects Investigation, the manufacturer, Wheel Specialties Company, initiated a safety recall campaign involving 3,268 of these wheels for a potential defect. The wheels may become structurally unsound when used on a vehicle with a gross weight of 5,000 pounds or more. Wheel specialties is notifying involved owners of this potential defect and will replace the wheels free of charge.

We are pleased that the PRP could help in this matter and would like to convey our special thanks to DICK JORDAN'S STANDARD SERVICE STATION and ABBCO SAFETY CENTERS for their assistance.



TURN SIGNAL LEVER FAILURE

FELD GARAGE, INC. in Kenosha, Wisconsin has returned a turn signal lever that was removed from a 1975 Matador 2 door coupe with a mileage of 11,097. The lever, which includes a speed control device (see photo), broke off at the steering column. The signal cancelling device in the column was still in good condition. Please notify the PRP if you are aware of similar failures.



WANTED
FAILED OR WORN
STEERING
TIE ROD ENDS

The Part Return Program needs your help in obtaining failed/worn-out tie rod ends (ball stud & socket assembly) from 1971-72 Chevrolet, GMC, Ford, and Dodge pickup trucks and vans.

The tie rod ends are needed for use in an NHTSA test program. Make, model, year, and mileage of the vehicle are very important, as well as the vehicle owner's name and address.

HERE'S ALL YOU DO

- **FILL OUT DATA TAG AND ATTACH TO PART.**
- **PLACE IN CANVAS MAIL BAG, TIE THE CORD AND PUT IN MAIL BOX. POSTAGE IS PAID.**

We need your help. Become an active participant in this public safety program today.

THANKS !

**FORD RECALLING PINTO, BOBCAT,
AND MUSTANG II**

Ford Motor Company is recalling 1976 Pinto, Bobcat, and Mustang II vehicles equipped with 2.3 litre engines. There are 372,581 vehicles involved (job no. 1 thru 8/27/76). The vehicles are being recalled for potential fuel leakage at the rubber hose connecting the fuel tube to the carburetor fuel filter. Such leakage is attributed to a combination of factors including fuel tube misalignment, improper hose clamping, and a change to a less flexible, double braided hose for 1976 model year production. The fuel leakage can result in an underhood fire. As of October 22, 1976, 101 such fires had been reported to Ford.

Corrective action will be performed at no charge to the vehicle owners, and involves replacement of the existing fuel hose and clamps with a single braided hose and spring-type clamps. Fuel tube alignment will also be adjusted where necessary.

The recall came subsequent to the initiation of a formal defect investigation by the National Highway Traffic Safety Administration concerning the matter (Case No. C7-01).

**PROPOSED STANDARD TO REDUCE
MOTOR VEHICLE THEFTS**

A proposed highway safety program standard designed to reduce the theft of motor vehicles has been issued by the National Highway Traffic Safety Administration (NHTSA).

Statistics provided by the Federal Bureau of Investigation indicate that almost 1 million vehicles were stolen in 1974 with a loss estimated at \$1.5 billion. Studies conducted by the FBI and the Law Enforcement Assistance Administration show that stolen vehicles are involved in accidents at a disproportionate rate. The common practice of stripping stolen vehicles and modifying them for resale has safety consequences in that such reconstructed vehicles may conceal serious safety problems.

Under the NHTSA proposal, the states would have to adopt title laws requiring each vehicle to have a certificate of title before it can be registered for operation in the state. Almost all states have adopted satisfactory title laws, so that this requirement would serve to close the few remaining gaps. Currently, an effort is underway to standardize the format of title certificates. Also, special tamper-proof paper, similar to that used for checks, has been developed which should be effective in limiting the counterfeiting of the titling document itself.

The NHTSA also wants to change the current title procedures to make it more difficult to secure clean titles for stolen vehicles and to provide an opportunity to examine the safety of reconstructed vehicles before allowing them to be re-registered for use on the highways. The proposed standard would require the owner of a vehicle sold for salvage to submit the title to the state for cancellation, and would apply to all owners.

The proposal would require that the Vehicle Identification Number (VIN) for each vehicle titled in a state be recorded and that a cancelled title or equivalent document be presented before a reconstructed vehicle could be titled or registered.

Currently, the NHTSA has two motor vehicle safety standards designed to deal with theft problems. These are Standard No. 114, Theft Protection, and Standard No. 115, Vehicle Identification Number. The NHTSA is also considering ways to improve both standards.

TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbags, tags, etc., have any questions which need answers, or would like to pass on comments, please call us collect. Place your call to Bruce Beddow, Jonni Peizer, or Guy Whiddon at (703) 527-4500. We are Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m. Likewise, if you have a contribution or suggestion for the PRP News, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

SCHOOL BUS OPERATORS WARNED OF BRAKE-LINE CORROSION FAILURES

Operators of older school buses, particularly those manufactured before 1969, were warned recently that the braking systems on their vehicles may be dangerous and may fail due to corrosion and rusting of steel hydraulic brake tubing.

In a public advisory, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) said that the problem is particularly prevalent in areas where salt, chemicals, and abrasives are used for control of roadway ice and snow. Brake failures can result from the corrosive action of these materials which weakens brake tubing.

The NHTSA also warned that other pre-1969 buses, trucks, and passenger vehicles may experience similar problems and advised owners and operators of vehicles which are subject to such corrosives to (1) make a thorough inspection of their steel brake tubing at least once a year, (2) replace corroded tubing, and (3) periodically wash exposed tubing to remove road splash containing corrosives.

The government's warnings are based on random sample surveys of school buses conducted in 18 states. All but one of the survey states are located in snow belt areas where road salts, chemicals, and abrasives are used for snow control. These materials, over a period of time, produced rusting and corrosion in the low-carbon steel hydraulic brake tubing, even though the tubing had a protective coating of lead/tin alloy (terne).

John W. Snow, NHTSA Administrator, said the survey showed that "the corrosion is not limited to any single make or model school bus; but may be present in any vehicle exposed over a period of four or more years to road splash containing heavy concentrations of salt, dirt, or chemicals used for snow and ice control on roadways."

Snow also noted that the problem of corrosive attack on steel hydraulic brake tubing is not unique to the United States, having been found on almost 70 percent of trucks examined during a nationwide inspection program in Sweden in 1969.

Among the observations resulting from both surveys, are:

- Low carbon steel hydraulic brake tubing used on passenger cars, trucks, and school buses is manufactured with a protective coating of lead/tin alloy (terne). In 1969, the automotive industry and its brake tubing suppliers changed their specifications to provide for a thicker external terne coating.
- Despite the protective coating, vehicles operated in an environment which includes ice control salts, chemicals, or abrasives are subject to external corrosion of steel hydraulic tubing.

- Vehicle operation over extended periods in such an environment may eventually result in the weakening and failure of brake tubing unless preventive measures are taken.
- Contaminants in hydraulic brake fluid contribute to internal corrosion of brake tubing, but with less significant effect than ice control salts, chemicals, and abrasives.
- With respect to corrosion, vehicle age is a more significant factor than mileage.
- Tubing failure can result in a catastrophic loss of braking capability in vehicles equipped with single hydraulic brake systems.

In addition to issuing the public advisory, NHTSA notified appropriate authorities in all of the states of its findings, and provided suggestions and recommendations toward control of the problem.

Complete details of the NHTSA survey are contained in a report which is on public file and may be examined in the NHTSA Technical Reference Division, Room 5108, 400 Seventh St., S.W., Washington, D.C. 20590.

CRACKED BRAKE HOSE

Mr. T. C. Duff at BELOIT FRAME AND AXLE in Beloit, Wisconsin has sent the PRP a front brake hose which is shown here. The hose was removed from a 1973 GMC 3/4 ton pick-up truck with a mileage of 23,500. Reportedly, the hose rubber cracked and frayed at the fitting causing a brake fluid leak. The hose separated when the shop removed it from the vehicle. Mr. Duff reported that several 3/4 ton GMC trucks have been repaired in his shop for this type of failure.



Our outstanding shops are those shops that have sent into the PRP at least one part during the current month. The number in parenthesis before a shop's name identifies the number of consecutive months the shop has sent in a part. New shops that have just become active in the PRP are identified with an asterisk before their name. During December 1976, seven shops became new active participants in the PRP. Fourteen shops have sent in parts in consecutive months.

REGION 7

- *C & S BRAKE SERVICE
Fort Worth, Texas
- *J & G AUTO CLINIC
Lake Charles, Louisiana

REGION 8

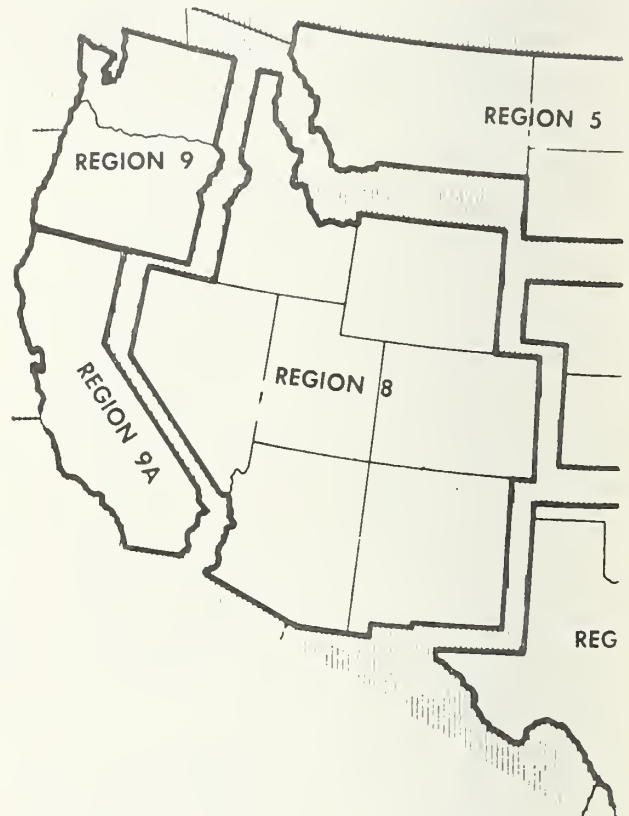
- (2)JOHN'S GARAGE
Nampa, Idaho

REGION 9

- (3)DOYLE AUTOMOTIVE SERVICE
Seattle, Washington:
- *KINGCO BRAKE SERVICE
Seattle, Washington
- L.A.D. ELECTRIC
Spokane, Washington
- *SHARP'S AUTOMOTIVE
Seattle, Washington
- (2)STOP & GO BRAKE & WHEEL
Portland, Oregon

REGION 9A

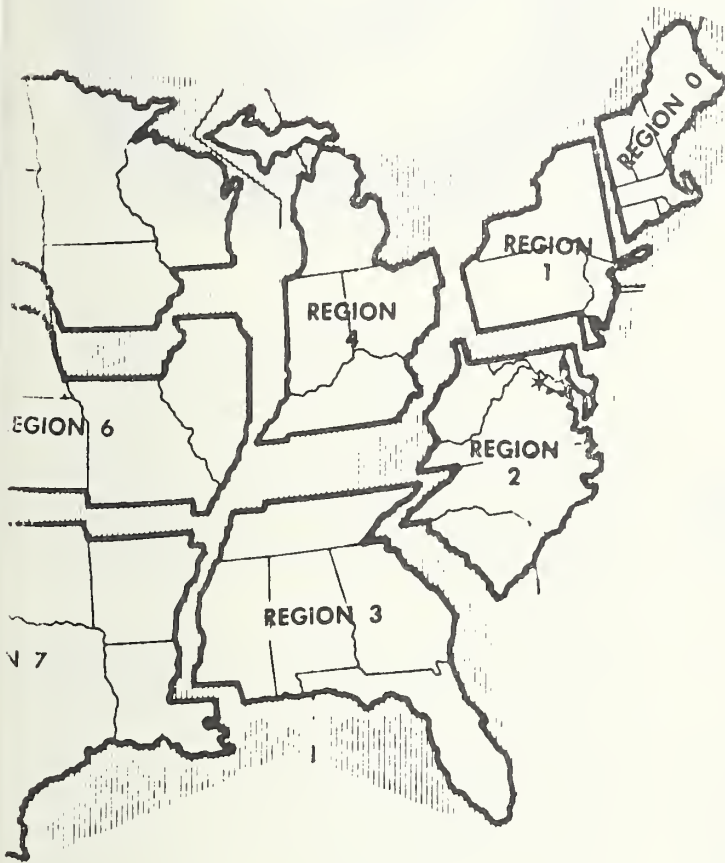
- (5)AUTOMOTIVE CITY
San Francisco, California
- *BEELINE ALIGNING SERVICE
Pacific Beach, California
- (3)ISE AUTOMOTIVE SERVICE
Hollywood, California
- KALLEN'S GARAGE
Van Nuys, California
- SAMO WHEEL AND BRAKE SERVICE
Santa Monica, California



REGION 6

- (4)AUTO HOSPITAL
Lincoln, Nebraska
- *BRAKE-O-MAT
Evanston, Illinois

OUTSTANDING SHOPS



REGION 0

- (4) HARRY'S AUTO SERVICE
Great Barrington, Massachusetts
- SPARKY'S AUTO SERVICE CENTER
New Bedford, Massachusetts

REGION 1

- (2) D & Z ATLANTIC
Cornwell Heights, Pennsylvania
- GORDIE'S AUTO SERVICE
West Chester, Pennsylvania
- (7) LONGBARD'S EXXON STATION
Poughkeepsie, New York

REGION 2

- (2) AFRO-ENGINEERING
Falls Church, Virginia
- (6) AUTO BRAKE CORP.
Norfolk, Virginia

REGION 3

- (4) HAGAN SERVICE CENTER
Gainesville, Georgia

REGION 4

- (2) BOB'S SERVICE STATION
Hammond, Indiana

REGION 5

- *BELOIT FRAME AND AXLE
Beloit, Wisconsin
- FELD GARAGE
Kenosha, Wisconsin
- TOMMY'S AUTO REPAIR
Sioux City, Iowa

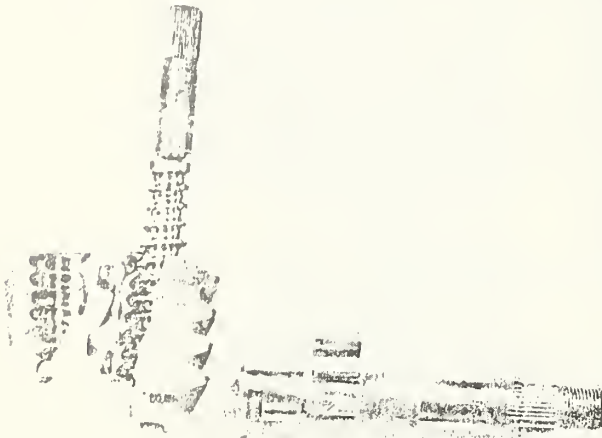
CK JORDAN'S STANDARD
ayton, Missouri

JTT AND STILES
okie, Illinois

GARTNER'S AUTO SERVICE
icago, Illinois

MANUAL STEERING GEAR BOX FAILURE

AUTO BRAKE CORP. in Norfolk, Virginia has sent the PRP some components that were removed from the manual steering gear box of a 1975 Chevrolet Series 30 Step Van with 21,696 miles. The steering reportedly failed while the driver was making a turn. No accident occurred as a result. Upon inspection, the shop found that the pitman shaft showed wear marks, bearings were worn, and the ball nut for the worm shaft was cracked in two. The pitman shaft, worm shaft, and ball nut are shown here. The shop states that the possible cause of the failure was lack of lubricant in the gear box. AUTO BRAKE CORP. also reports finding several other trucks, primarily Ford models between six months and two years old, with a lack of lubricant in the steering gear box. If your shop encounters similar conditions on any vehicle make, please let the PRP know. Thanks.



CONVERTER FLEX PLATE FAILURE

J. GARTNER'S AUTO SERVICE in Chicago, Illinois has returned a converter flex-plate that was removed from a 1973 Buick Century station wagon with a mileage of 49,548. The vehicle was equipped with a 350 CID engine and a 350 Turbo Automatic transmission. The hub apparently broke out of the flex-plate, suddenly, while the vehicle was being driven on the highway. As shown in the photograph, the outer mounting holes of the plate are elongated and worn, and the hub is broken away from the spokes. The part was too large to fit in a PRP mailbag, so the rim has been cut in two. The driver of the car reportedly experienced loss

of drive power as a result of the failure. The vehicle was allowed to coast to the side of the road and out of the path of traffic. Special thanks to J. GARTNER'S for sending in the part. If your shop has encountered a similar failure please let the PRP know.



National Parts Return Program

Description and Function

- The PRP involves the voluntary submittal of failed automotive components by independent repair shops. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in motor vehicles and motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists. The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.
- Your shop can help. The parts that you send in will give vital information that cannot be obtained in any other way.

ITEMS OF INTEREST

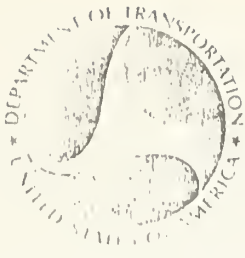
- The PRP is still interested in receiving scored brake drums and rotors for use in an NHTSA test program. Unfortunately, some of the rotors that have been returned were scored or gouged too deeply (up to 1/4 in.) for test purposes. The test program needs drums and rotors which, if machined (i.e., "turned down"), would not grossly exceed the manufacturer's recommended machining limits. Those from full size and luxury 1971-1976 General Motors cars are of particular interest. These include models such as the Chevrolet Impala, Pontiac Bonneville, Oldsmobile 88 and 98, Buick LeSabre and Electra 225, and Cadillac Fleetwood. The test program is directed toward determining what effect, if any, scored drums and rotors have on vehicle safety.
- "Traffic Safety '75, A Digest of Activities of the National Highway Traffic Safety Administration" is now available. Copies of this 43 page document are available free of charge upon request to the National Highway Traffic Safety Administration, General Services Division, Room 4423, Washington, D.C., 20590. Topics include

Defects Investigation, Crash Survivability, Crash Avoidance, and others.

- TOMMY'S AUTO REPAIR in Sioux City, Iowa reported that his shop replaced the brake pedal support bracket on a 1967 Ford Mustang with a mileage of approximately 70,000. The brake pedal on the vehicle would reportedly stay depressed, because the support bracket bushing which supports the brake pedal swing shaft was worn and out-of-round. When a new support bracket was obtained, the bushing on it was also found to be out-of-round. TOMMY'S AUTO REPAIR also reportedly encountered this kind of binding condition on a 1969 Ford Mustang with a mileage of approximately 50,000.

This information was received in response to the article and photograph that appeared in the August, 1976 PRP News, which described a brake pedal support bracket that had been removed from a 1967 Ford Mustang and was submitted to the PRP by GUS COOPER SERVICES, INC., Seattle, Washington.

If any of our other PRP members encounter this type of condition, please let us know.



parts return program

NEWS

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 7

January 1977

REAR AXLE BOLTS BREAK

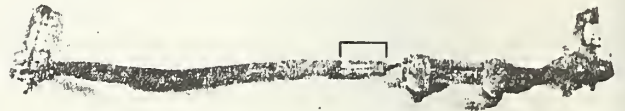
Mr. John Cummins of UNIVERSAL IMPORTS in Rockville, Maryland reports repairing two 1975 Triumph Spitfires for loose bolts on the rear axle assembly. The $\frac{1}{4}$ " allen bolts hold the axle to the differential, and also hold the differential side bearing in place. Reportedly, the bolts either shear off or work loose causing rear suspension separation, since the rear axle assembly forms the lower link in the independent rear suspension. Drive power on the affected side is also lost. The two bolts shown are from a 1975 Spitfire with 12,999 miles. The bolts had worked loose but axle separation had not yet occurred. The condition was noticed while the vehicle was being inspected for a clutch problem. Mr. Cummins reports repairing another 1975 Spitfire two weeks prior to this failure in which the axle separated when the bolts sheared off.

The shop reportedly checks all Spitfires for this condition as part of their routine maintenance procedure, and has repaired four or five which had loose bolts. The shop tightens the bolts on vehicles found in this condition and uses Loc-Tite to help prevent the bolts from working loose again. Special thanks to UNIVERSAL IMPORTS for reporting this condition.



TIE ROD SEPARATES

The tie rod shown in the photograph was submitted by AUTO HOSPITAL in Lincoln, Nebraska. The part was removed from a 1975 Dodge Maxivan model B300 with 30,000 miles. Reportedly, the tie rod separated suddenly, as the driver of the vehicle was turning into a driveway over a dip in the road surface. The vehicle had not been aligned in service, but had been maintained with periodic oil changes and lubrication. The separation occurred between the inner tie rod and the adjusting sleeve. Examination revealed that the threads on the tie rod are worn, and the adjusting sleeve is slightly rusted but shows no thread damage. The two parts can be pushed together without any twisting action. Both tie rod end joints are equipped with grease fittings and appear to be well lubricated. If your shop has seen a similar failure, please let us know.



REAR BRAKE LINE LEAKS

The metallic brake line shown in this photo was returned by DAVE KYLE'S GARAGE in Phoenix, Arizona. The line was removed from a 1971 Lincoln Continental Mark IV with 39,582 miles. The owner of the vehicle had reportedly complained of brake fluid loss from the rear reservoir of the master cylinder. The master cylinder had been replaced before the leaking line was found. According to the shop, the steel brake line, located on the inside of the frame at the right rear fender well, had scuffed the body, chafing the line in two places and eventually wearing a hole in the line. The shop

states that if the line had been located 1/2 inch lower, no chafing would have occurred. These types of failures, which are often hard to locate, are of interest to the PRP. If your shop finds a condition like this one, please let us know.



LOWER CONTROL ARM SEPARATES FROM MOUNTING BRACKETS

Mr. Bill Chisholm of VANOWEN BRAKE & WHEEL, North Hollywood, California has re-

ported a left front control arm failure on a 1975 VW Rabbit with 12,071 miles. The shop received the vehicle from a local VW dealer for welding repairs. The front inner mounting bracket of the left lower control arm had broken out of the frame support area. The break occurred where the bracket had been welded to the frame. The bracket remained attached to the control arm. With the control arm disconnected in the front, the rear socket-type mounting also separated, leaving the assembly totally unattached to the chassis on the inboard end. The vehicle is a front wheel drive configuration, and the left front driving axle disconnected. This reportedly left the left front wheel free of any connection to steering or drive mechanisms with resulting loss of vehicle control. However, no accident resulted. The photograph and descriptions that are shown were sent in by the shop since no parts were available. The PRP would like to thank VANOWEN BRAKE & WHEEL for this information.

Disconnected left front driving axle of front wheel drive system. Actual parts hidden by rubber boot.

Left front lower control arm frame mount bracket still attached to the left front lower control arm by the original undisturbed mounting bolt.



