

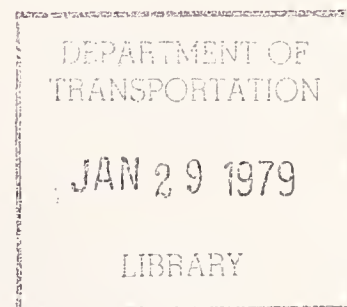
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# THE NATIONAL PARTS RETURN PROGRAM

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Contract Amt. \$68,426

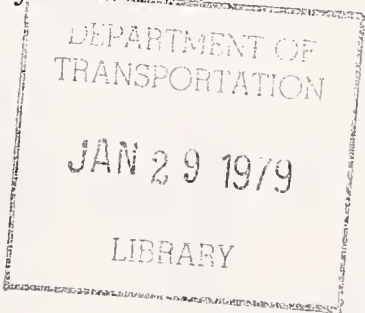


**JULY 1978  
FINAL REPORT**

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Springfield, Virginia 22161

Prepared For  
**U.S. DEPARTMENT OF TRANSPORTATION**  
**National Highway Traffic Safety Administration**  
**Washington, D.C. 20590**

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16. Abstract <p>The National Parts Return Program involves the voluntary submittal by independent automotive repair facilities of failed automotive components and information. The purpose of the program is to gather information on these components and failure reports 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 and reports is valuable in preparing Federal Motor Vehicle Safety Standards.</p> 			
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# METRIC CONVERSION FACTORS

## Approximate Conversions to Metric Measures