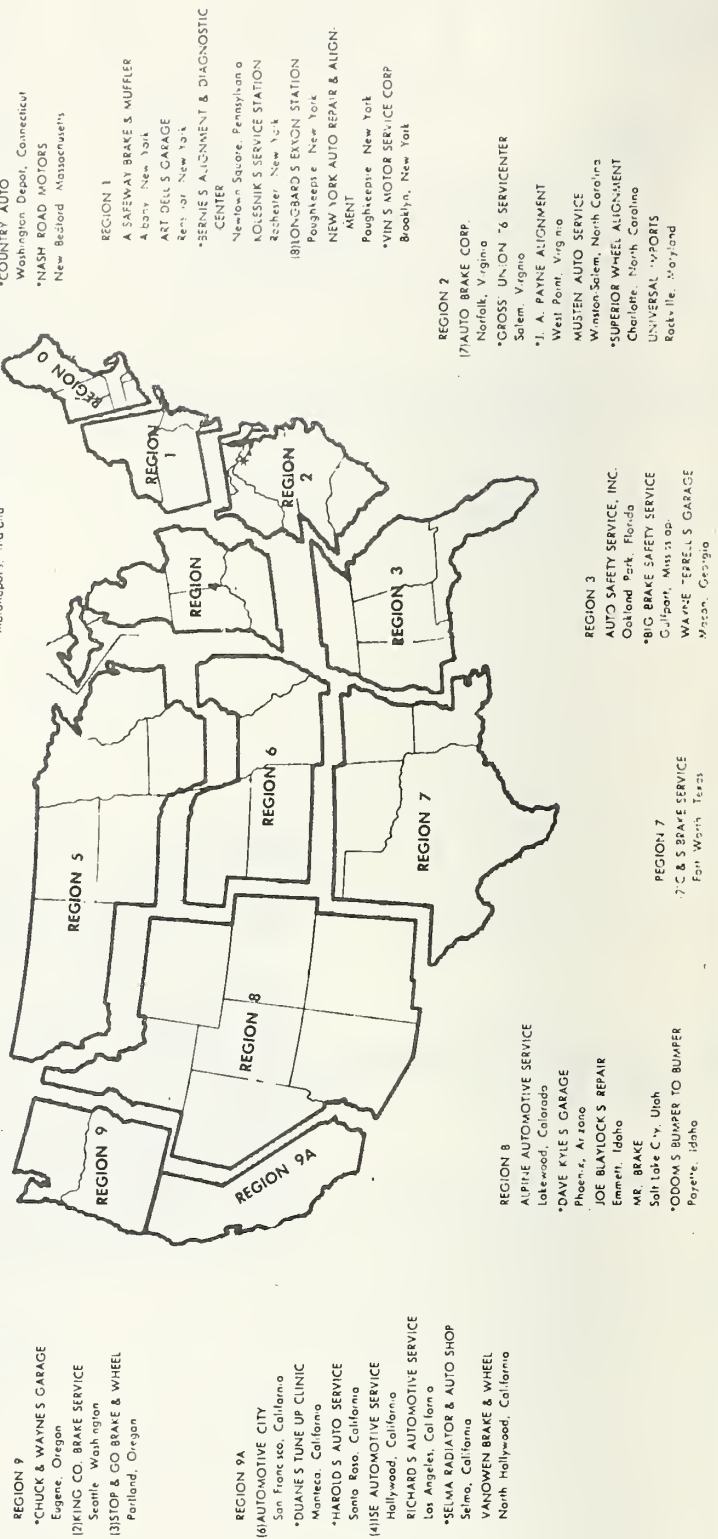
Frame support area where the left front control arm bracket is normally welded in place.

Left front lower control arm rear socket type mounting bracket

Inner end of left front lower control arm

OUTSTANDING SHOPS

Our outstanding shops are those that have sent into the FRP at least one part during the current month. The number in parenthesis before a shop's name identifies the number of consecutive months the shop has sent in a part. New shops that have just become active in the FRP are identified with an asterisk before their name. During January 1977, eighteen shops became new active participants in the FRP. Eight shops have sent in parts in consecutive months.



TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailag, tags, etc., have any questions, or would like to pass on comments, please call collect. Place your call to Bruce Beddow, Ms. Jonni Peizer, or Guy Whiddon at (703) 527-4500. We are on Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m.

If you have a contribution or suggestion for the PRP NEWS, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

ITEMS OF INTEREST

- The PRP has received a Keystone mag wheel removed from a 1967 Cougar. We have been unable to identify the contributing shop. If you sent in this part, please notify us.
- Our PRP members in Minneapolis, Minnesota may have seen a recent broadcast on WCCO-TV, channel 4, about the Parts Return Program. The consumer interest program, SCENE II, was broadcast on January 23rd, 1977. As a result of the broadcast, we have received several inquiries. We would like to extend our thanks to WCCO-TV for its time and interest.
- *Let's Talk Road Service*, the American Automobile Association newsletter published for emergency road service contractors, has an idea (1976, Issue Number 4) which may be helpful to our PRP members. The idea was submitted to the AAA by Mr. William Livingstone of Ontario, Canada, who won \$25.00 for the tip. Mr. Livingstone, an emergency road service contractor, writes:

"The problem of drying ignitions can be easily solved by using a 'window defroster'. The

units are common and are designed to plug into a cigarette lighter socket and defrost ice off windshields. Cut lighter plug end off and replace with two clamps. This allows you to clamp onto the battery terminals of disabled car and the hot dry air will quickly dry the high tension wires. The members are hesitant about sprays being used on their cars but accept the dryer and in most cases you do not have to disturb ignition wires. I have eliminated all sprays from my vehicles and have replaced them with these mits"

Thank you AAA for allowing us to pass this along to our PRP members.

- The National Highway Traffic Safety Administration (NHTSA) receives numerous requests for information on defects in motor vehicles. In answer to these requests, the NHTSA publishes quarterly summary reports on defect campaigns conducted by domestic and foreign manufacturers. These summary reports are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 at a price established by the Superintendent of Documents. The latest quarterly issue can be obtained for 95¢. Annual cumulative editions of the reports are published at the beginning of each calendar year. Last year's cumulative report is currently priced at \$4.76.

The reports list defect campaigns by manufacturer, and give a description of the defect and the date of company notification to owners. There is also a section on motor vehicle equipment recall campaigns.

U.S. DEPARTMENT OF TRANSPORTATION
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DOT 517





parts return program

NEWS

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 8

February 1977

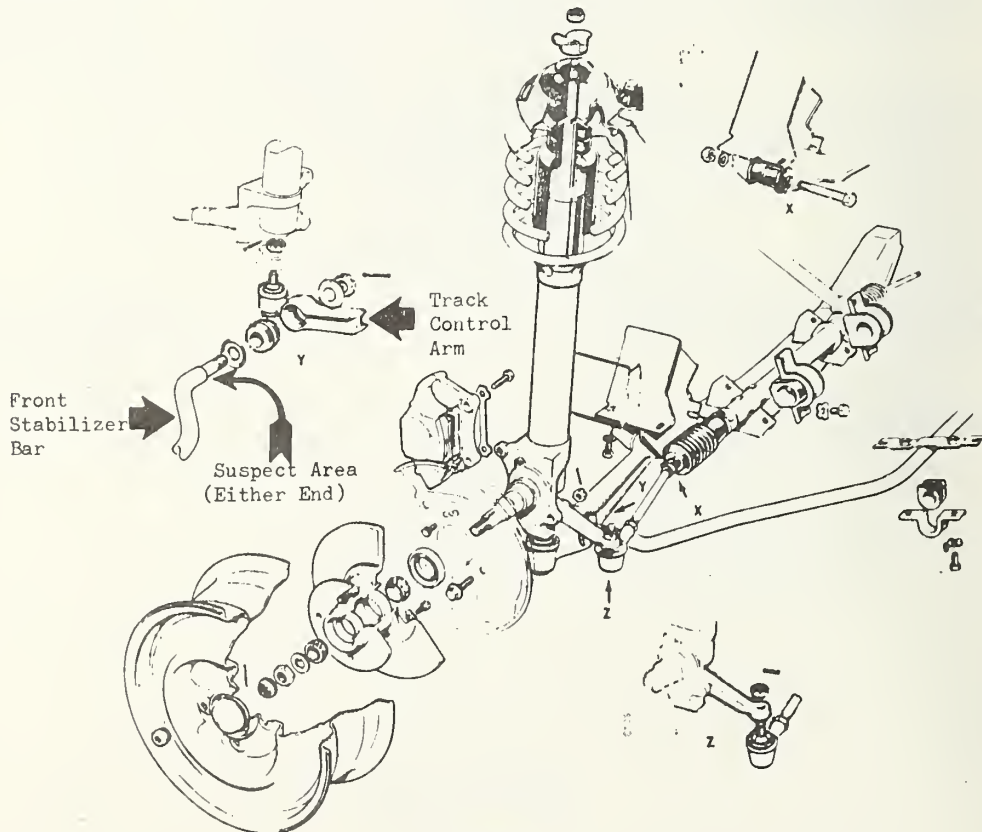
CASE OF THE MONTH

Alleged Front Stabilizer Bar Failures in 1971-74 and 1976-77 Model Year Mercury Capris

This case was opened by the National Highway Traffic Safety Administration (NHTSA) on February 4, 1977, based on a petition received from Mr. Stuart F. Faunce in October 1976. The petition alleges that Mr. Faunce's 1972 Mercury Capri was in an accident as a result of improper design and manufacture of the front stabilizer bar. Specifically, Mr. Faunce asserts that the stabilizer bar failed through fatigue enhanced by a sharp radius at the machined ends. He also states that the machining marks were not properly polished. Other information received disclosed that the same stabilizer bar was used on 1971 through 1974 and 1976 through 1977 model year Capris.

The front stabilizer bar and the track control arm to which it is attached by a steel sleeve and rubber bushing insulator are components of the vehicle suspension system (see accompanying diagram). Together they regulate front wheel movements. The control arm regulates lateral movements. The stabilizer bar regulates fore and aft movements, and together with the control arm reduces shock-loading stresses on the steering linkage from road surface irregularities. However, its principal function is to counter the vehicle tendency to roll or lean in cornering maneuvers. The centrifugal forces created in turning place a downward stress load on one end of the stabilizer bar and an upward stress load on the other end. The stabilizer bar resists these loads, thereby impeding vehicle roll or lean and maintaining vehicle side-to-side equilibrium.

(Continued on page 2)



Allegedly, stabilizer bar failure is due to metal fatigue through crack initiation and propagation, with final fracture resulting from overload. The apparent and primary contributing factor to fatigue crack initiation is a small radius fillet between the machined shank and the as-formed stabilizer bar. Other apparent contributing factors reportedly are metal impurities, environmental attack, and failure to properly finish the shank ends. There are no known prefailure symptoms. Investigation was initiated to determine whether the alleged problem constitutes a potential safety-related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

If your shop has encountered these kind of failures, the PRP would like to hear from you. If you cannot submit the failed component, please write or call. Additionally, we would like to know what role, if any, routine towing, hoisting or lifting operations play in contributing toward failure. Information concerning your experience in this area would be appreciated. THANKS.

FLEX-FAN FAILURES

The NHTSA Office of Defects Investigation (ODI) has received a number of reports describing failures of flexible blades on the engine cooling fans of various passenger cars. A relatively large number of the reported failures have been received through the Parts Return Program (PRP). Other sources include letters from vehicle owners.

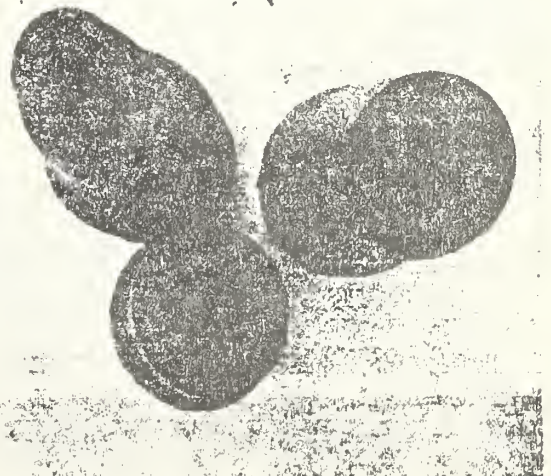
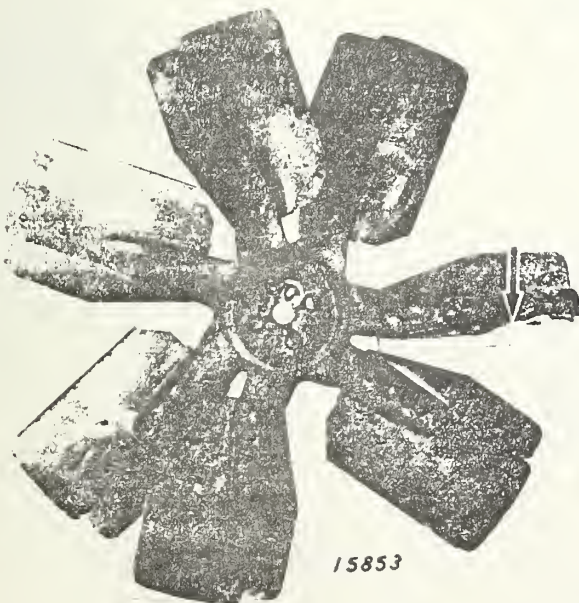
In most cases, the failures reportedly involve either the cracking or separation of one or more of the flexible blades on the vehicle's cooling fan. The

photograph below illustrates a failed "flex-fan" that is typical of the kind received through the PRP. Among the various reports received, two indicate that blade separation occurred while mechanics were performing engine repair work on the vehicles. One of these reportedly resulted in an injury to the mechanic. In another instance the vehicle owner reports that one of the flexible fan blades on her engine's cooling fan separated and went through the hood of her car.

The NHTSA is currently analyzing these reports of "flex-fan" failure. If your shop knows of similar failures, the PRP would like to hear from you. We are particularly interested in any failure that may have resulted in an accident or injury. Special thanks to those shops that have already submitted components and information on this subject.

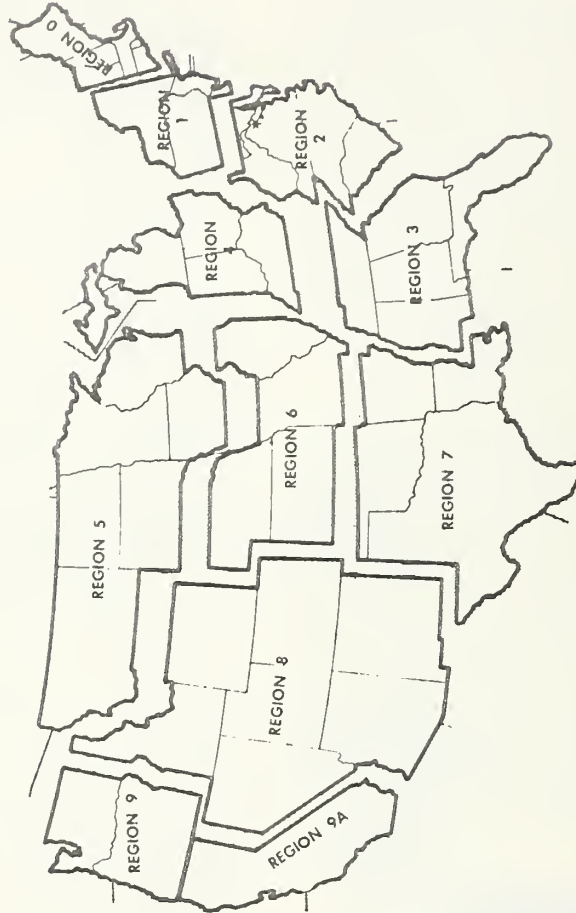
REPORTED FAILURES ON POWER BRAKE BOOSTER VACUUM HOSES

The photo below shows sections of a power brake booster vacuum hose sent in by CRANE AUTO REPAIR in Bricktown, New Jersey. The shop reports replacing six or seven of these parts on 1971 and 1972 Cadillac models equipped with Rochester Quadrajets carburetors. The hose is routed from the booster to the back of the carburetor base plate, and supplies the booster with intake manifold vacuum for power assist to the brakes. As the photo indicates, the inside of the hose has deteriorated and is partially collapsed in some areas. Reportedly, the restriction causes failure of the brake power assist, making the vehicle difficult to stop. The shop believes that the deterioration on the inside of the hose may be caused by fumes entering the hose from the carburetor or from heat in the area where the hose is located. Special thanks to CRANE'S for sending in the part. PRP members who know of this type of failure are asked to contact the PRP, particularly if an accident has occurred as a result of the failure.



OUTSTANDING SHOPS

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REGION 6
 • STONER'S TRIANGLE AUTO SERVICE
 Rockford, IL

REGION 8
 JOHN'S GARAGE
 Nampo, ID
 • S & D TIRE AUTO CENTER
 Salt Lake City, UT
 • VALLEY HI MOBILE
 Colorado Springs, CO

REGION 9
 FOSTER'S SERVICE CORP.
 Seattle, WA
 (2) KINGCO BRAKE SERVICE
 Seattle, WA
 (2) L.A.D. AUTO ELECTRIC
 Spokane, WA
 • MEADE & GREENLEE GARAGE
 Salem, OR
 • SUBURBAN AUTOMOTIVE
 Lynnwood, WA

REGION 9A
 HAROLD'S AUTO SERVICE
 Santa Rosa, CA
 (2) ISE AUTOMOTIVE SERVICE
 Hollywood, CA
 • JERRY HALL TIRE SERVICE
 Costa Mesa, CA
 • LOS ANGELES CITY UNIFIED
 SCHOOL DISTRICT
 Los Angeles, CA
 MAURICE'S AUTOMOTIVE
 Hollywood, CA
 • MILLER'S AUTOMOTIVE
 Fullerton, CA
 MR. TOM PITRE, INSTRUCTOR
 Los Altos, CA

REGION 0
 ABBOTT'S GARAGE
 South Norwalk, CT
 CAMER DUB BRAKE SERVICE
 Cambridge, MA
 • FRANK'S FRONT END SERVICE
 Manchester, NH
 (5) HARRY'S AUTO SERVICE
 Great Barrington, MA
 • MAIN STREET CHEVRON
 Newtown, CT
 (2) SPARKY'S AUTO SERVICE CENTER
 New Bedford, MA

REGION 1
 A SAFEWAY BRAKE & MUFFLER
 Albany, NY
 CRANE AUTO REPAIR
 Bricktown, NJ
 (3) D & Z ATLANTIC
 Cornwell Heights, PA
 EARL R. LAMBERT'S MOBILE SERVICE
 Downingtown, PA
 (2) GORDIE'S AUTO SERVICE
 West Chester, PA
 (8) LONGBARD'S EXXON
 Poughkeepsie, NY
 • RITE-WAY GARAGE
 Harrisburg, PA
 VINS MOTOR SERVICE CORP.
 Brooklyn, NY

REGION 2
 (7) AUTO BRAKE CORP.
 Norfolk, VA
 MUSTEN AUTO SERVICE
 Winston-Salem, NC
 • P & R AUTOMOTIVE SERVICE
 Norfolk, VA

REGION 4
 • BLACK'S AUTO SERVICE
 Detroit, MI
 (3) BOB'S SERVICE STATION
 Hammond, IN

• PARK AUTO SERVICE
 Racine, WI
 RICHFIELD WHEEL ALIGNMENT
 Minneapolis, MN
 ROEHL'S BEE LINE
 Appleton, WI

REGION 5
 (2) BELOIT FRAME & AXLE
 Beloit, WI
 JOE'S AUTO SERVICE
 Appleton, WI
 • LARRY GAIDA'S SERVICE STATION
 Duluth, MN

ITEMS OF INTEREST

- Mr. Tom Pitre, an automobile mechanics instructor in Los Altos, California, reports that a Goodyear tire with 5,100 miles failed on a 1976 Dodge Tioga II motorhome belonging to his father. The tread on the tire reportedly separated in a long strip. The tire, a 6 ply Cushion Miler LT, size 8.00x16.5, was one of the original tires on the vehicle when purchased.
- Mr. John Clover of JOIN'S GARAGE in Nampa, Idaho reports that his shop has been unable to locate rebuild kits for water pumps on American-built cars, model years 1965 through 1975. Mr. Clover points out that without the kits, he must purchase rebuilt parts for his customers. The shop returned a pump removed from a 1973 Chevrolet Vega with 25,548 miles.
- General Motors Corp. has recently initiated a new service for their dealers designed to locate some of the 8.5 million recalled cars built after October 1970 which have never been repaired. Computerized Recall Identification System (CRIS) utilizes a talking computer which responds to dealers who call to ask if a car has ever been recalled and not brought in for repair. Under the National Traffic and Motor Vehicle Safety Act of 1966, manufacturers are only required to notify owners about a defect once. However, once a car has gone through several owners, it may be difficult to locate. Many owners never bother to bring their cars in for the needed repairs and other owners may move or sell their vehicles. In the last ten years, recall orders have been issued for more than 52 million U.S. and foreign vehicles, although not all of the vehicles may actually have the defect.

- The publication of a new booklet, "Safe Driving in Winter", was announced recently by the U.S. Department of Transportation. This booklet, available without charge to the motoring public, was prepared by the Department's National Highway Traffic Safety Administration (NHTSA). Also available are two recently published fact sheets, "Passenger Car Brakes", and "Vehicle Exhaust Systems".

The new publications are part of the safety agency's continuing program to provide motorists with information that will help them to maintain their vehicles properly and operate them safely, despite problems caused by weather and hazardous road conditions.

The winter driving booklet provides advice on planning and preparation for driving in wintry weather, provides suggestions on items of cold weather equipment that should be carried in the vehicle, describes the special techniques needed for driving on ice and snow, and provides special preventative maintenance hints to alleviate or eliminate some of the problems caused by cold weather, ice and snow. The fact sheets dealing with brakes and the exhaust system provide instructions on recognizing failure symptoms and maintaining these vital systems.

The general public may obtain single copies of each of these publications, without charge, by writing to the General Services Division Distribution, National Highway Traffic Safety Administration, 400 Seventh St., S.W., Washington, D.C. 20590.

Our PRP members may want to pass this information along to their interested customers.

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parts return program

NEWS

U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 2, No. 9

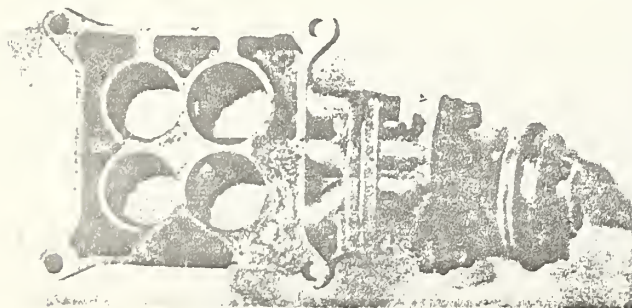
March 1977

FORD TO NOTIFY OWNERS OF 1973-1974 VEHICLES

Ford Motor Company has announced that it will begin notifying owners of 4.4 million 1973 and 1974 model cars and light trucks that part of the pollution control system in their vehicles may fail. The problem involves cars equipped with V-8 engines and Exhaust Gas Recirculation (EGR) carburetor spacer plates which may become corroded. Reportedly, the chemicals in leaded gasoline may eat away the metal in the part, causing rough idling and high exhaust noise, and may affect fuel economy. The company said that the problem, which is covered under the 50,000 mile emissions system warranty, may occur in 880,000 of the vehicles built in the two-year period.

Ford said that there is no safety factor involved, and that it is not recalling the vehicles or asking owners of the cars and trucks to return to their dealers immediately. The company is alerting owners because they may be eligible for a refund of about \$35.00 if they have already paid for replacement of the EGR carburetor spacer plate.

Since July of 1976, the PRP has received twelve EGR carburetor spacer plates removed from Ford Motor Company products equipped with two and four-barrel carburetors. The parts were removed from 1973 and 1974 Ford and Mercury products with vehicle mileages ranging from 20,000 to 65,000. The spacer plate shown, removed from a 1974 Mercury Marquis with 65,565 miles, is representative of the types of components received and shows the typical appearance of the corrosion and deposits which occur. Some contributing shops have indi-



EGR Spacer Plate

cated concern that the hot exhaust gases in the carburetor area may be a fire hazard. If our members know of any resulting engine compartment fires, the PRP would like to hear from you. Special thanks to the contributing shops: DUANE'S TUNE-UP CLINIC, Manteca, California; STOP & GO BRAKE AND WHEEL SERVICE, Portland, Oregon; McLAIN'S AUTO REPAIR, St. Louis, Missouri; JOE'S AUTO SERVICE, Appleton, Wisconsin; and HESSEFORT SERVICE, Kenosha, Wisconsin.

FIRESTONE RECALLS STEEL BELTED RADIAL 500

In the November 1976 PRP News we reported that the NHTSA was conducting an investigation involving Firestone Steel Belted Radial 500 tires. Since then, the Firestone Tire and Rubber Company has issued a recall involving some of these tires. The involved sizes are the HR78x14 and the HR78x15, tubeless, load range B with the five rib tread design. Based on tests conducted by the NHTSA, Firestone has determined that the tires fail to conform to Federal Motor Vehicle Safety Standard No. 109, "New Pneumatic Tires: Passenger Cars".

Tires subject to the recall were manufactured at a particular plant over a particular period of time and bear the following serial numbers:

Serial Numbers for Size HR78x14

VDMCFN413 thru 483	VDMCFN5413 thru 483
VDMCFN1024	VDMCFN5024
VDMCFN1054 thru 074	VDMCFN5054 thru 074
VDMCFN1104 thru 154	VDMCFN5104 thru 154
VDMCFNR413 thru 483	VDMCFNK413 thru 483
VDMCFNR024	VDMCFNK024
VDMCFNR054 thru 074	VDMCFNK054 thru 074
VDMCFNR104 thru 154	VDMCFNK104 thru 154

Serial Numbers for Size HR78x15

VDVYFN1413 thru 483	VDVYFN5413 thru 483
VDVYFN1024	VDVYFN5024
VDVYFN1054 thru 074	VDVYFN5054 thru 074
VDVYFN1104 thru 154	VDVYFN5104 thru 154
VDVYFNR413 thru 483	VDVYFNK413 thru 483
VDVYFNR024	VDVYFNK024
VDVYFNR054 thru 074	VDVYFNK054 thru 074
VDVYFNR104 thru 154	VDVYFNK104 thru 154

(Continued on page 2)

When the NHTSA subjected a sample of the tires to an indoor laboratory test procedure on a test wheel, some tires failed to complete the high speed phase of the test successfully, exhibiting distortion or separation in the tread area. Such a condition could occur on the road, particularly when the tire is subjected to operating conditions which promote excessive heat build-up, such as underinflation, overloading, or high speed. If a condition of this kind were to occur during road use, the first indication of a problem would probably be a distortion in the tread area of the tire, which would result in a readily noticeable vehicle vibration. In the event of such an occurrence, continued operation at normal speeds could result in an air loss, which in turn could cause a loss of vehicle control.

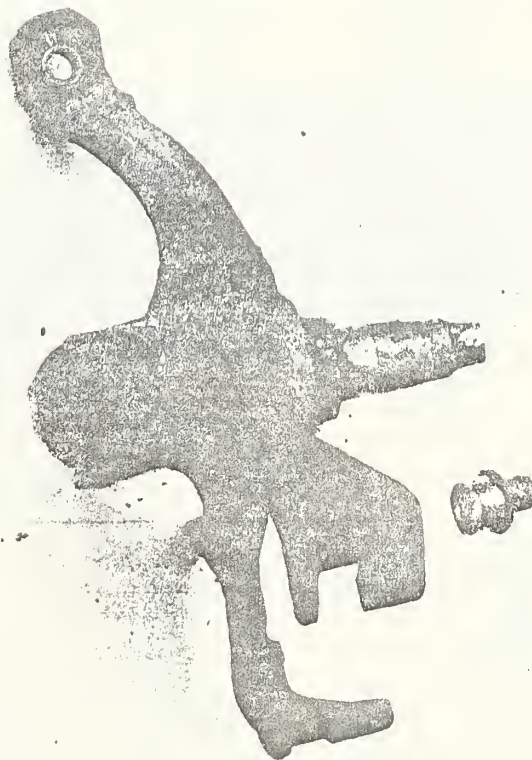
Tires carrying any of the serial numbers identified above will be replaced, balanced, and mounted by Firestone at no charge to the owner, if returned within 60 days of receipt of the owner recall notice. Individuals returning tires to their dealers are requested to bring a copy of the recall notice with them for identification.

FRONT WHEEL BEARING AND SPINDLE FAILURES REPORTED

The outer front wheel bearing shown in the photo was returned by ROEHL'S BEE LINE BRAKE & ALIGNMENT in Appleton, Wisconsin. The part was removed from a 1975 Oldsmobile Delta 88 with 25,930 miles. It had been installed on the left spindle.

The inner race is cracked along a circumferential line approximately half-way around its circumference and 1/4" from the inner edge of the race. The area between the crack and the inner edge is blue indicating excessive heat build-up. The area on the other side of the crack, toward the outer edge appears normal. The roller ends are worn and the rollers and retaining cage are canted to one side. The rollers appear worn where they contacted the crack on the inner race.

According to ROEHL'S there have been several other similar failures on 1975 and 1976 General Motors mid-size and full-size vehicles. The shop reports repairing an Oldsmobile Cutlass and a Cadillac, and knows of an Oldsmobile full-size station wagon on which the spindle and the disc hub were both damaged beyond repair. According to the shop, the outer bearings appear to have an insufficient amount of grease, however the inner bearings appear well lubricated.



The PRP has also received a right front wheel spindle (photo) that was removed from a 1974 Chevrolet Caprice with 41,720 miles. The spindle is broken at the outer bearing location and the outer bearing race is frozen on the broken end. The spindle does not have a blue appearance that

(Continued on page 4)

OUTSTANDING SHOPS

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REGION 6
* ADAMS MOTOR SERVICE
St. Charles, MI

BRAKE-O-MAT
Evanston, IL
* CURRAN'S AUTOMOTIVE SERVICE
St. Louis, MO

DICK JORDAN STANDARD
Clayton, MO
TIM'S IMPORT SALES & SERVICE
Hutchinson, KS

REGION 7
FUSELIER'S AUTO SERVICE
Lake Charles, LA

REGION 8
MR. BRAKE
Salt Lake City, UT
* MR. BRAKE #9
Pocatello, ID
* RAY'S AUTO CLINIC,
Orem, UT

(2) S & D TIRE AUTO CENTER
Salt Lake City, UT

REGION 9
CLYDE'S CHEVRON
Mercer Island, WA
DOYLE AUTOMOTIVE SERVICE
Seattle, WA

(2) FOSTER'S SERVICE CORP.
Seattle, WA
* MAYER AUTO SERVICE, Maryville, WA
STOP & GO BRAKE & WHEEL
Portland, OR

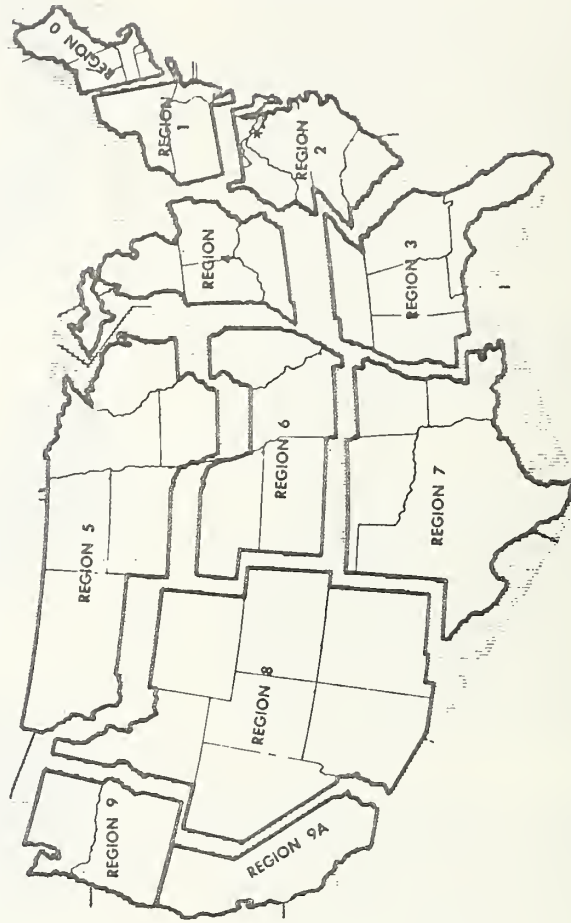
REGION 9A
* HAMNER AUTOMOTIVE
Corona, CA
* J & J MUFFLERS
Inglewood, CA

REGION 5
(3) BELOIT FRAME & AXLE
Beloit, WI

CLENS AUTO REPAIR
Racine, WI
DAY-NITE AUTO STATION
Kaukauna, WI

* DES MOINES AREA COMMUNITY COLLEGE
Ankeny, IA
* FRENZ'S BRAKE SERVICE
Minneapolis, MN
K & S WHEEL ALIGNMENT
Waterloo, IA

(2) LARRY GAIDA'S SERVICE STATION
Duluth, MN
* ROY'S SERVICE STATION
Kenosha, WI



REGION 0

BOTHEL'S GARAGE
Cape Elizabeth, ME

(2) CAMBRIDGE BRAKE SERVICE
Cambridge, MA

COUNTRY AUTO

Washington Depot, CT
* DUN ROAMIN GARAGE
Panbury, CT

(6) HARRY'S AUTO SERVICE
Great Barrington, ME

* JAY SERVICE STATION
Joy, VT

* LINCOLN TECHNICAL INSTITUTE
Union, NJ

NASH ROAD MOTORS
New Bedford, ME

REGION 1

* BASILE'S EXXON
Fairview Village, PA

* BUD JONES SERVICE
Delmar, NY

* DE JOSEPH BROTHERS
Bridgeport, PA

JOHN'S BODY SHOP
Binghamton, NY

KOLESNIK'S SERVICE STATION
Rochester, NY

NEW YORK AUTO REPAIR & ALIGNMENT
Poughkeepsie, NY

SASSAMAN & BURDEN AUTO
Temple, PA

WOODY'S GARAGE
Montoursville, PA

REGION 2

AFRO-ENGINEERING
Arlington, VA

(8) AUTO BRAKE CORP.
Norfolk, VA

* SMITH AUTO SERVICE
Richmond, VA

SOUTHSIDE GARAGE
Winston-Salem, NC

UNIVERSAL IMPORTS
Rockville, MD

REGION 4

* BOB'S AUTOMOTIVE
Fairborn, OH

(4) BOB'S SERVICE STATION
Hammond, IN

EVANS BRAKE & TIRE SERVICE
Cleveland, OH

* HEATHERDOWNS AUTO SERVICE
Toledo, OH

* PAUL & JOHN'S FRIENDLY SERVICE
Grand Rapids, MI

REGION 3

AUTO SAFETY SERVICE INC.
Oakland Park, FL

HAGAN SERVICE CENTER
Gainesville, GA

might indicate heat build-up. The inner race has wear marks which indicate the same kind of canted bearing travel as that described above, and shows some indication of heat build-up. The inner wheel bearing location on the spindle appears normal. The broken spindle was sent in by ABBOTT'S GARAGE in South Norwalk, Connecticut. The shop reports that the spindle broke when the vehicle was traveling at about 15 mph, and the front wheel fell off. The owner noticed no unusual noise from the front of the car that might indicate impending failure, other than a creaking sound about two weeks prior to the failure.

Any information or parts which our PRP members have relating to this type of bearing or spindle failure would be appreciated. If parts are not available or do not fit the mailbags, jot the information on a failed part tag and enclose the tag in your next shipment.

ITEMS OF INTEREST

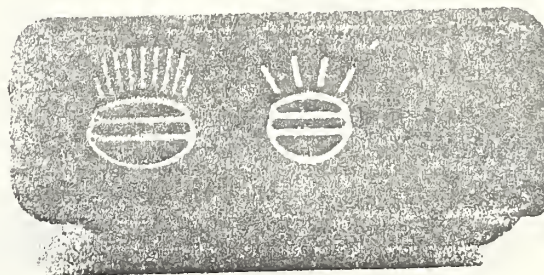
- The PRP is still interested in receiving scored brake drums and rotors for use in an NIITSA test program. The program needs drums and rotors which, if machined ("turned down"), would not grossly exceed the manufacturer's recommended machining limits. Those from full size and luxury 1971-76 General Motors cars are of particular interest. The test program is directed toward determining what effect, if any, scored drums and rotors have on vehicle safety.

- The PRP wishes to thank the following shops for the information they provided on the Firestone Steel Belted Radial 500 tires. RICHFIELD WHEEL ALIGNMENT, Minneapolis, Minn.; VINS MOTOR SERVICE CORPORATION, Brooklyn, N.Y., and J. GARTNER AUTO SERVICE, Chicago, Ill.

TRIUMPH HEADLIGHT SWITCH FAILURES

The headlight switch shown in the photograph was sent to the PRP by MEADE and GREENLEE GARAGE in Salem, Oregon. The switch was removed from a 1973 Triumph model GT-6 with a mileage of 46,970. Reportedly, the plastic in the switch broke when the switch was turned on. As a result, neither the headlights or parking lights would work.

The NIITSA has received a number of other similar failure reports involving Triumph vehicles. If your shop knows of such a failure, that may have presented a safety-related problem, the PRP would like to hear from you.



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DOT 517





parts return program

NEWS

DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

V. 2, No. 10

April 1977

CASE OF THE MONTH

Alleged Disengagement of "C" Section Side Ring from Budd Duo-Rim Wheel, 1972-76 Ford Trucks

This investigation was initiated by the National Highway Traffic Safety Administration (NHTSA), based on information received from an attorney, whose client was injured when struck in the head by a "C" section side ring that suddenly disengaged from a Budd Duo-Rim wheel. It was reported that at the time of the incident, the wheel was mounted on the rear of a 1974 Ford, F-350 truck, and the individual was standing near the truck while it was being driven off a patch of ice. The truck wheels were spinning on the ice when the side ring on the right rear wheel disengaged.

Other similar reports of side ring disengagement have also been received. The case was opened to determine whether the alleged side ring/wheel separations constitute a safety defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

The wheels were manufactured by the Budd Company, and are size 16 x 5.50, two-piece assemblies. The split-design side ring has a "C" shaped cross section and incorporates a tool notch for ease of removal. The illustration below shows the general design of the wheel and side ring under investigation.

Presently, it is known that wheels of this type were installed as original optional equipment on

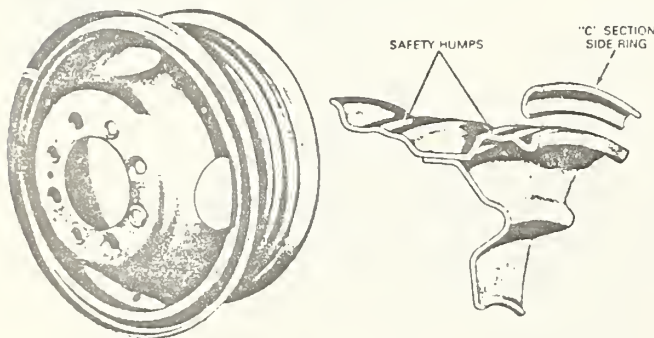
Ford F-250, F-350, P-350, and P-400 trucks, including some with dual rear wheels. Another report, as yet unverified, indicates that the same wheels may also have been installed on some Dodge and International Harvester trucks.

If your shop encounters or knows of any instances of side ring separation on these wheels, we ask that you report them to us immediately. If the components are too large for the PRP mailbags, please telephone for special shipping instructions.

BRAKE HOSE LENGTH

Recently some flexible brake hoses from the front of 1973 and 1975, Dodge, half-ton pickup trucks were received from MR. BRAKE in Salt Lake City, Utah, and MR. BRAKE #9 in Pocatello, Idaho. Each shop indicates that insufficient hose length causes the hose to stretch and crack when a vehicle is in a sharp turn. The brake hose in the photograph below is from a 1975 Dodge half-ton pickup. Note the location of the crack. The PRP has received other similarly cracked brake hoses from Dodge light trucks. The majority of these are from vehicles that were from two to four years old with an average mileage of 36,000. Similar failures have also been reported on GM trucks. Please be on the lookout for this kind of brake hose failure.

The Duo-Rim & "C" Section Side Ring



ITEMS OF INTEREST

- The PRP operates on the basis of voluntary support from its member automotive repair shops across the country. *The PRP needs more members.* While we welcome new members from all parts of the country, there are certain areas in which we are particularly anxious to enlist more members. These include the southeastern and middle portions of the country. We invite our existing members to assist in the membership drive. Please be on the lookout for other potential members. If you know of a shop that might be interested, let us know or have them contact us as soon as possible. Thanks!
- At least once each calendar quarter the PRP sends all its members a list of the current safety defect investigations being conducted by the National Highway Traffic Safety Administration. We encourage our members to review this list, and send us failed parts and information related to those investigations. Keep those parts and information coming.
- Mr. B. M. Hurley, Jr., of HURLEY SUPER SERVICE, Pueblo, Colorado informed the PRP that his shop encountered a failure on a converter flex plate similar to the one described in the December issue of the PRP News (1973 Buick Century). Mr. Hurley stated that the failure occurred on a 1970 Cadillac Ambulance with a 472 CID engine and a Turbo Hydromatic transmission. Similarly, Mr. Al Elson of COTTMAN AUTOMATIC TRANSMISSION in Bridgeport, Pennsylvania informed the PRP that his shop has had to replace a large number of flex plates in late model Buicks. The shop now tries to maintain one or two of the flex plates in stock at all times. Special thanks to Mr. Hurley and Mr. Elson for providing information on this previously published PRP news article.
- The PRP is still interested in receiving scored brake drums and rotors for use in an NHTSA test program. The program needs drums and rotors which, if machined ("turned down"), would not grossly exceed the manufacturer's recommended machining limits. Those from full size and luxury 1971-76 General Motors cars are of particular interest. The test program is directed toward determining what effect, if any, scored drums and rotors have on vehicle safety.

THROTTLE CABLE STICKS

The throttle cable shown below was taken from a 1975 two-door Granada, which had accumulated 30,000 miles and was equipped with a 302 CID V8 engine. The cable was removed by Dick Jordan's STANDARD SERVICE STATION of Clayton, Missouri and sent to the PRP. As shown in the photograph, the cable is frayed on one end. This reportedly caused the throttle to stick in the open position when the vehicle was started. In addition to this cable, the PRP recently received two other throttle cables from vehicles involved in similar incidents. One was from a 1971 Chevrolet Caprice with 46,391 miles and was sent in by CLEMENS AUTO REPAIR of Racine, Wisconsin. The other was from a 1972 Chevrolet Nova with 52,103 miles and was sent in by DOYLE AUTOMOTIVE of Seattle, Washington. We would like all of our PRP members to keep this reported incident in mind in the coming months, and report to us any similar failures that are encountered.



TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional mailbag, tags, etc., have any questions, or would like to pass on comments, please call collect. Place your call to Bruce Beddow, Ms. Jonni Peizer, or Guy Whiddon at (703) 527-4500. We are on Eastern Time and are normally available Monday through Friday from 8:30 a.m. to 5:30 p.m.

If you have a contribution or suggestion for the PRP NEWS, please send it to Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209, Attention: Bruce E. Beddow.

OUTSTANDING SHOPS

Our outstanding shops are those shops that have sent into the PRP at least one part during the current month. The number in parenthesis before a shop's name signifies the number of consecutive months the shop has sent in a part. New shops that have just become active in the PRP are identified with an asterisk before their name. During April 1977, twenty-five shops became new active participants in the PRP. Ten shops have sent in parts in consecutive months. Good news—keep up the good work!

- REGION B**
- * DESERT HILLS PHILLIP'S 66
Las Vegas, NV
 - * HIGHWAY UNION 76
Marsing, ID
 - * HURLEY SUPER SERVICE
Pueblo, CO
 - JOHN'S GARAGE
Nampa, ID
 - SCHULTE'S AUTO SERVICE
Albuquerque, NM

- REGION 9**
- L.A.D. AUTO ELECTRIC
Spokane, WA
 - * NORM'S AUTO REPAIR
ARLINGTON, WA
 - * SPORTS CAR SERVICE
Seattle, WA
 - (2) STOP & GO BRAKE & WHEEL
Portland, OR
 - * SUBURBAN AUTOMOTIVE
Lynnwood, WA

- REGION 9A**
- * A & F ALIGNMENT
Long Beach, CA
 - * ED COFFER/ATS
San Diego, CA
 - HAMNER AUTOMOTIVE
Corona, CA
 - ISE AUTOMOTIVE SERVICE
Hollywood, CA
 - JERRY HALL TIRE
Costa Mesa, CA
 - MILLER'S AUTOMOTIVE
Fullerton, CA
 - * WERK BROTHERS GARAGE
Pasadena, CA

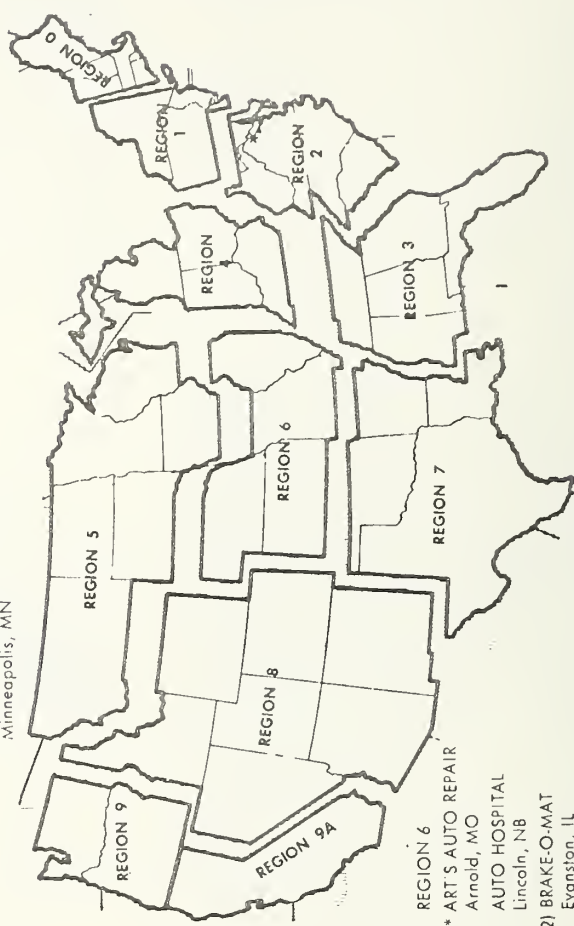
- REGION 5**
- * BLUEMOUND AUTOMOBILE SERVICE
Wauwatosa, WI
 - * EARL'S SERVICE CENTER
Minneapolis, MN
 - HESSEFORT SERVICE
Kenosha, WI
 - JOE'S AUTO SERVICE
Appleton, WI
 - RICHFIELD WHEEL ALIGNMENT
Minneapolis, MN

- REGION 4**
- DEKORNER BROTHERS
Wyoming, MI
 - * GLEN PERRY GARAGE
Indianapolis, IN
 - * WAYNE & LAMARR GARAGE
Brownsburg, IN

- REGION 0**
- (2) BOTHEL'S GARAGE
Cape Elizabeth, ME
 - * FAIRVIEW SERVICE
Bantam, CT
 - (7) HARRY'S AUTO SERVICE
Great Barrington, MA
 - * HENNIKER AUTOMOTIVE
Henniker, NH
 - * KURZE'S GULF STATION
Kent, CT
 - (2) NASH TOAD MOTORS
New Bedford, MA
 - * SYSTEM BRAKE SERVICE
Perth Amboy, NJ
 - * WORCESTER VOCATIONAL
TECHNICAL SCHOOL
Worcester, MA

- REGION 1**
- * BROUGHTON MOTOR SALES
Monongahela, PA
 - COTTMAN AUTOMATIC TRANSMISSION
Bridgeport, PA
 - * FARRELL'S SUNOCO
Fairview Village, PA
 - (2) KOLESNIK'S SERVICE
Rochester, NY
 - VIN'S MOTOR SERVICE
Brooklyn, NY
 - * YOUNGWOOD EXXON
Youngwood, PA

- REGION 2**
- (2) AFRO ENGINEERING
Falls Church, VA
 - (9) AUTO BRAKE COPP
Norfolk, VA



- REGION 6**
- * ART'S AUTO REPAIR
Arnold, MO
 - AUTO HOSPITAL
Lincoln, NB
 - (2) BRAKE-O-MAT
Evanston, IL
 - CAPITAL AUTOMOTIVE
Lincoln, NB
 - (2) DICK JORDAN'S STANDARD
Clayton, MO
 - J. GARTNER AUTO SERVICE
Chicago, IL
 - * K & B BRAKE & WHEEL
Omaha, NB
 - * NIEBLING AUTO REPAIR, INC.
St. Louis, MO

- REGION 3**
- ALBERT'S GARAGE
Miami Beach, FL
 - AUTO/OIL/VE PARTS CENTER
Greenville, AL
 - * BECK'ON AUTO REPAIR
Savannah, GA
 - (2) HAGAN SERVICE CENTER
Gainesville, GA

NATIONAL PARTS RETURN PROGRAM

Description and Function

- The PRP involves the voluntary submittal of failed automotive components by independent repair shops. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related manufacturing defects in motor vehicles and motor vehicle equip-

ment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, as amended, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.

The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards.

- Your shop can help. The parts that you send in will give vital information that cannot be obtained in any other way.

U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517





Section 5

THE PRP - AN OUTSIDE LOOK

5.0 General

The Parts Return Program has been the subject of considerable comment during the course of the contract year. Numerous publications have contained articles on the PRP. The primary source of these articles was a NHTSA press release (shown in pages following this section).

The PRP was also the subject of a consumer affairs program produced by the evening news department of WCCO-TV, Minneapolis, Minnesota. The PRP appears to be gaining some notoriety in the industry since several requests for newsletters and mailing lists have been received from associations and manufacturers and their representatives.

Possibly most critical to the future of the PRP are the recent (November 1976) review and recommendations made by the Motor Vehicle Safety Advisory Council, which are contained in the following section.

5.1 Review by Motor Vehicle Safety Advisory Council

In a November 1976 letter to Dr. William T. Coleman, the National Motor Vehicle Safety Advisory Council specifically recommended the inclusion of new vehicle dealerships in ODI's existing reporting system. The report stated that the dealer as a key participant in the manufacturer/seller/consumer relationship, could be a major contributor to the defect-recall program. The report further states, "Dealer reports can provide immediate and valuable information on the frequency and type of repairs and/or defect-related conditions observed on late-model cars." Rather than canvass all dealers, the council has suggested that a carefully designed sampling of dealers throughout the country could provide reliable data not currently

included in NHTSA's data sources.¹ The outcome of this recommendation is to expand the PRP such that it would lead to more representative identification of "real world" safety-related problems. "Such improvements are necessary to guarantee that information used by NHTSA is representative of events as they occur across the U.S."

The Motor Vehicle Safety Advisory Council further suggests contacting high mileage users, such as police and taxi fleets. Since these users may generate in one year as many miles as a private passenger vehicle would accumulate in three to five years, defects information may be obtained on failures that do not occur early in a vehicle's lifetime. To utilize this data source, the application and use of the vehicles comprising the fleet must be considered. KSI concurs with these recommendations. Further discussion of this topic may be found in Section 6.

The council points out the PRP's value saying, "It must be recognized that defects on cars still under warranty are likely to be identified and corrected by the manufacturers. NHTSA is faced with the problem of investigating reported failures in vehicles and equipment already on the road, regardless of warranty status. Thus, the Parts Return Program, though of limited scope, should be continued."²

5.2 Independent Publications

We are aware of eight publications that carried articles on the PRP during the contract year; three were trade association newsletters, two were subscription trade papers, and three reached a consumer audience. Circulation of these eight publications amounts to nearly one half million. A January issue of DOT News was

¹ KSI notes that, like dealers, automotive parts suppliers occupy a significant position in the manufacturer to consumer process. This data source should be explored as well. In fact, a few automotive merchants that market components as well as repair vehicles are currently enrolled in the PRP. See *Infra* 6. Recommendations.

² Brian O'Neill, IIHS, National Motor Vehicle Safety Advisory Council.

the source of half of the articles. The others were the result of direct involvement by the PRP (either KSI or ODI) personnel. The articles have brought ten actively contributing shops into the program. Although this number of shops may not seem significant, it should be kept in mind that these participants enrolled of their own accord and are highly motivated. Because they are basically more interested in the PRP (like enrollees from the direct mail campaigns), these participants as a group have a greater potential value than shops enrolled through conventional means.

In addition to the new enrollees, the articles serve to increase public awareness of the PRP. This will be valuable in future enrollment campaigns and in future programs.

The following details the publications and articles we are currently aware of:

Table 5-1

<u>Publication</u>	<u>Date, Page</u>	<u>Circulation</u>
Let's Talk Road Service <u>Audience:</u> Road Service Contractors, Independent Garages, Gas Stations <u>Distribution:</u> Quarterly <u>Source of Material:</u> Kappa Systems, Inc.	July 1976 pg. 1	17,600 Assoc. Contractors
Automotive Aftermarket News <u>Audience:</u> Parts jobbers, distributors, manufacturers, etc. <u>Distribution:</u> Monthly <u>Source of Material:</u> DOT Press Release	Feb. 1977 pg. 9	80,000 Subscription Controlled
The Automotive Independent <u>Audience:</u> Independent Automotive Repair Garages <u>Distribution:</u> Monthly <u>Source of Material:</u> Kappa Systems, Inc.	Feb. 1977 pg. 3	5,000 ASC-IGO Cal. Mem.

<u>Publication</u>	<u>Date, Page</u>	<u>Circulation</u>
National School Bus Report <u>Audience:</u> School transportation contractors, offices <u>Distribution:</u> Monthly <u>Source of Material:</u> PRP News	March 1977 pg. 7	2,000 NSTA Members
NHTSA News <u>Audience:</u> NHTSA Staff, some department staff <u>Distribution:</u> Monthly <u>Source of Material:</u> Office of Defects Investigation	March 1977 pg. 2	950 Safety Agency Employees
American Motorist <u>Audience:</u> Automotive Owners, Operators <u>Distribution:</u> Monthly <u>Source of Material:</u> DOT Press Release	April 1977 pg. 13	205,438 AAA Members
New York Auto Repair News <u>Audience:</u> Auto repair facilities (dealers, independents, body repair, etc.) <u>Distribution:</u> Monthly <u>Source of Material:</u> DOT Press Release	May 1977 pg. 10	11,000 Subscription Controlled
Consumers Research Magazine <u>Audience:</u> Extensive, varies <u>Distribution:</u> Monthly <u>Source of Material:</u> DOT Press Release	June 1977 pg. 5	175,000 Subscription Controlled
<u>TOTAL CIRCULATION:</u> 497,000		

5.3 Television Coverage on PRP - WCCO-TV News

On January 23, 1977, WCCO-TV in Minneapolis, Minnesota, aired a consumer-oriented report on the evening news about the PRP.¹ Two requests for

¹ The source used for the program was a January 1977 DOT News Release.

further information on the program and four vehicle owner complaint letters were received that could be attributed to the news show. Undoubtedly, considerable benefit can be obtained from the public exposure this type of program provides.



Section 6

CONCLUSIONS AND RECOMMENDATIONS

6.1 Conclusions

6.1.1 PRP News and Maintaining Shop Communications

The monthly PRP News is the single most effective tool employed in the program. In fact, if there is one facet of PRP operations upon which program success is solely dependent, it is the development, preparation, production, and distribution of the PRP News. Although other functions have a critical effect on program success, we believe that given enough time, most problems can be corrected. However, without the newsletter, the program could not survive. The PRP News is the only continuous communications link between the program administrators and member shops, and it is the most effective tool employed to stimulate shop participation.

6.1.2 Maintaining Old Inactive Shops in the PRP

It is of little value to maintain shops in the program that have been inactive for over one year. It requires a high utilization of resources to continually add and delete shops from the program for the singular purpose of maintaining a current membership. Enrollment campaigns should be conducted for the purpose of obtaining more active shops in the program, rather than of increasing the total number of member shops. The program receives no material benefit from the inactive members.

6.1.3 Follow-Up Shop Contacts

Follow-up campaigns can be beneficial to the PRP by identifying shops that can be expected to submit parts in the future, and by stimulating shops to become active. Little benefit is derived from sending follow-up letters to shops

that have been enrolled for two or more years and have never submitted parts. Follow-up campaigns to shops that have been active in previous years have had the best results. Follow-up contacts to newly enrolled shops should be conducted periodically throughout the first year of enrollment. If a shop does not become an active participant during its first year as a PRP member, the probability of its ever becoming an active participant decreases drastically. The more time that elapses between the time a shop submits its last part (or was enrolled, if no parts have been received), the less likely it is that the shop will respond to the follow-up contact positively, either by returning a postcard, or more importantly, by sending parts.

6.1.4 Direct Mail Enrollments

This initial effort did not appear satisfactory in terms of new enrollments (ten enrollments out of 224 individual pieces of mail sent). However, in analyzing the number of shops who sent in parts from the ten enrolled (four shops), the results are very satisfactory. This method could probably be perfected into a cost-effective approach for shop enrollment.

6.1.5 Official NHTSA Public Release Documents

The release of official information from DOT/NHTSA generates a great deal of interest in the program from other sources. A case in point is the January 1977 press release concerning the PRP. As a result of the press release, four articles were printed in various trade and association publications. This interest has resulted in the enrollment of at least ten active shops in the PRP. The number of active shops resulting from the press release is equivalent to the number of active shops we could currently anticipate as new enrollees over a period of three months after completion of an enrollment campaign(s) numbering about 300 enlistments.

6.1.6 Failed Part Count

The number of failed parts received this year totaled 1,408. This figure represents a monthly receipt average of 117 parts. The previous year's monthly

average was approximately 79. This year's part count represents a 48% increase over the previous year. The very successful increase was due in part to the increase in the average number of parts received per shop: 4.06 parts per shop last year and 5.64 parts per shop this year. The number of shops that contributed parts this year is approximate to the number submitting parts during the previous year.

6.1.7 New Procedures to Collect Newer Model Data

Procedures to collect information on newer model vehicles were initiated in the last half of the contract year. These procedures, which involved contacting shops directly for added information on new car problems and publishing articles in the PRP News, proved to be successful. Several members have indicated that in the future, they would like to see more information on new model year vehicles in the PRP News. The shops indicated that the information would be helpful in the diagnosis and repair of vehicles they service.

6.1.8 New Shop Enrollment by a Sub-Contractor

The utilization of a sub-contractor who could provide a substantial existing field force proved very beneficial in new shop enrollment campaigns. Our sub-contractor, EQUIFAX, provided 300 contacts and enrolled 176 PRP members, an enrollment rate of 59%. As of the date of this report, 2% had become active. KSI contacted the remaining 422 shops for the 1976-77 year, resulting in 131 shop enrollments, a 31% enlistment rate. However, by excluding the direct mail enrollments, which are not really comparable, we find that our KSI enlistment rate is 61%, which is similar to EQUIFAX's. Moreover, the number of new active shops from the KSI enrollees was 4%, which is somewhat better than EQUIFAX's percentage of active shops.

6.2 Recommendations

6.2.1 PRP News Production Approaches

The current development, layout/graphics, reproduction, and distribution cycle of the PRP News is becoming quite lengthy. Other operating procedures

should be considered for this preparation cycle that would focus on expediting timely distribution.

These revised procedures could include preparing articles in advance to ensure available newsletter material on short notice. This material could be made available to the NHTSA CTM or even to the NHTSA Publications Department.

One possible drawback to this procedure, however, would be the loss of certain current events features in the newsletter. Our philosophy in newsletter development over the past two years has been to focus on subject material that is current, i.e., case material, communications from shops, etc. We feel, however, that the distribution of a newsletter on a timely schedule is more important than the currency of the information it contains.

6.2.2 Creating More Shop Incentives

Most of the shops who sent in failed parts during the contract year did so because of the PRP newsletter, or as a result of information received from other sources, or because of our follow-up campaigns. It is safe to say that each one of these shops is genuinely interested in the safety aspects of the PRP. Of the remaining 1,551 shops in the program who did not contribute, we can also accurately state that a large percentage of these shops must also support increased safety on the highways. Evidently, whatever incentives are available in the program, they succeed in motivating only a small proportion of the total membership to return failed parts.

New incentives must be made available to increase the level of participation. Certain new incentive programs could be implemented. For example, NHTSA-originated correspondence directed at the shops might be beneficial in maintaining currently active shops in the program. This type of correspondence might include letters to shops that contributed significant parts, such as those supporting investigations resulting in recalls.

Another proven success has been the press release issued by the NHTSA. In addition to bringing more active shops into the program, the increased public

exposure could be a significant factor in future enrollment campaigns. The practicality of distributing NHTSA press releases directly to PRP shops should be looked into. The development of more numerous rewards to active shops should be investigated. These might include PRP logos that would be printed on decals or provided to shops for use on company stationary, or clipboards/ folios, which would be used by shops to retain PRP newsletters and other documentation received from the PRP. Finally, ideas to create more continuous recognition of participating shops, such as preparing a directory of active contributors, should be developed.

6.2.3 Increasing the Quality of Failed Parts Received

More emphasis needs to be placed on educating and motivating shops to submit parts that are both safety-related and possibly defective. The PRP does not want to discourage shops from sending in parts, but the program should stress the difference between safety-related versus not safety-related defects, and potentially defective versus worn out or misused parts.

Two approaches to improve the quality of returned parts have been used in the past with some degree of success. These were the reproduction of a poster highlighting definite safety-related and defective components and the use of one-page printed requests for specific parts. Both of these approaches should be used again.

The plans implemented during the second half of the contract period to procure more parts from late model vehicles should be expanded. One procedure not used as yet would be to review manufacturer technical service bulletins for information that might be useful to shops. Diagnostic and repair information might alert members to potential problems in newer automobiles. These service tips might be incorporated into a regular feature in the PRP News.

6.2.4 Other Potential PRP Contributors

The PRP should continue to investigate utilizing all possible contributors to the PRP and should not be limited to only independent automotive repair shops.

6.2.5 New Shop Follow-Up Campaigns

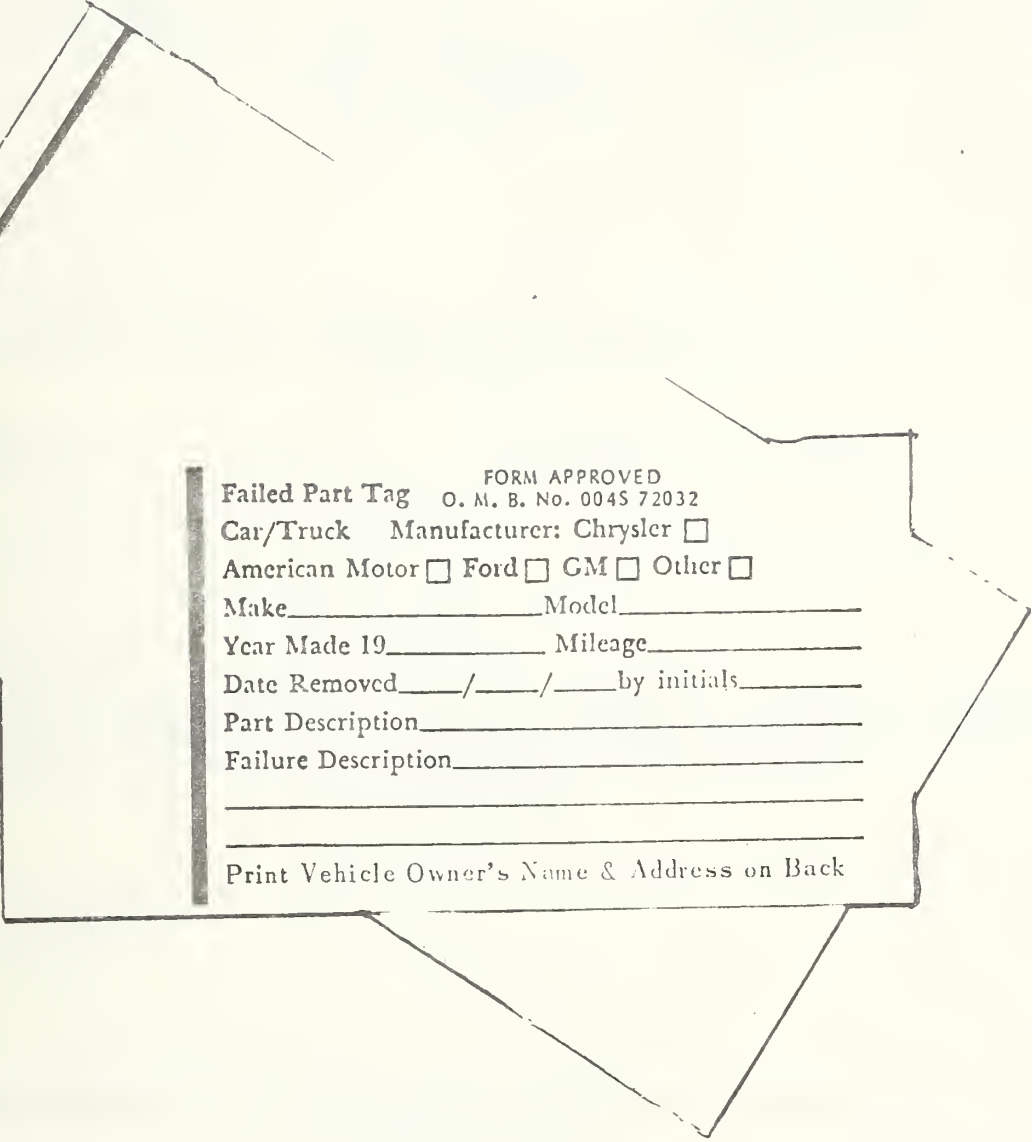
New shop follow-up contacts are needed as soon as 30 days after enrollment. These contacts should be by telephone. The purpose of the call is to determine 1) if the shop completely understands the operation and purpose of the program, and 2) to see if the shop has received our shop kit in the mail. Once the contact is made, the PRP staff member can request that the shop expedite returning parts to the program and review with the shop the types of parts and malfunctions the program is interested in.

6.2.6 New Shop Enrollments by a Sub-Contractor

The use of a sub-contractor to make the initial contacts and enlistment of new shops proved to be a viable approach to recruitment. This proved especially true in areas we could not cover with existing staff members. We recommend that this approach be used again.

6.2.7 NHTSA Mailing List Audits

To ensure the accuracy of the NHTSA mailing list, periodic checks of the addresses should be performed. The frequency of these checks should not be less than once each quarter.



Failed Part Tag FORM APPROVED
O. M. B. No. 0045 72032

Car/Truck Manufacturer: Chrysler

American Motor Ford GM Other

Make _____ Model _____

Year Made 19 _____ Mileage _____

Date Removed ____/____/____ by initials _____

Part Description _____

Failure Description _____

Print Vehicle Owner's Name & Address on Back

PARTS RETURN PROGRAM FAILED PART DATA SHEET

BIN NO. _____

PRP NO. P _____

SHOP ID NO.

DATE RECEIVED ____/____/____

OWNER IDENTIFICATION

Vehicle Owner: _____ Telephone: () _____

Street Address: _____

City: _____ State: _____ Zip: _____

VEHICLE DATA

Manufacturer: American Motors _____ Chrysler Motors _____ Ford Motors _____ General Motors _____

Other: _____

Additional Model Information (If Any) _____

Make: _____ Model: _____

Year: 19 _____ Mileage: _____ VEHICLE CODE:

COMPONENT DATA

Component Classification: _____

Component Description: _____

--	--	--	--	--	--	--	--

CLASS

--	--

S E

Component Mileage: _____ Date Removed _____

I.D. Marks: _____

O/R

- NO PART RECEIVED
- INFORMATION FROM SHOP
- INFORMATION FROM OWNER

FAILURE DESCRIPTION

FAULT CODES

CAUSE

RESULT

PRP NO. P _____

SHOP DATA

Part(s) Returned By: _____

SHOP CODE NO.

CITY

STATE

ZIP

COMMENTS FROM SHOP

(ATTACH LETTERS)

PHOTOGRAPHS

PARTS RETURN PROGRAM

PRP# P _____
Date _____

TELEPHONE CONTACT REPORT

_____ Initial Contact
_____ Follow-up Contact
if follow-up contact, complete form prior to calling

SHOP NAME _____ CONTACT NAME _____

SHOP LOCATION _____ PHONE # (____) _____
City State collect? execunet?

VEHICLE DATA

MANUFACTURER _____
Primary Second Stage

MAKE _____ MODEL _____

SERIES/CLASS _____ MODEL YEAR _____ BODY STYLE _____

VEH. ID # (VIN) _____ NEW/USED _____

VEH. MILEAGE _____ PERSONAL/COMMERCIAL USE _____

EQUIPMENT

Complete as Appropriate

_____ C.I.D. _____ A.C. ? _____ Auto. Trans. ? Col. or Floor Shift _____
_____ # of Cyl. _____ P. Brakes ? _____ Speed Cont. ?
_____ Carb./Fuel Inj. _____ P. Steering ? _____ 3rd Seat ? (s.w. only)

LIGHT TRUCKS/MPV'S ONLY

_____ OPT. G.V.W. _____ CAMPER? _____ 4 WHEEL DRIVE ?

MEDIUM & HEAVY TRUCKS ONLY

_____ TRANS. _____ G.V.W.
_____ DEISEL/GAS _____ # OF AXLES
_____ WHEEL BASE _____ # OF DRIVE AXLES

COMPONENT DATA

COMPONENT DESCRIPTION _____

COMPONENT LOCATION (L/R, F/R) _____ DATE REMOVED _____

ORIGINAL OR REPLACEMENT (O/R) _____ If replacement, complete remainder of section, else skip to next section.

COMPONENT DATA - CONT.

Replacement Parts Only, Complete Following

DATE OF FIRST FAILURE _____ NUMBER OF OCCURANCES _____

COMPONENT MILEAGE (most recent failed part) _____ DATE INSTALLED _____

PURCHASED AT _____ O. E. M. ? _____ If after-market

NAME OF PART MANUFACTURER _____

FAILURE DATA

PRIMARY CAUSE OF FAILURE _____

OTHER CAUSES _____

RESULT OF FAILURE _____

_____ VEHICLE IN MOTION?

_____ FIRE?

_____ LOSS OF CONTROL? (partial) (total)

_____ ACCIDENT? If yes please

describe type and how accident occurred _____

_____ # of Injuries

_____ # of fatalities

\$ _____ property damage

HOW WAS FAILURE DIAGNOSED? SYMPTOMS _____

HAS SHOP SEEN SIMILAR FAILURES ON OTHER VEHICLES? IF YES, START NEW REPORT

VEHICLE OWNER DATA

NAME _____ PHONE # () _____

STREET ADDRESS _____

CITY _____ STATE _____ ZIP _____

MAY WE CALL OWNER? _____

COMMENTS

FURTHER ACTION REQUIRED? EXPLAIN _____

Certificate of Participation

This is to certify that

IS ACTIVELY PARTICIPATING TO
IMPROVE MOTOR VEHICLE SAFETY
THROUGH COOPERATION IN THE

NATIONAL PARTS RETURN PROGRAM

FOR THE YEARS 1976 - 1977



U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

ISSUED BY:

PROGRAM MANAGER

CONTRACT NO. DOT-HS-6-01433



U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

INITIAL CONTACT

PARTS RETURN PROGRAM

REPLY TO:

U.S. Department of Transportation
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209
(703) 527-4500

Date _____

SHOP QUESTIONNAIRE

Shop Name _____

Address _____

City & State _____ Zip Code _____

Phone No. Area Code _____

Owner or Manager _____

Number of Bays or Stalls _____

Brake Repair: Yes _____ No _____

Other systems which are repaired here: Steering _____ Suspension _____

Towing Service: Yes _____ No _____

Other Comments: _____

Region # _____

Signed: _____

page _____

BAGS RECEIVED FOR
MONTH OF _____

BAG #	SHOP ID #, NAME, etc.	DATE



PARTS RETURN PROGRAM CODING INSTRUCTIONS

Card Type 1 (only one card type 1 per record) required card in record group.

<u>Columns</u>	<u>Description/Explanation</u>
1 - 6	Six-character PRP Part Number/first character is P; second character is 0 if record represents a part, 8 if record represents information only, which was provided by a program participant, or 9 if record represents information only, which was provided by a source other than a program participant. Last four characters must be numeric. Required entry.
7 - 30	Owner's name, (last name, first name)/if name is not given enter "resident." Start first name in column 19, if last name does not overlap. Alpha characters. Required entry.
31 - 69	Owner's Address 31-52 Owner's street address/enter vehicle owner's street address if known. If unknown, leave blank. Alpha/numeric field. 53-62 Owner's city/enter vehicle owner's city if known. If unknown, leave blank, abbreviate if necessary. Alpha field. 63-64 Owner's state/enter owner's state of residence if given. If not specified, enter 00. Use code tables (state). Alpha/numeric field. Required entry. 65-69 Owner's zip code/enter owner's zip code if known, if unknown leave blank. Numeric field.
70 - 75	Letter date/if letter is source, enter letter date, if none is given, enter date of failure. If date of failure is unknown, enter date received. If part is source, enter date of failure, if unknown, enter date part was received. (year/month/day) numeric field. Required entry.
76	Unused.
77 - 78	Unusable.
79	Card type/enter a "1" for card type 1. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 2 (only one card type 2 per record) required card in record group.

<u>Columns</u>	<u>Description/Explanation</u>
1 - 6	Six-character PRP Part Number/duplicate number used in card type 1. Required entry.
7 - 42	Control information/not used for PRP.
43 - 48	PACS/HLCR Number - not used for PRP.
49 - 54	Date part received/enter the date part is received from shop (year/month/date). Numeric field. Required entry for PRP.
55 - 60	PRP reference number/used for conversion only. Six-character ODI number with a leading 0. Numeric field.
61 - 69	Shop code number/enter 8-character shop code from the failed data sheet. Right justified, numeric field. Required entry for PRP.
70 - 71	Source code/enter PR for PRP. Alpha field. Required entry.
72 - 76	Unused.
77 - 78	Unusable (internal record sequence).
79	Card type/enter "2" for card type 2. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 3 (up to 26 alpha characters for card type may be used per record) required card in record group.

<u>Columns</u>	<u>Description/Explanation</u>
1 - 6	Six-character PRP Number/duplicate number used in card type 1. Required entry.
7 - 71	Vehicle Information 7-16 Mfg./div./series/class code/enter unique code found in Manufacturer's table. Numeric field. Required entry. 7-18 Year/enter vehicle model year. If unknown, enter 00. Numeric field. Required entry. 19-20 Vehicle category/enter unique vehicle category code found in vehicle category table. Left justify. Alpha or numeric field. Required entry.

Card Type 3 - Continued

Columns

Description/Explanation

19-20 Vehicle category/enter unique vehicle category code found in vehicle category table. Left justify. Alpha or numeric field. Required entry.

21-22 Body style/enter unique body style code found in Body Style Table. Should agree with codes in VSM master list if vehicle is less than six years old and manufacturer code appears on list. Left justify. Alpha or numeric field. Required field.

23-42 VIN/enter the vehicle identification number if given, otherwise leave blank. Alpha/numeric field, left justify.

43-47 GVW/enter the gross vehicle weight if given, otherwise leave blank. Numeric field, right justify.

48 - 50

Unused.

51 - 53

HP/enter vehicle unique horsepower if given, otherwise leave blank. Numeric field, left justify.

54

Number of cylinders/enter the number of cylinders in engine if given, otherwise leave blank. Numeric field.

55

Carburetor/enter the number of barrels the carburetor has if given, otherwise leave blank. Numeric field.

56

Power brakes/enter "Y" for yes if the vehicle has power brakes, otherwise leave blank. Alpha field.

57

Power steering/enter "Y" for yes if the vehicle has power steering, otherwise leave blank. Alpha field.

58

Automatic transmission/enter "Y" for yes if vehicle has automatic transmission, otherwise leave blank. Alpha field.

59

AC/enter "Y" for yes if the vehicle has air conditioning, otherwise leave blank. Alpha field.

60

Speed control/enter "Y" for yes if the vehicle has speed control, otherwise leave blank. Alpha field.

61 - 66

Purchase date/enter date vehicle purchased if given (year/month/day). If month and year are given, assume day as first day of month, if date is not given, leave blank. Numeric field.

67

New or used - N/U/enter "N" or "U" respectively if given, otherwise leave blank. Alpha field.

Card Type 3 - Continued

<u>Columns</u>	<u>Description/Explanation</u>
68	Two-stage vehicles/enter "Y" for yes if vehicle is manufactured in two or more stages, otherwise leave blank. Alpha field.
69 - 71	Wheel base/enter wheel base in inches if given, otherwise leave blank. Left justify, numeric field.
72 - 76	CID/enter vehicle engine cubic inch displacement if given, otherwise leave blank. Numeric field.
77	Vehicle identifier/enter an "A" for first vehicle. Subsequent vehicles are assigned unique PRP numbers. Required entry.
78	Component identifier/enter an "A" for first component. Subsequent parts or complaints do not require an additional card type three. Required entry.
79	Card type/enter "3" for card type 3. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 4 - card required only when "Y" is entered in column 68 of Card Type 3.

<u>Columns</u>	<u>Description/Explanation</u>
1 - 6	Six-character PRP Number/duplicate number used in card type 1. Required entry when card type 4 is used.
7 - 57	For vehicles manufactured in two or more stages 7-16 Mfg./div./series/class code/enter unique code found in Manufacturer's Tables. Numeric field. Required when vehicle is manufactured in two or more stages. 17-18 Year/enter vehicle model year. If unknown, enter 00. Numeric field. Required when vehicle is manufactured in two or more stages. 19-20 Vehicle category/enter vehicle categories code from Vehicle Category Table. Left justify. Alpha or numeric field. Required when vehicle is manufactured in two or more stages. 21-22 Body style/enter body style code from Body Style Table. Left justify. Alpha or numeric field. Required when vehicle is manufactured in two or more stages.

Card Type 4 - Continued

Columns

Description/Explanation

23-42 VIN/enter the vehicle identification number if given, otherwise leave blank. Alpha/numeric field, left justify.

43-47 GVW/enter the gross vehicle weight if given, otherwise leave blank. Right justify, numeric field.

48-53 Purchase date/enter date second stage was purchased if given (year/month/day). If month and year given, assume day is the first day of the month. If date not given, leave blank. Numeric field.

54 New or used/enter "N" or "U" respectively if given, otherwise leave blank. Alpha field.

55-57 Wheel base/enter wheel base if given, otherwise leave blank. Numeric or blank field.

58-76 Unused.

77 - 78

Internal Record Sequence

77 Vehicle identification/enter "A" for first vehicle in record. Only one card type 4 per PRP number is used. Subsequent vehicles are assigned unique PRP numbers. Subsequent components do not require an additional card type 4. Alpha field. Required entry when card type 4 is used.

78 Component identifier/enter "A" for the first failed component of the vehicle. Subsequent components do not require an additional card type 4. Only one vehicle is assigned a PRP number, alpha field. Required entry when card type 4 is used.

79

Card type/enter "4" for card type 4. Numeric field, required entry when card type 4 is used.

80

Action/transaction code A=add, D=delete, M=modify.

Card Type 5 - (up to 26 alpha characters for card type may be used per record). Required card in record group. Only components that are related to the same incident of failure are coded under one PRP number. Unrelated components are assigned unique PRP numbers even if they are removed from the same car on the same date.

Columns

Description/Explanation

1 - 6

Six-character PRP number/duplicate number used in card type 1. Required entry.

Card Type 5 - Continued

<u>Columns</u>	<u>Description/Explanation</u>
15 - 16	<p>Component location/enter component location, if applicable, i.e., when an S (side) and/or E (end) appear after code number in the Component Classification Table. Required field when component class code shows S and/or E indicator in Component Classification Table.</p> <p>15 Side/enter "R" for right, "L" for left, "U" for unknown if component class code required side indicator. Otherwise leave blank. Alpha field.</p> <p>16 End/enter "F" for front, "R" for rear, "U" for unknown if component class code requires end indicator. Otherwise leave blank. Alpha field.</p>
17 - 20	<p>Fault Codes</p> <p>17-18 Cause/enter fault code from Fault Code Table which best describes the defect or cause of the condition. Numeric field. Required entry.</p> <p>19-20 Result/enter fault code from Fault Code Table which best describes the result of the defect or condition. Numeric field. Required entry.</p>
21	<p>Warranty or service/enter "W" for warranty or "S" for service if the complaint is about warranty or service, otherwise leave blank. Alpha or blank field.</p>
22 - 27	<p>Mileage at failure/enter the mileage of the component at the time of failure if given. If component mileage is unknown, enter vehicle mileage. If no mileage is given, leave blank. Right justify and zero fill to left. Numeric or blank field.</p>
28 - 33	<p>Date of first failure/enter the date the first failure occurred (year/month/day). If not given, enter the date of letter. If letter date is not given, enter date part received. Numeric field. Required entry.</p>
34 - 35	<p>Occurrences/enter the number of separate occasions the failure has occurred. If not given, enter 01. Right justify, zero fill to left. Numeric field. Required entry.</p>
36	<p>Hazard category/enter applicable hazard category code from Hazard Category Table. Alpha field. Required entry.</p>
37	<p>Accident/enter "Y" if there was an accident, otherwise leave blank. Alpha or blank field.</p>

Card Type 5 - Continued

Columns

Description/Explanation

38 - 45

Accident Parameters, use only when "Y" appears in column 37 card type 5.
38 Type accident/enter type of accident. "F"=frontal collision, "S"=side collision, "R"=rear-end collision, and "N"=non-collision accident. Enter "U" if type of accident is unknown. Required entry if "Y" appears in column 37.

39-40 Injuries/enter number of injured resulting from accident, enter 00 if unknown. Right justify, zero fill to left. Numeric field. Required field if "Y" appears in column 37.

41-42 Fatalities/enter number of fatalities resulting from accident, enter 00 if unknown. Right justify, zero fill to left. Numeric field. Required field if "Y" appears in column 37.

43 Property damage/enter code for amount of damage to vehicle resulting from accident if given, otherwise leave blank. Alpha or blank field.

L=light damage (up to \$100)

M=medium damage (\$100 to \$500)

H=heavy damage (over \$500)

44 Environmental conditions/enter appropriate code from table on next page for environmental conditions when accident took place. Alpha/numeric or blank field.

45 Driving conditions/enter appropriate code from table on next page for speed and type of road where accident took place. Alpha/numeric or blank field.

46

Failure type/"P"=primary failure - not caused by the failure of another component, "S"=secondary failure - result of a failure of another component. Leave blank if unknown. Alpha or blank field.

47

Motion/enter "Y" if car was in motion when failure occurred, "N" if not in motion, and "U" for unknown. Alpha field, required entry.

48

Fire/enter "Y" if a fire occurred at the time of the failure, "N" for no fire, and "U" for unknown. Alpha field, required entry.

49

Loss control/enter "T" if driver lost control of vehicle, "P" if partial loss of control occurred, and "U" if unknown. Alpha field, required entry.

Card Type 5 - Continued

<u>Columns</u>	<u>Description/Explanation</u>
50 - 53	FMVSS/enter any applicable Federal Motor Vehicle Safety Standard or Regulation Part Number from FMVSS Table. FMVSS number is right justified, column 50 is blank. For Regulation Part Number, use "P" in column 50. Alpha/numeric blank/numeric or blank field.
54 - 63	Part ID number/enter the part ID number(s) if given, from failed data sheet. If none is given, leave blank. If additional space is required, use comment section, card type 7 or 8. Left justify.
64	Original or replacement equipment (O/R)/enter "O" for original or "R" for replacement part. Alpha or blank field.
65 - 69	PRP bin number/enter the bin number the part is stored in from failed data sheet.
70 - 73	Part location/use when part is removed from bin. Alpha/numeric or blank field. "DOT1"=ODI office, "DOT2"=ODI storage, "DOT3"=ODI testing, "INVI"=KSI storage, "DISP"=disposed.
74 - 76	Unused.
77	Vehicle identifier/enter "A" for first vehicle in record. Subsequent vehicles are assigned unique PRP numbers. Required entry.
78	Component identifier/enter "A" for the first failed component, "B" for second related component, "C" for the third related component, and so on (D-Z). Alpha field, required entry.
79	Card type/enter "5" for card type 5. Required entry.
80	Action/transaction code A=add, D=delete, M=modify.

Card Type 5 - Continued

Column 34 - Environmental Conditions

<u>WEATHER</u>	<u>DAY</u>	<u>NIGHT</u>	<u>DAWN OR DUSK (TWILIGHT)</u>	<u>UNKNOWN TIME</u>
Clear	A	K	S	2
Light Rain	C	L	T	3
Heavy Rain	D	M	U	4
Fog	E	N	V	5
Snow	F	O	W	6
Sleet	G	P	X	7
Other Weather	H	Q	Y	8
Unknown Weather	I	R	Z	9

Column 55 - Driving Conditions

<u>VEHICLE SPEED WHEN FAILURE OCCURRED</u>	<u>STREET OR ROAD</u>	<u>HIGHWAY</u>	<u>FREEWAY</u>	<u>UNKNOWN</u>
0 MPH (Stopped)	B	K	S	2
1 - 20 MPH	C	L	T	3
21 - 40 MPH	D	M	U	4
41 - 60 MPH	E	N	V	5
Over 60 MPH	F	O	W	6
Unknown Speed	G	P	X	7

Card Type 6 (up to 26 alpha characters for card type may be used per record).

Columns

Description/Explanation

1 - 6

Six-character PRP number/duplicate number used in card type 1. Required entry.

7 - 46

Tire Information

7-9 Manufacturer/enter tire manufacturer code from Tire Mfg. Table. New tire mfg. codes have two characters - left justified - whereas retread mfg. have three characters. If tire mfg. plant is unknown, use first code given for that specific tire mfg. in the Tire Mfg. Table. If Column 27 = 2, 4, or 6, then Columns 7-9 should contain three Alpha characters or blanks.

10-12 Brand/enter brand code from Tire Brand Table. Alpha field.

13-20 Size/enter tire size - left justify. Leave blank if unknown. Alpha, numeric, or blank field.

NOTE: Do not include decimal point or dash.

21-22 Name/enter tire name code from Tire Name Table. Leave blank if unknown. Alpha field.

23 Unused.

24-26 Construction/enter three-character tire construction code from the following tables. Code every character that is known. Alpha field.

24 First character: "T"=Tube type, "L"=Tubeless

25 Second character: "B"=Bias (Street and Road), "R"=Radial (Street and Road), "E"=Belted Bias (Street and Road), "I"=Bias (Deep Tread, Winter), "A"=Radial (Deep Tread, Winter), "S"=Belted Bias (Deep Tread, Winter).

26 Third character: "B"=Blackwall, "W"=Any other than Blackwall.

Examples of Construction Codes Follow:

For: Street and Road Type

TBW Tube Type, Bias Ply, Whitewall

TRB Tube Type, Radial Ply, Blackwall

LBB Tubeless, Bias Ply, Blackwall

LEW Tubeless, Belted Bias Ply, Blackwall

LRB Tubeless, Radial Ply, Blackwall

Card Type 6 - Continued

Columns Description/Explanation

For: Mud and Snow (Deep Tread)
 TIB Tube Type, Bias Ply, Blackwall
 TAW Tube Type, Radial Ply, Whitewall
 LIW Tubeless, Bias Ply, Whitewall
 LSB Tubeless, Belted Bias Ply, Blackwall

If unknown, leave blank.

27 Tire Type/enter tire type code, numeric character.

<u>TIRE TYPE</u>	<u>NEW</u>	<u>RETREAD</u>	<u>REGROOVE</u>
Normal	1	2	7
Snow Tire	3	4	8
Studded	5	6	9

28 Cord/enter cord material code, if unknown leave blank.
 Numeric character.

Nylon=1 Rayon=2 Polyester=3 Fiberglass=4 DP-01=5
 Nygen=6 Steel=7 Other=9

29 Belt/enter belt material code, if unknown leave blank.
 Numeric character.

Nylon=1 Rayon=2 Polyester=3 Fiberglass=4 DP-01=5
 Nygen=6 Steel=7 Other=9

30-31 Ply TR/enter number of plies under the tread (add
 sidewall). Right justify. Numeric field.

32-33 Ply side/enter number of plies in sidewall only.
 Numeric field.

34 Load range/enter alpha designation, i.e., A, B, C, etc.,
 if given. Alpha character.

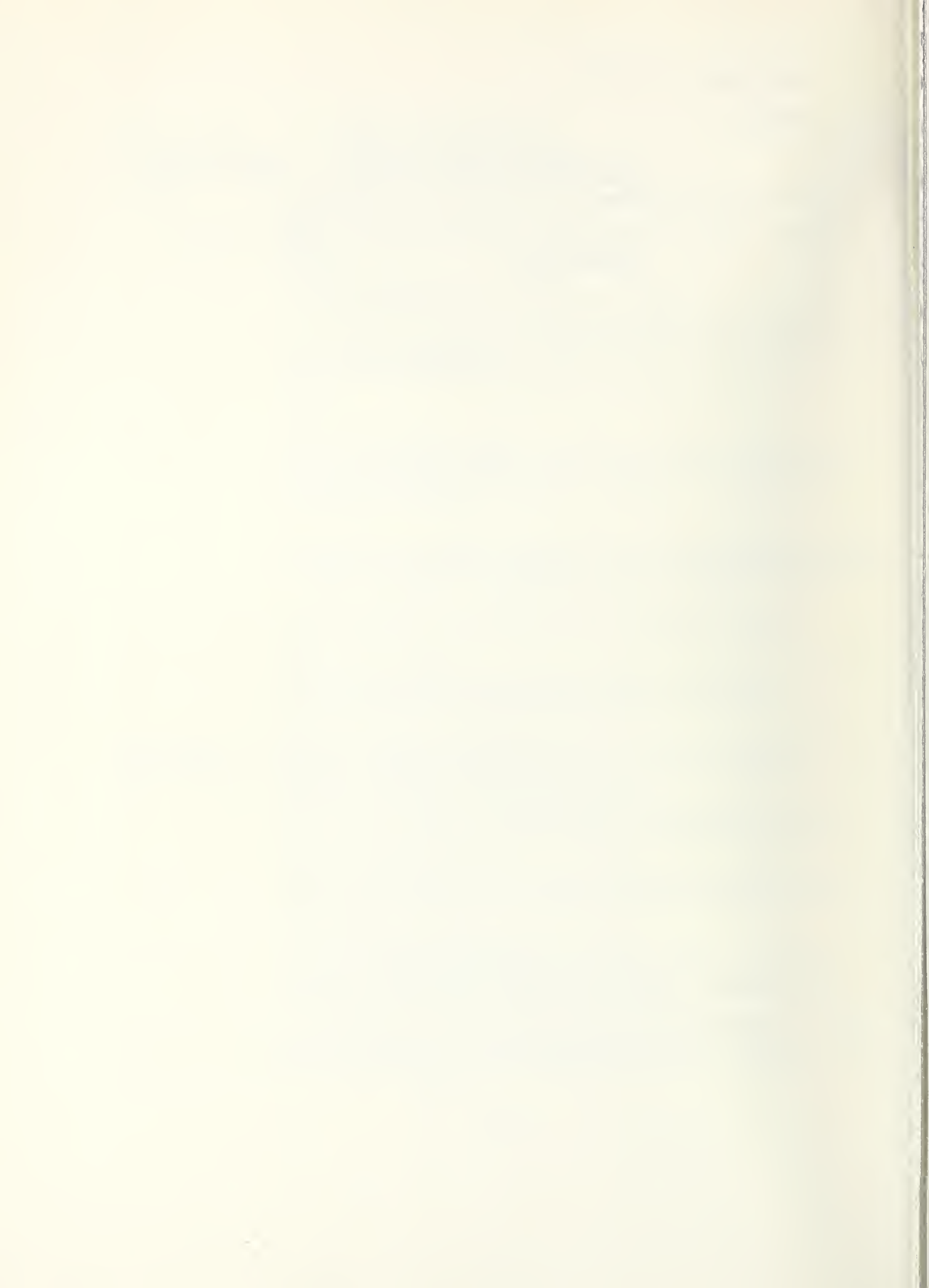
35-46 Tire ID number/enter tire identification number if
 provided. Left justify. The first two (new tires) or three
 characters (retread) should also be recorded in Columns 7-9.
 Alpha/numeric field. Give explanation about Tire ID and mfg's
 code.

Card Type 6 - Continued

<u>Columns</u>	<u>Description/Explanation</u>
47 - 51	Investigation/case, audit or survey number/alpha/numeric field. 47 Enter "C" for investigation/case, "A" for audit or "S" for survey. 48 Enter last character of year, i.e., 75-5. 49-51 Enter case, audit or survey sequence number. Right justify, zero fill to left.
64 - 76	Unused.
77 - 78	Internal Record Sequence 77 Vehicle identifier/enter "A" for first vehicle. Subsequent vehicles are assigned unique PRP numbers. Required entry if card type 6 is used. 78 Component identifier/enter "A" for first component, "B" for second, "C" for third, and so on. Up to 26 alpha characters may be used per record. Required entry if card type 6 is used.
79	Card type/enter "6" for card type 6. Required entry if card type 6 is used.
80	Action/transaction code A=add, D=delete, M=modify. Required entry if card type 6 is used.
<u>Card Type 7</u> - required card in record group.	
<u>Card Type 8</u> - optional - identical format to card type 7 (only two cards allowed per each component on vehicle).	
1 - 6	Six-character PRP number/duplicate number used in card type 1. Required entry.
7 - 76	Comments/enter free text analyst notes from failed data sheet describing component.
77 - 78	Internal Records Sequence 77 Vehicle identifier/enter "A" for first vehicle. Subsequent vehicles are assigned unique PRP numbers. Required entry. 78 Component identifier/enter "A" for first component, "B" for second, and so on. Up to 26 alpha characters. Required entry.

Card Type 6 - Continued

<u>Columns</u>	<u>Description/Explanation</u>
79	Card type/enter "7" for card type 7. Required entry. Enter "8" for card type 8. Required entry if card type 8 is used.
80	Action/transaction code A=add, D=delete, M=modify. Required entry.



PARTS RETURN PROGRAM

7/09/15 PAGE 0061

OFFICE OF DEFECTS INVESTIGATION
PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PKP NUMBER	I DATE RECEIVED	CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20004	P02786 A	770624	01310000	STEEERING POWER ASSIST-PUMP	77 000303 MERCURY	0600 MUMARCH	21	C	000310	084713018
				HUE BROKE OUT OF POWER STEER. PULLEY, RUINED BELT.						
	P82682 A	770631	01430000	STEEERING GEAR,PACK	00 000303 MERCURY	0100 CAPRI	79	B	000000	020800002
				BOLTS BACK OUT OF RACK MOUNT RETAINER DUE TO INSUFFICIENT THREAD CONTACT AREA - VIBRATION & EXCESSIVE STEERING PLAY - BRACKETS BREAK TORQUE - VIBRATION & EXCESSIVE PLAY IN STEERING						
	P82683 A	770601	01430000	STEEERING GEAR,PACK	74 000303 MERCURY	0101 CAPRI 2000	79	B	047000	020600002
				BOLTS BACK OUT DUE TO INSUFFICIENT THREAD CONTACT AREA OR IMPROPER TORQUE - VIBRATION & EXCESSIVE PLAY IN STEERING						
	P82684 A	770601	01430000	STEEERING GEAR,PACK	72 000303 MERCURY	0102 CAPRI 2600	79	B	063000	020800002
				BOLTS BACK OUT DUE TO INSUFFICIENT THREAD CONTACT AREA OR IMPROPER TORQUE - VIBRATION & EXCESSIVE PLAY IN STEERING						
20004	P02772 A	770602	01530000	STEEERING LINKAGES-ARM, IDLER AND ATTACHMENT	72 000301 FORD DIVISION	0313 GALAXIE 500	21	C	050100	046327016
				BUSHING BETWEEN FRAME BRACKET & IDLER ARM FRUZZIN IDLER ARM & BRACKET TORE AWAY PORTION OF FRAME						
20005	P02793 A	770624	01530000	STEEERING LINKAGES-ARM, IDLER AND ATTACHMENT	73 000401 BUICK	0405 ELECTRA 225	09	E	000000	044132015
				IDLER ARM FROZEN AT FRAME BRACKET - PORTION OF FRAME RIPPED AWAY AT BRACKET MOUNTING BOLTS						
20002	P02753 A	770627	01560000	STEEERING LINKAGES-TIE ROD, END	67 000301 FORD DIVISION	0500 MUSTANG	21	C	000000	053404006
				BALL STUD CAME OUT OF SOCKET PART IS RUSTED, NO EVIDENCE OF LUBE						
20005	P02794 A	770624	01560000	STEEERING LINKAGES-TIE ROD, END	75 000301 FORD DIVISION	0500 CANADA	29	C	053425	006470070
				SHOP CLAIMS THREADS ARE WORN CAUSING EXCESSIVE CLEARANCE						
	P82795 A	770602	01560000	STEEERING LINKAGES-TIE ROD, END	75 000403 CHEVROLET	0500 VEGA	33	B	000000	063301003
				LOWER TIE ROD BOLT POSITIONED SU IT INTERFERES WITH LOWER CONTROL ARM TIE CAUSE STEERING LOCK-UP						

PARTS RETURN PROGRAM
 OFFICE OF DEFECTS INVESTIGATION
 PARTS RECEIVED JUN 77
 23 MAY 77 TO 30 JUN 77

77/04/15 PAGE 0002

SORTED BY COMPONENT, MODEL, MILE YR

BLN NUMBER	PRP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MANUFACTURER	MARK-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHUP NUMBER
	P62681 A	770527	01560000		STEERING LINKAGES-TIE ROD,END 75 000403 CHEVROLET LOWER TIE ROD BOLT POSITIONED SO INTERFERES WITH LOWER CONTROL ARM TO CAUSE LOCK-UP STEERING		0900 VEGA	33	b	000000	062301003
2002	P02752 B	770617	01560000		STEERING LINKAGES-TIE ROD,END 72 000404 OLDSMOBILE BALL STUD CAME OUT OF SOCKET		0600 98	21	C	002205	053404006
2002	P02752 A	770617	01560000		STEERING LINKAGES-TIE ROD,END 72 000404 OLDSMOBILE BALL STUD CAME OUT OF SOCKET		0600 98	21	C	002205	053404006
10016	P02693 A	770527	01560000		STEERING LINKAGES-TIE ROD,END 74 110201 AUSTIN DIVISION SEPARATION OF BALL STUD SOCKET FROM LACK OF LUBRICATION - SEALED TYPE WITH NO GREASE FITTING (GT)		0101 AUSTIN MARINA	03	C	020000	020800002
20005	P02794 B	770629	01570000		STEERING LINKAGES-SLEEVE,TIE ROD-AJUSTABLE 75 000301 FORD DIVISION SHOP CLAIMS THREADS ARE WORN		0900 GRANADA	29	C	053425	006470070
20001	P02736 A	770608	02110000		SUSPN INDP,FT. ATTACHING MECHANISMS 70 000202 DODGE TORSION BAR IS BROKEN "SPLIT IN HALF" SHOP CLAIMS		0100 CHALLENGER	03	C	000000	019406085
20003	P02764 A	770620	02113000		SUSPN INDP,FT. ATTACH.MECH.-SPRING,CUILL 78 000402 CADILLAC COIL SPRING IS BROKEN ON 2ND COIL. SHOP CLAIMS FLAW IN METAL, ALSO HAS "BAD" STRUT ROD BUSHINGS		0100 CADILLAC CALIAS	03	C	020951	085020039
10017	P02716 A	770602	02120000		SUSPN INDP,FT. SHOCK ABSORBER 72 000203 PLYMOUTH SHOP CLAIMS ROAD HOP UNSTABLE WILL NOT STAY ALIGNED TOP MOUNTING STUD BROKEN POSSIBLY DURING REMOVAL		0403 FURY III	44	C	052895	001230005
10017	P02716 B	770602	02120000		SUSPN INDP,FT. SHOCK ABSORBER 72 000203 PLYMOUTH SHOP CLAIMS ROAD HOP UNSTABLE WILL NOT STAY ALIGNED TOP MOUNTING STUD BROKEN POSSIBLY DURING REMOVAL		0403 FURY III	44	C	052895	001230005

OFFICE OF DEFECTS INVESTIGATION

PARTS RECEIVED JUN 77

23 MAY 77 TO 20 JUN 77

SORTED BY COMPONENT MODEL MDL YR

BIN NUMBER	PRP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10016	P02711 A	770531	02120000	SUSPN, INP, FT. SHOCK ABSORBER 74 000301 FORD DIVISION SHOCK ACTION WEAK LEAKING FLUID ADD'L ID - MCTCRKRAFT	0400 MAVENICK	44 C	002143	098126073	
20004	P02763 E	770625	02120000	SUSPN, INP, FT. SHOCK ABSORBER 72 000405 PONTIAC SHOCK ACTION POOR TOP MOUNTING STUD BROKEN PROBABLY DURING REMOVAL LOWER BUSHING WORN ADD'L ID 74	0700 BONNEVILLE	44 C	072000	001230005	
20004	P02763 A	770625	02120000	SUSPN, INP, FT. SHOCK ABSORBER 72 000405 PONTIAC SHOCK ACTION FAIR TOP MOUNTING STUD BROKEN-PROBABLY DURING REMOVAL LOWER BUSHING WORN ADD'L ID -74	0700 BONNEVILLE	44 C	072000	001230005	
10016	P02708 B	770531	02152000	SUSPN, INP, FT. CTRL ARM, LOWER-BALL JOINT 74 000203 PLYMOUTH CLAIMS JOINT WORN OUT & WANDER CAR. NO EXCESSIVE VERTICLE PLAY IN BALL STUD SOCKET - MOUNTING HOLES ARE IN GOOD CONDITION	0600 VALIANT	44 B	028518	098036056	
10016	P02708 A	770531	02152000	SUSPN, INP, FT. CTRL ARM, LOWER-BALL JOINT 74 000203 PLYMOUTH CLAIMS #132837 JOINTS WORN OUT & CAR WANDERS. NO EXCESSIVE VERTICLE PLAY IN BALL STUD SOCKET - MOUNTING HOLES ARE GOOD	0600 VALIANT	44 B	028516	098036056	
20004	P02765 A	770624	02152000	SUSPN, INP, FT. CTRL ARM, LOWER-BALL JOINT 72 000405 PONTIAC STUD BROKE AT BASE OF THREADS WHEEL COLLAPSED BALL JOINT ACTION FAIR BUT ROUGH OWNER CLAIMS HE DID NOT HIT ANYTHING	0200 GRAND PRIX	03 B	066469	0333308038	
20002	P02748 A	770616	02160000	SUSPN, INP, FT. SPINDLE-KNUCKLE, STEERING 75 000203 PLYMOUTH SPINDLE BROKE AT OUTER BEARING LOCATION AT BASE OF THREADS INNER BRNG RACE FROZE ON SPINDLE EVIDENCE OF EXCESS HEAT DISCOLORATION	0601 VALIANT DUSTER	03 C	000000	007644103	
10016	P02665 A	770525	02170000	SUSPN, INP, FT. -BEARING WHEEL 76 000403 CHEVROLET CNL ROLLER IS MISSING - SHOP CLAIMS CRACKED IN HALF: RACE #LM11910, BEARING #LM11949	0407 NUVA CONQUORS	36 C	016203	027105003	
10017	P02715 A	770601	02540000	SUSPN-TWIN-J-BEAM, SLD, FRONT-SPRING COIL 75 000305 FORD TRUCK DIV COIL SPRING BROKE ONE COIL FROM END	5100 F SERIES (LIGHT)	06 C	027600	085021027	

PARTS RETURN PROGRAM

77/09/15 PAGE 0004

OFFICE OF DEFECTS INVESTIGATION

PARTS RECEIVED: JUN 77

23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT, MAKE, MDL YR

BIN NUMBER	PKP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10017	P02707 B	770531	02625000	WHEELS SINGL-LUGS-NUTS-BOLTS 66 000202 DODGE NUT HAD FALLEN OFF STUD ALLOWING TO SLIP INTO DRUM CAUSING DAMAGE TO WHEEL CYLINDER - POSSIBLE WEAR ON DRUM AT STUD HOLE			0400 CORONET	06	b	060659	069104010
10017	P02723 A	770606	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000000 UNKNOWN SUSPECT INTERNAL LEAKAGE TAG NOT READABLE			0000 UNKNOWN	00	C	000000	090027012
20001	P02741 A	770615	03230000	BRKS-HYDRAULIC-MSTR CYL 00 000200 CHRYSLER MOTOR CO G.E.M. TYPE CHRYSL. M-CYL. SUSPECT INTERNAL DEFECT. TAG UNREADABLE, SHOP DOES NOT RECALL PART.			0000 CHRYSLER MOTOR CO	00	C	000000	055103001
10017	P02724 A	770606	03230000	BRKS-HYDRAULIC-MSTR CYL 67 000202 DODGE SHOP CLAIMS LEAKAGE SUSPECT INTERNAL LEAK ADDL ID- 225601			0500 DART	44	C	094277	090027012
20001	P02742 A	770615	03230000	BRKS-HYDRAULIC-MSTR CYL 7C 000202 DODGE INTERNAL LEAK - #2225531 AT			0500 DART	28	B	000000	055103001
10016	P02704 A	770526	03230000	BRKS-HYDRAULIC-MSTR CYL 71 000203 PLYMOUTH CLAIMS NO BRAKES - EXTERNAL APPEARANCE OF MASTER CYLINDER NORMAL - SUSPECT INTERNAL MALFUNCTION/LEAKAGE.			0402 FURY II	28	b	090000	001230005
20004	P02773 A	770617	03230000	BRKS-HYDRAULIC-MSTR CYL 73 000301 FORD DIVISION SHOP CLAIMS PEDAL BLEEDS TO FLOOR AT STOP SUSPECT INTERNAL LEAKAGE			0800 TRAKING	44	C	025556	023513001
10016	P02667 A	770523	03230000	BRKS-HYDRAULIC-MSTR CYL 75 000404 OLDSMOBILE CASING INTACT, SHOP CLAIMS VEHICLE HAD NO BRAKES. SUSPECT INTERNAL LEAK.			0600 98	44	C	034200	095820123
10017	P02730 A	770607	03230000	BRKS-HYDRAULIC-MSTR CYL 75 140501 VOLKSWAGEN DIVISION SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING NO ADD'L ID			0303 DASHK 324	28	B	047000	030060081

OFFICE OF DEFECT INVESTIGATION
 PARTS RECEIVED JUN 77
 23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT, MODEL, MLC YR

BIN NUMBER	PRP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHIP NUMBER
20001	P02743 A	770615	03230000	BRKS-HYDRAULIC-MSTR CYL 74 I40501 VOLKSWAGEN DIVISION INTERNAL LEAKAGE COMPLETE BRAKE FAILURE OWNER ABLE TO STOP FROM 25MP H WITH HAND BRAKE		0304 DASHER 364		28	A	059200	055103061
10017	P02728 A	770607	03230000	BRKS-HYDRAULIC-MSTR CYL 75 I40501 VOLKSWAGEN DIVISION SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID-1774 402 514 1012		0600 RABBIT		28	B	030000	030060081
10017	P02727 A	770607	03230000	BRKS-HYDRAULIC-MSTR CYL 75 I40501 VOLKSWAGEN DIVISION SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID-1774 402 54691911D		0600 RABBIT		28	B	030000	030060081
10017	P02729 A	770607	03230000	BRKS-HYDRAULIC-MSTR CYL 76 I40501 VOLKSWAGEN DIVISION SHOP CLAIMS NORMAL PEDAL PRESSURE DID NOT ENGAGE BRAKES WHEN DRIVER PUSHED HARD BRAKES WOULD WORK NO WARNING ADD'L ID 1774 .02;941;3001E		0600 RABBIT		28	B	030000	030060081
	P82719 A	770617	03241000	BRKS-HYDRAULIC-LINES-METALLIC 74 000407 CHEVROLET TRUCK DV REAR HYD LINES CRACKED AT FLARED ENDS ALLOWED AIR IN SVST BUT DIDNT LEAK FLUID MASTER CYL REPLACED (P02319) BUT DID NOT CORRECT TROUBLE		5707 K20		19	C	027100	055802006
10017	P02724 E	770606	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 67 000202 DODGE HOSE IS SPLIT 90 DEG AROUND CIRC 1/4" FROM FRAME FITTING SERIES OF SMALL CRACKS AT EACH END		0500 DART		32	C	054277	090027012
10016	P02668 A	770524	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 05 000203 PLYMOUTH HOSE HAS SERIES OF SMALL CRACKS IN OUTER RUBBER CASING - IS CRACKED 360 DEGREES AROUND 1/16 INCH FROM FITTING AT FRAME END LOST BRAKES		0600 VALIANT		08	B	028505	081003001
20004	P02777 A	770615	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH FRAME END OF HOSE CRACKED 360 DEG AROUND CIRC 1/8" FROM FITTING ADD'L ID 1-B11043H		0601 VALIANT DUSTER		08	C	025961	014607007
20004	P02777 B	770613	03242000	BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH FRAME END OF HOSE CRACKED 360 DEG AROUND CIRC 3/16" FROM FITTING ADD'L ID 1-A12043H-SAE-J1401		0601 VALIANT DUSTER		08	C	029961	014607007

PARTS RETURN PROGRAM

77/09/15 PAGE 0006

OFFICE OF DEFECTS INVESTIGATION

PARTS RECEIVED, JUN 77
23 MAY 77 TO 30 JUN 77

SCALED BY COMPONENT, MILEAGE, MAKE, YR

BIN NUMBER	PKP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20004	P02776	A 770610	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 76 000401 BUICK SHOP CLAIMS BRAKE HOSE BLOCKAGE CAUSED CAR TO PULL SEVERELY TO RIGHT	0406 ELECTRA LIMITED	28	B	011090	075701042
20004	P02787	A 770627	03242000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 76 000403 PONTIAC HOSE HAS CRACKS IN OUTER LAYER. SHOP CLAIMS HOSE IS PLUGGED, L/F BRAKE INOPERATIVE.	0200 GRAND PRIX	28	B	011140	044905004
10016	P02654	A 770524	03263000		BRKS-HYDRAULIC-LINES-HOSE, NON-METALLIC 70 200031 INTERNATIONAL TRUCK HOSE- HOSE IS CRACKED NEAR MIDDLE SHOP CLAIMS FLEX HOSE & CLAMP SUPPORT TOO CLOSE TO BACKING PLATE	0100 SCOUT SERIES	08	B	059468	017754007
10016	P02707	A 770531	03261000		BRKS-HYDR-SHOE AND DRUM WHEEL CYLINDERS 66 000202 DODGE SLOT WORN ACROSS LENGTH OF TOP OF WHEEL CYLINDER BY LOOSE WHEEL STUD-CASING BEGINNING TO CRACK ON INSIDE CYLINDER SURFACE - NOISE & LEAK	0400 CORGNET	57	B	080659	089104010
10016	P02689	A 770524	03263000		BRKS-HYDR-SHOE AND DRUM SYSTEM-LININGS 70 000403 CHEVROLET SHOP SENT TWO FRAGMENTS OF SHOE LINING BONDED TYPE - LINING SEPARATED FROM SHOE & CRACKED SHOP CLAIMS HEAT CRACKED BONDING	0312 IMPALA	03	B	064500	081003001
20002	P02749	A 770614	03264000		BRKS-HYDR-SHOE AND DRUM SYSTEM-DRUM 70 000301 FORD DIVISION FACING OF DRUM IS EXCESSIVELY SCORED	0200 FALCON	57	C	000000	023513001
20003	P02768	A 770600	03265000		BRKS-HYDR-SHOE AND DRUM SYSTEM-OTHER 70 000403 CHEVROLET REAR BRAKE SHOE ADJ. ASSY. RACKET TEETH DUN'T HOLD TO ADJUST REAR BRKS	0900 VEGA	28	C	000000	008723101
20003	P02766	A 770620	03265000		BRKS-HYDR-SHOE AND DRUM SYSTEM-OTHER 00 000403 CHEVROLET REAR BRAKE SHOE ADJ. ASSY. RACKET TEETH DUN'T HOLD TO ADJUST REAR BRKS	0900 VEGA	28	C	000600	008723101
20003	P02765	A 770620	03265000		BRKS-HYDR-SHOE AND DRUM SYSTEM-OTHER 70 000403 CHEVROLET REAR BRAKE SHOE ADJ. ASSY. RACKET TEETH DUN'T HOLD TO ADJUST REAR BRKS	0900 VEGA	28	C	000000	008723101

PARTS RETURN PROGRAM

77/09/15 PAGE 0007

OFFICE OF DEFECTS INVESTIGATION
PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

CLASSIFIED BY COMPONENT, MODEL, MUL YK

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YK	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20003	P02767 A	770620	03275000	BRKS-HYDR-SHOE AND DRUM SYSTEM-UTHER 00 000403 CHEVROLET KLAR BRAKE SHOE ADJ. ASSY. KACHET TEETH DON'T HOLD TO ADJUST PEAR BRKS			0900 VEGA	28	C	000000	008723101
20003	P02771 A	770621	03271000	BRKS HYDRAULIC-DISC-CALIPER 74 000407 CHEVROLET TRUCK DV SHOP CLAIMS CALIPER IS FROZEN BRAKES WOULD NOT APPLY			5401 G10	33	C	032000	031204007
10017	P02706 C	770527	03271000	BRKS HYDRAULIC-DISC-CALIPER 74 150301 FIAT DIVISION CLAIMS SINGLE PISTON CALIPER MALFUNCTIONING - CAUSED PREMATURE PAD & ROTOR WEAR - SUSPECT CALIPER WAS BINDING/POOR SLIDE ACTION			0300 124	44	B	015931	090723119
20004	P02782 A	770623	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000203 PLYMOUTH BRAKE PADS HALF WORN SHOW EVEN WEAR SHOP CLAIMS LOW PEDAL ROAD HOP WHEN BRAKING FROM HIGH SPEED			0403 FURY III	14	C	056356	001230005
10017	P02720 A	770531	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 000301 FORD DIVISION SMALLER PADS SHOW EXCESS WEAR INTO RIVETS			0400 MAVERICK	57	C	062143	096126073
20004	P02781 A	770615	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000405 PONTIAC INBOARD PADS WORN INTO RIVETS OUTBOARD PADS NEAR MAX SAFE WEAR SHOP CLAIMS NO BRAKE PEDAL FLUID LEAK			0700 BUNNEVILLE	28	B	072000	001230005
10017	P02706 B	770527	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 74 150301 FIAT DIVISION 1 OF 4 PADS EXCESSIVELY WORN - LINING WORN INTO METAL ON ONE			0300 124	57	B	015931	090723119
10017	P02705 A	770520	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000402 CADILLAC OUTBOARD FACING OF ROTOR GROUVED & EXCESSIVELY WORN			0300 ELDOURADO	57	B	072681	089104010
10017	P02706 A	770527	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 150301 FIAT DIVISION EACH FACE OF ROTOR WORN - INBOARD FACE IS SCORED			0300 124	50	B	015931	090723119

PARTS RETURN PROGRAM

77/05/15 PAGE 0006

OFFICE OF DEFECTS INVESTIGATION

PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT, MODEL, MUL YR

BITA NUMBER	FRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YF	COMPONENT NAME MANUFACTURER	MAKE-MOELL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20003	P02759 A	770620	05110000	ENGINE MOUNTS	73 000301 FORD DIVISION	0603 PINTU WAGON	03	C	054978	090027012
				RUBBER PORTION SPLIT NEAR METAL FLOOR IN BAK						
20003	P02760 A	770620	05110000	ENGINE MOUNTS	64 000303 MERCURY	0300 COUGAR	03	C	000000	090027012
				SEPARATION OF RUBBER FROM METAL FUMUCO PART						
10016	P02692 A	770524	05110000	ENGINE MOUNTS	09 000402 CADILLAC	0101 CADILLAC DE VILLE	03	C	077804	017754007
				RUBBER PORTION SEPARATED FROM METAL						
20003	P02763 A	770620	05110000	ENGINE MOUNTS	69 000403 CHEVROLET	0402 NOVA	56	C	051727	090027012
				RUBBER PORTION OF MOUNT IS PARTIALLY SPLIT						
30003	P02763 B	770620	05110000	ENGINE MOUNTS	69 000403 CHEVROLET	0402 NOVA	03	C	051727	090027012
				RUBBER PORTION OF MOUNT SEPARATED FROM METAL						
20003	P02762 A	770620	05110000	ENGINE MOUNTS	71 000403 CHEVROLET	0700 CORVETTE	03	C	035654	090027012
				RUBBER PORTION OF MOUNT SEPARATED FROM METAL MOUNT IS SAFETY CATCH						
20003	P02761 A	770620	05110000	ENGINE MOUNTS	72 000403 CHEVROLET	0800 MONTE CARLO	03	C	037768	090027012
				RUBBER PORTION SEPARATED FROM METAL MOUNT IS SAFETY TYPE						
10016	P02713 A	770531	05110000	ENGINE MOUNTS	63 000403 CHEVROLET	1200 CHEVROLET UNKNOWN	03	D	041861	098126073
				RUBBER PORTION IS SPLIT RESULT OF REAR END COLLISION						
10016	P02713 B	770531	05110000	ENGINE MOUNTS	63 000403 CHEVROLET	1200 CHEVROLET UNKNOWN	00	D	041861	098126073
				MOUNT IS INTACT OTHERS DAMAGED IN REAR-END COLLISION						

PARTS RETURN PROGRAM

77/09/15 PAGE 0009

OFFICE OF DEFECTS INVESTIGATION

PARTS RECEIVED JUN 77

23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PKP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHUP NUMBER
10016	P02713 C	770531	05110000	ENGINE MOUNTS 65 000403 CHEVROLET RUBBER PORTION OF REAR MOTOR MOUNT IS SPLIT SEPARATED RESULT OF COLLISION	1200 CHEVROLET UNKNOWN	03	D	041801	098126073
20001	P02735 A	770600	05110000	ENGINE MOUNTS 70 000403 CHEVROLET RUBBER PORTION SEPARATED FROM METAL SAFETY CATCH TYPE MOUNT	1200 CHEVROLET UNKNOWN	03	C	007911	098126073
10016	P02700 A	770526	05140000	ENGINE FLYWHEEL 75 000101 AMERICAN MOTORS DV FLYWHEEL CRACKED AT EACH OF 4 TORQUE CONVERTER MOUNTING BOLTS	0500 HORNET	08	C	048556	090027012
10016	P02666 A	770523	05140000	ENGINE FLYWHEEL 76 000303 MERCURY WELDS HOLDING RING GEAR TO FLYWHEEL PLATE CRACKED - CUT FOR PACKING SHOP PURCHASED 2 OTHERS THAT WERE CRACKED	0300 COUGAR	03	C	027690	027105003
10016	P02697 A	770526	05140000	ENGINE FLYWHEEL 73 000401 BUICK CENTER HUB CRACKED OUT OF FLEX PLATE/FLYWHEEL	0100 CENTURIAN	03	C	045000	090027012
20005	P02790 A	770627	05140000	ENGINE FLYWHEEL 74 000401 BUICK HUB IS BROKEN OUT OF FLYWHEEL AUTO TRANS TYPE	0300 CENTURY	03	C	034000	054130001
10016	P02658 A	770526	05140000	ENGINE FLYWHEEL 05 000401 BUICK CENTER HUB CRACKED OUT OF FLEX PLATE/FLYWHEEL	0700 SKYLARK	03	C	000000	090027012
10016	P02691 A	770524	05140000	ENGINE FLYWHEEL 70 000402 CADILLAC SHOP CLAIMS BROKEN AROUND CENTER TUB LARGO FOR BAG	0500 CADILLAC UNKNOWN	03	C	001701	061003001
10016	P02701 A	770526	05140000	ENGINE FLYWHEEL 05 000404 OLDSMOBILE BALANCE WEIGHT CAME OFF FLYWHEEL - WELD BROKE	0100 CUTLASS	03	C	000000	090027012

PARTS RETURN PROGRAM

7/09/15 PAGE 0010

OFFICE OF DEFECTS INVESTIGATION
PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHIP NUMBER
	P82690	A 770524	05140000	ENGINE FLYWHEEL 73 000407 CHEVROLET TRUCK DV SHIP CLAIMS BROKEN TOOTH - STARTER WOULD NOT ENGAGE - TOWED	5200 EL CAMINO	28 C	043501	081003001
10016	P02699	A 770526	05140000	ENGINE FLYWHEEL 69 160601 TOYOTA DIVISION CENTER HUB HAS CRACKED OUT OF FLYWHEEL	0000 TOYOTA DIVISION	03 C	043506	090027012
20004	P02760	A 770623	05150000	ENGINE-OTHER PARTS 74 000205 PLYMOUTH 3 OF 5 FREEZE PLUGS FROM ENGINE HAVE HOLES PLUGS RUSTED	0403 FURY III	32 C	045000	001230005
20001	P02745	A 770616	05150000	ENGINE-OTHER PARTS 00 000300 FORD MOTORS CO SHIP CLAIMS SEAL RUPTURES CAUSING SUDDEN LEAK MOTOR DAMAGE FILTER GASKET IS SEATED & INTACT MOTORCRAFT PART	0000 FORD MOTORS CO	32 B	001000	019709004
20001	P02744	A 770616	05150000	ENGINE-OTHER PARTS 00 000300 FORD TRUCK DIV DISTRIBUTOR GEAR PIN IS BROKEN VEHICLE STALLS WON'T RUN	6203 B-700	28 C	000000	019709004
10016	P02726	A 770607	05230000	ENGINE COOLING SYSTEM-PUMP, WATER 75 000102 JEEP DIV WATER PUMP SHAFT BEARING & SEAL WORN, EXCESS. SHAFT LOOSE IN HOUSING.	5201 CJ-5 JEEP	32 C	045387	098223001
20004	P02779	A 770625	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 74 000203 PLYMOUTH FUNCTION OF SENSOR CHIPPED IN OVERHEAT CUND LIGHT DID NOT COME ON	0403 FURY III	28 C	045000	001230005
20004	P02776	A 770608	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 74 170101 VOLVO DIVISION FAN HUB BROKE OUT OF PULLEY.	0400 164	03 C	042000	006810051
10016	P02656	A 770525	06114000	FUEL TANK ASSEMBLY-GAUGE, FUEL 72 000403 CHEVROLET GAUGE WOULD NOT REGISTER ABOVE 1/4 TANK - NO VISIBLE DEFECTS - SUSPECT PROBLEM IN TANK RESISTOR UNIT - ELECTRICAL SHORT	0312 IMPALA	44 C	047610	070002033

PARTS RETURN PROGRAM

77/09/15 PAGE 0011

OFFICE OF DEFECTS INVESTIGATION
PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PKP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MANUFACTURER	MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10016	P02703 A	770526	06131000	FUEL LINES, METALLIC 65 000201 CHRYSLER DIV 5/16-INCH METAL FUEL LINE IS RUSTED - PINHOLE & LEAKS		0200 300	32	C	090000	001230005
20004	P02786 A	770627	06132000	FUEL LINES, HOSES, NON-METALLIC 77 000407 CHEVROLET TRUCK DIV HOSE IS LAYERED FUEL LINE TYPE. HOSE IS STIFF, CRACKS WHEN FLEXED. SHOP CLAIMS HOSE IS DRY ROTTED, WAS NOT LEAKING AT TIME	5800 SUBURBAN CARRYALLS		08	B	044000	019805002
10017	P02722 A	770606	06132000	FUEL LINES, HOSES, NON-METALLIC 74 160401 DATSUN DIVISION SHOP CLAIMS HOSE LEAKS HOSE IS CLUTH MESH COVERED RUBBER	0400 DATSUN 260Z		32	B	059020	090027012
20004	P02789 A	770627	06132000	FUEL LINES, HOSES, NON-METALLIC 72 200031 INTERNATIONAL TRUCK PLASTIC HOSE IS MELTED. SUSPECT LINE IS VAPOR RETURN LINE TIGHT CLOSE TO EXHAUST.	0107 TRAVALL		04	B	031000	054130001
10017	P02716 A	770602	06230000	CARBURETOR, DCUELE 74 000203 PLYMOUTH CARB NEEDLE & SEAT NOT WORN SUSPECT FLOAT SETTING WAS OFF CAUSING FLOODING POOR PERF	0403 FURY III		44	C	044925	001230005
10016	P02709 A	770531	06430000	THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE 67 000300 FORD MOTORS CO CASING IS BROKEN WHERE FLEXIBLE PORTION JOINS RIGID METAL - CABLE IS FRAYED AT CASING BRAKE	0000 FORD MOTORS CO		44	C	024867	098126073
20004	P02774 A	770609	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION EXHAUST HAS EATEN AWAY PORTION OF 48BL EGR PLATE MADE OF ALUM PORTN OF PASSAGE IS CLOGGED WITH DEPOSITS FORD SHEFFIELD PART	0000 FORD DIVISION		44	C	067000	032809006
20001	P02733 A	770606	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 75 000301 FORD DIVISION EGR CHANNEL BURNED AWAY IN ALUM PLATE CAUSED VACUUM LEAK PLATE IS 2 48L CARB ADDYL ID -AB (SHEFFIELD)	0300 LTD		44	C	056542	098126073
20001	P02734 B	770606	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION EGR CHANNELS IN VALVE NOT BLOCKED SUSPECT VALVE DIAPHRAM MAY BE SPLIT ADD'L ID -BIC 034 (FORD)	1100 FORD UNKNOWN		28	C	000000	098126073

PARTS RETURN PROGRAM

77/09/15 PAGE 0012

OFFICE OF DEFECTS INVESTIGATION

PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT, MODEL, MILE YR

BIN NUMBER	FRP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR	MANUFACTURER	MAK1-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20001	P02734 A	770606	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION EGR CHANNEL IS BURNED AWAY IN ALUM PLATE CAUSED VACUUM LEAK PLATE IS FROM 2 BEL CARB				44	C	000000	098126073
20003	P02770 A	770620	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000305 FORD TRUCK DIV CORROSION ON PLATE & VALVE CAUSES POOR ENGINE PERFORMANCE ADD'L ID -H2E 026				44	C	056564	063301003
20003	P02770 B	770620	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000305 FORD TRUCK DIV PLATE IS EATEN AWAY CHANNELS BLOCKED W/DEPOSITS CAUSES POOR ENGINE PERFORMANCE SHEFFIELD PART				44	C	056564	063301003
20003	P02769 A	770620	06530000	EXHST/CRANKCASE EMISSION CNTRL-CHECK VALVE 76 000204 DODGE TRUCK DIV VALVE IS BROKEN, DOES NOT SEAT CORRECTLY. SHOP CLAIMS CAUSED BY SEVERE ERRATIC ENGINE STALL-OUT				44	C	003245	063301003
10018	P02725 A	770614	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 72 000203 PLYMOUTH EXHAUST MANIFOLD IS CRACKED & BROKEN IN 2 NEAR COLLECTOR HEAT RISER IS OPERATIONAL			0601 VALIANT MUSTER	03	C	038915	023513001
20001	P02732 A	770606	06620000	EXHAUST SYSTEM-PIPE,EXHAUST 73 000401 BUICK INNER WALL OF DOUBLE WALL EXHAUST PIPE COLLAPSED ADDING BACK PRESSURE AND LIMITING POWER			0000 EUICK	44	C	056310	098126073
20004	P02784 A	770624	06620000	EXHAUST SYSTEM-PIPE,EXHAUST 73 000403 CHEVROLET INNER WALL OF DOUBLE WALL PIPE COLLAPSED LACK OF POWER			0600 MONTE CARLO	44	C	053304	017104008
10017	P02731 A	770606	07100000	POWER TRAIN CLUTCH ASSEMBLY 74 160401 DATSUN DIVISION SHOP CLAIMS SLAVE CYL LEAKS NO VISIBLE DEFECTS SUSPECT INTERNAL LEAKAGE			0400 DATSUN 260Z	44	C	053126	090027012
10017	P02721 A	770606	07100000	POWER TRAIN CLUTCH ASSEMBLY 74 160401 DATSUN DIVISION SHOP CLAIMS CYL LEAKS RESERVOIR IS DIRTY NO OTHER VISIBLE DEFECTS SUSPECT INTERNAL LEAK			0400 DATSUN 260Z	44	C	053126	090027012

PARTS RETURN PROGRAM

77/09/15 PAGE 0013

OFFICE OF DEFECTS INVESTIGATION

PARTS RECEIVED JUN 77

23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT,MODEL,MDL YR

EIN NUMBER	PRP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20002	P02751 A	770617	07120000	POWER TRAIN CLUTCH ASM-LINKAGE,FLEXIBLE 74 000301 FORD DIVISION CLUTCH CABLE ACTION STIFF IMPEDED BY LOOSE PLASTIC INSIDE HOUSING CLUTCH SLIPPED NOISEY UDDR		PINTU WAGON	44	C	033600	019409097
20005	P02792 A	770628	07450000	PWR TRN DRIVE LINE-DIFFERENTIAL UNIT 73 000203 PLYMOUTH PINION SHAFT BROKE SWAPPED GEAR & BEARINGS IN GOOD COND PINION SEAL DAMAGED ADDL ID 71 172 MS 29 22 HELIXFORM		0400 FURY	03	C	063000	044646005
10016	P02712 A	770531	07460000	PWR TRN AXLE ASSEMBLY-BEARING,AXLE SHAFT 00 000203 PLYMOUTH ROLLERS ARE MISSING FROM RACE LIGHT SCURING ON RACE SURFACE ADD'L ID BOWER (BEARING); 110103M (RACE)		1000 PLYMOUTH UNKNOWN	28	C	065029	098126073
10017	P02717 A	770602	06210000	ELECTRICAL SYSTEM ALTERNATOR-GENERATOR 73 000202 DODGE BEARING ACTION ROUGH SEALED TYPE-BEARING ALT NOT CHARGING		0200 CHARGER	44	C	052000	001230005
20001	P02740 A	770617	08232000	ELECTRICAL SYSTEM STARTER SOLENOID 74 000403 CHEVROLET SHOP CLAIMS CAR WOULD OFTEN QUIT UNDER 20MPH WOULD RESTART W/ NO PROB SOLENOID UNIT HAS NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION		0206 CHEVELLE MALIBU	14	C	019000	024017016
10016	P02710 A	770531	08520000	ELEC.SYS.IGNITION-SWITCH,NEUTRAL START 73 000406 GMC TRUCK DIV DELCO REMY: VEHICLE WOULD START IN GEAR - SUSPECT INTERNAL SHORT		5400 VANDURA SERIES	28	C	081617	098126073
20001	P02737 A	770617	06540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 75 110202 TRIUMPH DIVISION UNIT QUITS WHEN HOT WILL RESTART AFTER IT COOLS NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION ADD'L ID- 5-10-6K;5441 92 47 (LUCAS)		0102 TR-7	28	C	028534	012205080
20001	P02739 A	770617	06540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 76 110206 MG DIVISION NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION UNIT QUITS WHEN HOT SOMETIMES WILL RESTART WHEN COOL ADD'L ID 0676; 54419247 (LUCAS)		0101 MGE	28	C	022984	012205080
20001	P02738 A	770617	06540000	ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 75 110206 MG DIVISION NO VISIBLE DEFECTS SUSPECT INTERNAL MALFUNCTION UNIT QUITS WHEN HOT WILL RESTART AFTER IT COOLS ADD'L ID -6R 5442655; 544192 47 (LUCAS)		0105 MG MIDGET	28	C	026000	012205080

PARTS RETURN PROGRAM

77/09/15 PAGE 0014

OFFICE OF DEFECTS INVESTIGATION

PARTS RECEIVED JUN 77

23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT, MODEL, M/L YR

BIN NUMBER	PAP NUMBER	I DATE RECEIVED	CLASS	COMPLIMENT YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHIP NUMBER
10017	P02717	C	770602	08550000	ELC.SYS.IGNITION-OTHER PART 73 000202 DODGE SHOP CLAIMS CAR WOULD NOT START SUSPECT ELECTRICAL SHORT	G200 CHARGER	28 C	052000	0012300005
10017	P02717	B	770602	08550000	ELC.SYS.IGNITION-OTHER PART 73 000202 DODGE SHOP CLAIMS CAR WILL NOT START BALLAST RESISTOR MAY HAVE SHORT	0200 CHARGER	28 C	052000	0012300005
20002	P02758	A	770620	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 09 000101 AMERICAN MOTORS DIV PLASTIC CONTACT PORTION OF SWITCH BROKE SIGNAL LIGHTS STAY ON ADD'L ID DELCO 59D24	G100 AMBASSADOR	28 C	060000	0992060906
20002	P02756	A	770620	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000202 DODGE SHOP CLAIMS NO TURN SIGS FLASHERS OR BRAKE LIGHTS SUSPECT SHORT	0600 MDNACO	28 C	073704	0992060906
20002	P02757	A	770620	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 67 000204 DODGE TRUCK DIV SHOP CLAIMS NO BRAKE LIGHTS OR RT RR SIGNAL AT TIMES SUSPECT ELEC SHORT OR POOR CONNEC	5100 D&W SERIES-PICK UP	14 C	000000	0992060906
20005	P02751	A	770628	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION SHOP CLAIMS NO SIGNAL LIGHTS NO BURNED OR EXPOSED WIRES SUSPECT INTERNAL SHORT OR POOR CONNEC ADD'L ID 2-AB SXB TC (FORD)	0300 LTD	28 C	036201	054130001
20002	P02755	B	770620	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION SHOP CLAIMS NO TURN SIGNALS SUSPECT INTERNAL SHORT OR POOR CONNECTION	0313 GALAXIE 500	28 C	046647	0992060906
20250	P02750	A	770617	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION SHOP CLAIMS LOOSE CONNECTIONS SIGNAL LIGHTS LTD NOT WORK ONE WIRE HAS STRANDS EXPOSED POSSIBLY DURING REMOVAL	0500 MUSTANG	28 C	050969	023513001
20001	P02746	A	770616	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 000303 MERCURY SHOP CLAIMS SHORED SET TOO HIGH IN COLUMN LIGHT BLUE WIRE IS BURNED HAS EXPOSED STRANDS ADD'L ID -AB SXB (THIRD SWITCH IN 3 YEARS)	0300 CUUGAR	73 C	064929	019047001

OFFICE OF DEFECTS INVESTIGATION

PARTS RECEIVED JUN 77
23 MAY 77 TO 30 JUN 77

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10016	P02695 A	770516	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 70 200031 INTERNATIONAL TRUCK 800A- NO VISIBLE DEFECTS - SHOP CLAIMS PROBLEM WITH LEFT REAR TURN SIGNAL ASSEMBLY - SUSPECT ELECTRICAL SHORT	0100 SCOUT SERIES	44	C	.059468	017754007
20002	P02754 A	770620	04510000	COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING 71 000203 PLYMOUTH STEERING ARM TYPE SWITCH PORTION OF CONTACT HAS MELTED INSULATOR- SHORTED HORN KEPT HONKING	0503 SATELLITE RD KNNR	28	C	090492	099206096
20002	P02755 A	770620	09510000	COMMUNICATIONS-HORN ASSEMBLY-BUTTON-RING 71 000301 FORD DIVISION STEERING BAR TYPE SWITCH PORTION OF CONTACT HAS INSULATOR MELTED HORN KEPT HONKING ADD'L ID -2 BW	0315 GALAXIE 500	28	C	040647	099206096
10017	P02714 A	770601	11606000	AIR CONDITIONER-HOSE REFRIGERANT HI/LO PRS 74: 000403 CHEVROLET AIR COND HOSE DETERIORATED AT FITTING BY BATTERY ACID	1200 CHEVROLET UNKNOWN	03	D	000000	063111009
10016	P02702 A	770526	11609000	AIR CONDITIONER-COMPRESSOR 71 000203 PLYMOUTH SEAL LEAKAGE AT SHAFT - FRONT OF COMPRESSOR LARGE SEAL SLIGHTLY DISTORTED & DRY	0402 FURY II	32	D	090000	001230005
20001	P02747 A	770617	11609000	AIR CONDITIONER-COMPRESSOR 71 000402 CADILLAC BEARING SEIZED IN A C CLUTCH CLUTCH FACES SCORED SEIZED CLUTCH BURNED BELTS NO P STEER 2ND FAILURE IN 1 YR NOT OEM REPLCMNT PART	0101 CADILLAC DE VILLE	28	C	073742	022152094
20004	P02775 A	770609	15300000	EQUIPMENT-SPEED CONTROL 77 000404 OLDSMOBILE YELLOW WIRE FROM LEVER PART. MELTED; SHURTED IN COLUMN. KEPT BLOWING FUSES. SHOP BELIEVES INSTALLED WRONG, SHOULD BE IN PROTECTIVE U-CHANNEL	0100 CUTLASS	28	C	015000	032809006





U. S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

ATTACHMENT D

PARTS RETURN PROGRAM

REPLY TO:

U.S. Department of Transportation
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209
(703) 527-4500

Dear Sir:

We take this opportunity to welcome you to our National Parts Return Program team. We believe this program to be a valuable tool in uncovering potential safety related defects in motor vehicles. Your contributions of failed defective parts can help promote automotive safety.

We have enclosed with this letter your "Shop Kit" which includes the following:

1. One pre-addressed and postage free failed part mailbag.
2. Five (5) failed part identification tags and their protective covers.
3. A recent Defect Investigatory Cases Report.
4. One page bulletins requesting failed parts.
5. A current PRP Newsletter.

The procedure to follow in sending a suspect failed part is as follows. Once the part has been removed from the vehicle, record the name and address of the owner on the reverse side of the failed part identification tag. When this task has been completed, fill out the front of the tag identifying the part completely. Please record the results of your visual inspection of the part and your analysis of the problem under failure description.

Prior to attaching the failed part tags to the part, place the tag in its protective cover and seal the cover. This will prevent grease and oil from the part ruining the recorded information. The bag is then ready for mailing.

We hope you will be sending us your first part in the next 30 days as the PRP needs active supporters. Shops which do not send parts may be asked to drop out of the program so that another can take their place. As soon as we receive your first mailbag with a failed part, we will send you a framed "Certificate of Participation" highlighting your shop as an active participant in supporting safety on our highways. We request that you will display this framed certificate where your customers may view it.

Very truly yours,

Bruce E. Beddow
Program Manager

Enclosures

BEB/dlf

D-1



DEPARTMENT OF
TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
April 19, 1977

NHTSA -- 26-77 (BMA)
Tel. (202) 426-0670

DEFECT INVESTIGATORY CASES REPORT

A report listing all defect investigations, surveys and recall campaign audits in progress as of Jan. 31, 1977, was issued today by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

The federal safety agency report lists 54 active investigations, including six in which an initial or final defect determination has been made. Of the latter, NHTSA findings have been disputed by manufacturers in three cases and these are currently in litigation.

The report also lists 40 surveys and recall campaign audits in progress, including six audits newly opened during January, 1977.

NHTSA's regular report series is issued to provide motorists, as well as the motor vehicle industry, with a complete account of federal defect investigation activity, while at the same time providing defect-related information in the interest of highway safety.

Interested persons with information bearing on current investigations are invited to write to: The Office of Consumer Services, U.S. Department of Transportation, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590.

Reports should indicate the make, model, year and serial number (VIN) of the vehicle, and all pertinent facts relating to the failure. Persons wishing to review summaries of the NHTSA's findings in terminated cases, or in the public file for suspended cases, may do so in technical reference room 5108 of the NHTSA at the above address.

PLEASE NOTE:

These reports are furnished to the Consumer Product Information Center, Pueblo, Colorado for distribution in single copies free upon written request. Since the Information Center lacks means to maintain individual monthly "subscription listing" for automatic mail-out, persons wishing to receive copies must request them each month from the above address.

TOLL FREE "HOTLINE" REMINDER:

Persons wishing to report automobile safety-related defects, request vehicle information or obtain information on activities of the National Highway Traffic Safety Administration may use the NHTSA Auto Safety Hotline, direct to the Washington headquarters office.

This number is (800) 424-9393
Washington, D.C. residents may call 426-0123

Reporting Period: January 31, 1977

SAFETY RELATED DEFECT INVESTIGATORY CASES
TERMINATED THIS REPORTING PERIOD

Case Number: 190
Manufacturer: All Manufacturers
Make: All
Model: Travel Trailers
Year(s): 1965-1970

Possible Problems: Failure of Axles, Wheels and Tires, due to the overloading of the suspension system.

Conclusions:

1. All investigatory action for the 20 subcases comprising Case No. 190 is complete.
2. With the exception of subcase 190.009, all subcases have been closed and can be found in the NHTSA public files under their respective 190. numbers.
3. An initial determination of defect related to motor vehicle safety has been made for subcase No. 190.009 involving certain Monitor travel trailer models manufactured by the Wickes Corporation. Further action in this subcase will continue as Case No. 190.009.

Case Number: 190.016
Manufacturer: Redman Mobile Homes, Incorporated
Make: Kenskill Travel Trailers
Model: All
Year(s): 1965-1974

Possible Problems: Failure of Axles, Wheels and Tires, due to the overloading of the suspension system.

Conclusions: Because of the cargo capacity of these travel trailers and because of the paucity of suspension system failure reports, the agency has decided to close this case. Before doing so, however, DOT issued a news release reminding owners of the cargo capacity of these trailers and the hazards of overloading them.

Reporting Period: January 31, 1977

RECALL CAMPAIGN AUDITS
OPENED THIS REPORTING PERIOD

Case Number: A7-04
Manufacturer: International Harvester
Make: IHC
Model: C.O. and Conventional Transtar & Glider Kits
Year(s): 1976

Possible Problems: Steering Clamp Bolt failure due to insufficient torque. Recall Campaign Number 76-0143.

Case Number: A7-05
Manufacturer: Coachmen Industries
Make: Coachmen
Model: Certain Presidential, Statesman & VIP Model
Class A Motorhomes.
Year(s): September 1, 1974 thru August 28, 1976

Possible Problems: Failure of Gasoline Tank Support System.
Recall Campaign Number 76-0146.

Case Number: A7-06
Manufacturer: Ford Motor Company
Make: Econoline
Model: E-100, E-150, E-250 & E-350
Year(s): 1976

Possible Problems: Steering Gear Attachment Failure. Recall Campaign Number 76-0165.

Case Number: A7-07
Manufacturer: Argosy Manufacturing Company
Make: Argosy Trailers
Model: Serial Numbers 22D6V1757 thru 26T6V2540
Year(s): 1976

Possible Problems: Failure of Furnace Exhaust Vent Adaptor.
Recall Campaign Number 76-0167.

Case Number: A7-08
Manufacturer: Ford Motor Company
Make: Ford
Model: Pinto, Bobcat & Mustang II
Year(s): 1976

Possible Problems: Failure of Fuel Hose. Recall Campaign Number
76-0170.

Case Number: A7-09
Manufacturer: AM General Corporation
Make: Transit Coach
Model: All Models
Year(s): 1973-1976

Possible Problems: Steering Prop Shaft Yoke Pinch Bolt Failure.
Recall Campaign Number 76-0188.

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a defect exists; only that a safety-related problem has been reported with sufficient indication of its existence to justify a formal investigation. The aim of the formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
128	Ford	F-250	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
282	Ford	Ford Mercury	1965-1974	15 x 5-inch Single Piece Wheel	Alleged Wheel Rim Failure
C2-32	General Motors	GMC 1/2-Ton Pickups	1960-1970	15 x 5.5-inch Single Piece Wheel	Alleged Wheel Rim Failure
C2-53	Ford	All	1967 and later	Dual Brake Master Cylinders	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	All	Pre-1963	Heater	Engine Fume Intrusion into Passenger Compartment

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-61	Ford	Ford, Mercury	1969-1971	15 x 6.5 Single Piece Wheel	Disc Failure
C3-02	Honda	CB 750, CB 500 CB 450 (K3 & K4)	All	Gas Tank Filler Cap	Becomes Dislodged Allowing Gas to be Ignited
C3-03	Chrysler	All "C" Body	1969-1973	Bulkhead Electrical Connector	Becomes Disconnected
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering Relay Rod	Alleged Lockup of the Steering Relay Rod by Foreign Objects
C3-34	General Motors	Light Duty Trucks	1966-1971	Rear Axle Control Arm	Alleged Rear Axle Control Arm Failures
C3-35	International Harvester	Travelall 1110, 4x4	1972-1973	Steering Arm Ball	Alleged Steering Instability Upon Hard or Panic Brake Use
C3-43	General Motors	Cadillac Eldorado & Oldsmobile	1967-1973	Front Wheel Mounting Bolts	Alleged Failure of Front Wheel Mounting Bolts
C4-07	Ford	Ford & Mercury	1970-1971	Hood Latch	Failure of Latch Mechanism
C4-08	International Harvester	1600, 1700 and 1800 Series Loadstar Chassis	1972-1973	Rear Axle U-Bolts/Nuts	Alleged Low Torque of Rear Axle U-Bolts/Nuts

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-09	Chrysler	Dodge Darts and Plymouth Valiants	1967-1972	Brake Proportioning Valve	Rear Wheel Lockup
C4-10	Winnebago	D24 Motorhome	1970-1971	Front End Suspension	Alleged Front End Suspension Overload
C4-11	Action Industries, Inc.	24 and 25-Foot Motorhome	1971	Front End Suspension	Alleged Unsatisfactory Performance of the Front End Suspension Components
C4-12	Champion Home Builders	24-Foot Motorhome	1971	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-13	Boise Cascade	Lifetime Premier 23-Foot Motorhome	1969-1971	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-14	PRF Industries	Travco 220 Motorhome	1970	Front End Suspension	Alleged Inadequate Front End Suspension System
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overloading of Electrical Harness
C4-17	General Motors	Chevrolet Series C, P, G-10 Trucks and GMC Series C, P & G-1500 Trucks	1971-1972	Steering Tie Rod	Separation of Ball From Socket

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Report for January 31, 1977
Month Ending:

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-18	Ford	Fairlane and Ranchero Mercury Montego Ford Falcon Mercury Comet	1965-1969 1965-1969 1965-1970 1965-1970	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
C4-20	Toyota	Coronas and Corollas	1971	Hood Latch	Alleged Unsatisfactory Performance of the Hood Latch System
C4-23	General Motors	Buick Opel	1964-1971	Fuel Tank and System	Fuel System Integrity
C4-26	General Motors	All Passenger Cars	1967-1973	Power Steering Gear	Alleged Power Steering Lockup and Self-Steering Problems
C4-28	Ford	All Pintos	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle in Open Position
C4-30	Ford	School Bus B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure
C4-34	Nissan	Datsun 510 Datsun 1200	1969-1971 1971	Filler Hose and Three-Way Connector	Alleged Filler Hose and Three-Way Connector Leaks

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-35	Nissan	Datsun 510	1968-1971	Transverse Link	Alleged Transverse Link Failure
C4-44	General Motors	All With Rochester Carburetors	1965-1972	Carburetor Float	Alleged Carburetor Flooding Due to Float Saturation
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure of Meet Load Rating
C4-52	International Harvester	Scout II Travelall and Pickup	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance
C4-53	General Motors	Chevelle	1965-1969	Engine Mounts	Alleged Engine Mount Failure
C4-59	Volkswagen	VW Type 3 prior to August 1971; Porsche 914 1.8, 1.7 and 2.0 Liter Engine; VW Type 4, 1.7 Liter Engine	1970-1972	Bosch Fuel Injector	Alleged Electronic Fuel Injector Leakage
C5-01	General Motors	Chevrolet Corvettes	1964-1974	Rear Wheel Bearing	Failure of Rear Wheel Bearings
C5-03	International Harvester	Travelalls and Pickups	1974	Battery Cable	Alleged Shorting of the Positive Battery Cable

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-04	Ceat S.p.A.	Mercurio 10.00 x 20/22, 14-ply (Load Range G) Steel Belted Radial	Various	Tire	Failure in Bead Area
C5-07	General Motors	Pontiac; all V8 Equipped Engines	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain
C5-08	Toyota Motor Sales	Corolla and Carina Vehicles equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand Model 1052, Rated at 4,000 Pounds	All	Jack Stand	Alleged Unsatisfactory Performance
C5-25	Volvo	Volvo	1973	Front Bumper Bracket	Failure of Front Bumper Support Bracket
C5-26	Ford	Mercury Capri	1971-1973	Seat Failures	Failure in Reclining Mechanism Allowing Seat to Rotate Rearwards which Could Result in Loss of Control
C5-32	Fruhling Products Incorporated	Fruhling SAF-T-RELEASE Motorcycle Helmet Chin Strap	All	Helmet Strap Fastener	Motorcycle Helmet Strap May be Prone to Opening While in Use

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

I. INVESTIGATIONS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C6-19	Alsport, Inc.	Tri-Sport, SL Series	1974	Chassis, Drive Train and Brake	Alleged Failure of Chassis Drive Train and Brake
C6-22	American Motors Corporation	Pacer	1975	Power Steering Gear	Alleged Leakage of Rack and Pinion Seal Resulting in Possible Loss of Steering Control
C6-31	Ford	F-250 and F-350 Series Trucks	1972-1974	Budd Duo-Rim & "C" Section Side Ring	Alleged Explosive Separation of "C" Section Side Ring From Budd Duo-Rim Wheels

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION, INITIAL DETERMINATION AND/OR SUSPENSION

Report for
Month Ending: January 31, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75, IN LITIGATION)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failures
161	GM, CHRYSLER, AMC and FORD (INITIAL DEFECT DETERMINATION MADE 5-16-75)	All	1965-1971	Power Brake Vacuum	No Power Assist With Failure
190.009	Monitor Coach (INITIAL DEFECT DETERMINATION MADE 12-1-76)	All Travel Trailers	1965-1970	Suspension System	Overloading of Suspension
287	Ford (INITIAL DEFECT DETERMINATION MADE 12-17-76)	Galaxie	1968-1970	Front Wheel Spindle	Fatigue Crack in Heel Area
C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control
C3-29	Ford (FINAL DEFECT DETERMINATION MADE 12-30-75, IN LITIGATION)	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft Motor Failure Due to Underpower

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181-S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Related Parts that May Contribute to a Safety Defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs, Wheels & Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various	Various	Various	Auto Jack Stands and Auto Ramps	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of Records to Determine Possibility of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Wheels, Springs, Tires & Axles	Loading of Suspension May Exceed Component Rating in Late Model Vehicles
S6-09	Harley Davidson Company	Harley Davidson Motorcycle	1973-1974	Front Disc Brake Caliper Leakage	Alleged Leakage of Front Disc Brake Caliper
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-15	Ford	Torino, T-Bird, Montego, Cougar, Ranchero and Continental Mark IV	1974	Speed Control	Recall #74-0011
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220
A6-04	General Motors	Cadillac; all except Eldorado	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body	School Bus, Ford	1974	Tubing and Fittings to Rear Brake Chamber	Recall #74-0209
A6-11	International Harvester	Loadstar and Cargostar	1975	Routing of Air Supply Lines/Valves to Avoid Frame Contact and Subsequent Damage	Recall #75-0191
A6-12	Nissan Motors	Datsun FL-510	1971-1975	Alleged Gasoline Leak	Recall #75-0181

III. SURVEYS AND AUDITS
CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for

Month Ending: January 31, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-13	American Motors	Matador	1975	Alleged Failure of Carburetor Secondary Throttle Lockout Lever	Recall #75-0057
A6-15	Sebring Vanguard Incorporated	Citricars	April thru Dec. 1974	Alleged Failure of Master Cylinder Check Valve	Recall #75-0034
A6-17	Freightliner, Inc.	All	1967-1975	Alleged Brake Pedal Failure	Recall #75-0119
A6-18	General Motors	Chevrolet, Buick and Oldsmobile	1975	Alleged Failure of Spare Tire Hold Down Hook	Recall #75-0129
A6-20	General Motors	Cadillac Seville	1976	Flexible Coupling Steering Gear	Recall #75-0180
A6-21	Flexible Transit	Bus	1974-1975	Front Axle Radius Rod Bracket	Recall #75-0177
A6-23	British Leyland	Austin Marina	1974-1975	Deterioration of Front Brake Hoses	Recall #75-0174
A6-24	Norton Triumph Corporation	Triumph T160 Trident Motor-cycle	1975	Alleged Failure of Rear Foot Brake Lever	Recall #75-0157

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-25	Ford	Certain Econolines and Light Duty Trucks	1975	Failure of Front Brake Caliper	Recall #75-0134
A6-26	Chrysler Corp.	Various Plymouths and Dodges	1975	Disengagement of the Lower Control Arm Strut	Recall #75-0126
A6-27	Yamaha International Corp.	LB80-11AC and LB80-11HC Motorcycles	1976	Potential Oil Delivery Pipe Problem	Recall #75-0126
A6-28	Ford	Capri I Capri II	1974 1976	Potential Front Brake Hose Leakage	Recall #75-0093
A6-29	Chrysler	Plymouth, Dodge and Chrysler	1974-1975	Potential Tandem Power Brake Booster Diaphragm Failure	Recall #75-0086
A6-30	Ford	1974 F Series Trucks and 1974-1975 B Series	1974-1975	Front Spring Rear Hangar Bracket	Recall #76-0035
A6-32	General Motors	Chevette	1976	Front Brake Hose Gets Hung Up On Lower Control Arm	Recall #76-0022
A6-33	American Honda	360 Series Motorcycle	1974-1975	Drive Chain Cam Tensioner	Recall #75-0066

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for
Month Ending: January 31, 1977

III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-34	Mercedes Benz	All Models	1976	Cruise Control Cable Sticking	Recall #76-0027
A6-35	Chrysler Corp.	Cordoba and Dodge Charger	1975	Cruise Control Lost Motion Link Going Over Center and Jamming	Recall #76-0008
A7-02	White Motor Corp.	Autocar	10-1-73 thru 2-30-76	Steering Arm Failure	Recall #76-0073
A7-03	Fiat Motor Co.	Lancia Beta Coupe and Sedan	1975-1976	Brake Line Assembly	Recall #76-0071
A7-04	International Harvester	C.O. and Conven- tional Transtar & Glider Kits	1976	Steering Clamp Bolt Failure due to insufficient torque	Recall #76-0143
A7-05	Coachmen Industries	Certain Presiden- tial, Statesman & V.I.P. Model Class A Motorhomes	9-1-74 thru 8-28-76	Failure of Gasoline Tank Support System	Recall #76-0146
A7-06	Ford Motor Co.	Econoline E-100, E-150, E-250 & E-350	1976	Steering Gear Attachment	Recall #76-0165

HS Form 398A (Feb. 1975)

III. SURVEYS AND AUDITS

Report for

Month Ending: January 31, 1977

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A7-07	Argosy Manufacturing Company	Argosy Trailers 22D6V1757 thru 26T6V2540 (serial numbers)	1976	Furnace Exhaust Vent Adaptor	Recall #76-0167
A7-08	Ford Motor Co.	Pinto, Bobcat & Mustang II	1976	Fuel Hose	Recall #76-0170
A7-09	AM General Corp.	Transi Coach All Models	1973-1976	Steering Prop Shaft Yoke Pinch Bolt	Recall #76-0188

Failed Part Tag FORM APPROVED
O. M. B. No. 0045 72032
Car/Truck Manufacturer: Chrysler
American Motor Ford GM Other
Make _____ Model _____
Year Made 19 _____ Mileage _____
Date Removed ____/____/____ by initials _____
Part Description _____
Failure Description _____

Print Vehicle Owner's Name & Address on Back

Print Vehicle Owner's Name & Address on Back

Print Vehicle Owner's Name & Address on Back

Print Vehicle Owner's Name & Address on Back

Print Vehicle Owner's Name & Address on Back



U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

PARTS RETURN PROGRAM

REPLY TO:

U.S. Department of Transportation
c/o KAPPA Systems, Inc.
1501 Wilson Blvd.
Arlington, Va. 22209
(703) 527-4500

SOME TYPICAL PARTS OF INTEREST

- | | |
|--|--|
| Bent Items: | Backing plates
Brake shoes
Brake pedals or linkage
Suspension "A" frames
Brake springs
Ball joint assemblies |
| Cracked or Broken: | Wheel cylinder
Brake drum
Brake (disc.) rotor
Welds on brake shoes
Power brake check valves
Pitman arms (hub splines)
Idler arm
Coil springs
Brake springs |
| Worn by Rubbing or
Loose and Leaking: | Brake hoses or lines
Power steering hoses or lines
Power brake hoses or lines |
| Malfunctioning: | Brake Master cylinder
Power Steering pump |
| Faulty Mounting: | Backing Plates
Power Steering pump |
| | Etc. Etc. Etc. |



THE U.S. DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
PARTS RETURN PROGRAM

NEEDS YOUR HELP IN RETURNING FAILED AUTOMOTIVE PARTS
THAT ARE NOT THE RESULT OF AN ACCIDENT OR NORMAL WEAR.

HERE'S ALL YOU DO:

- *FILL OUT DATA TAG AND ATTACH TO PART.*
- *PLACE IN CANVAS MAIL BAG, TIE THE CORD AND PUT IN MAIL BOX. POSTAGE IS PAID.*

WE NEED MORE PARTS. WE NEED YOU. BECOME AN ACTIVE
PARTICIPANT IN THIS PUBLIC SAFETY PROGRAM TODAY.

THANKS!

IF YOU HAVE ANY QUESTIONS, CALL COLLECT:

U.S. DEPT. OF TRANSPORTATION
c/o KAPPA SYSTEMS, INC.
1501 WILSON BLVD.
ARLINGTON, VA. 22209
(703) 527-4500

D-23



CONTRACT NO. DOT-HS-5-01166



thanks
**FOR
YOUR
SUPPORT**

We hope you will return your mailbags soon with failed parts. The PARTS RETURN PROGRAM needs your active support. Let us hear from you soon!



PARTS RETURN PROGRAM
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
c/o KAPPA Systems, Inc
1501 Wilson Blvd
Arlington, Va 22209
DOT CONTRACT NO. DOT-HS-6 01433

D-24

SHOP ID FILE

OPERATIONAL PROCEDURES

Action Codes: Indicates the status of the data to be entered on file, (Column 80 on Cards 1, 2, or 3).

Add (A) - An addition is made only once for each shop when the record is initially placed on file. All three cards must be completed and grouped together in order or the transaction cannot be completed. Once a record has been placed on the file, no other "addition" can be made for that record number.

Modify (M) - Modify means that the existing shop record is being changed to reflect new or different data. When "M" is used as a transaction code, the information that is on the record is not removed; instead, the new information is written "on top" of the existing data. Thus, it is not necessary to re-enter any information on the record if it is acceptable, since no existing data is deleted as long as those spaces are left blank on the modify card. Data that must be removed from the record may be erased by placing asterisks in the appropriate spaces. Only the card being modified is used in the transaction.

Delete (D) - Only an entire shop record can be deleted from the file. Once a record is deleted, no further information can be added; all the information for that particular record is erased. To delete a shop, only the record number and a "D" on the first card is necessary. The record number can then be reused. A shop should be deleted if (a) it indicates "no interest" on correspondence; (b) shop has never contributed a part, has been enrolled for over one year, and has not responded to a current follow-up campaign within the specified time period; (c) shop returns all current supplies; (d) mail is returned (addressee unknown, out of business, unable to forward, refused, forwarding order expired, etc.); or (e) shop specifically requests to be removed from the program.

Active Listing: To change a shop's status from inactive to active, place an "A" in Column 72 of the third card, and follow the modification procedure. Also, to indicate the certificate year, place the last two digits of the contract year end in Columns 75 and 76 of the third card. To de-activate, use asterisks and modify. The record will automatically shift to the proper listing; no deleting is necessary. Active shops should not be deleted, only de-activated, unless mail is returned and we cannot contact by phone, or if the shop specifically requests to be removed.

SHOP ID FILE - OPERATIONAL PROCEDURES (Continued)

Record Numbers: Must be used in order or it will cause errors in the Totals by Region report. Old numbers may be reused.

Operations: Changes are made by computer monthly. After coding sheets have been keypunched, cards must be arranged by record number, with additions, modifications, and deletions in separate stacks to be submitted. After transaction sheet print-out has been obtained, it should be proofed for errors.

SHOP ID FILE

DATA TRANSCRIPTION INSTRUCTIONS

<u>Card 1</u> <u>Column</u>	<u>Description/Explanation</u>
1-6	Unique Record Number (Required Entry, Right Justify).
7-22	First Name and Initial.
23-38	Last Name.
39-78	Bag Numbers.
79	Card Number/=1 (Required Entry).
80	Action Code (Required Entry: "A"=add, "M"=modify, "D"=delete).
 <u>Card 2</u>	
1-6	Unique Record Number (Required Entry, same as Card 1).
7-38	Shop Name.
39-47	Unique Shop Number (Eight Digits - Right Justify).
48-78	Bag Numbers.
79	Card Number/2= (Required Entry).
80	Action Code (Required Entry: "A"=add or "M"=modify).
 <u>Card 3</u>	
1-6	Unique Record Number (Required Entry, same as Card 1).
7-38	Address: Number and Street.
39-54	City (Left Justify).
55-56	State (Required Entry, use code tables (state)).
57-61	Zip Code (Required Entry).

Card 3 - Continued

<u>Column</u>	<u>Description/Explanation</u>
62-64	Area Code
65-71	Telephone Number
72	"A" if Active Participant - Blank if inactive.
75-76	Year of last certificate.
79	Card Number/=3 (Required Entry).
80	Action Code (Required Entry: "A"=add or "M"=modify).

TL 242, B33
BEDDOW, B.
NATIONAL P
PROGRAM :

Beddy,

Form DOT F 17
FORMERLY FORM I

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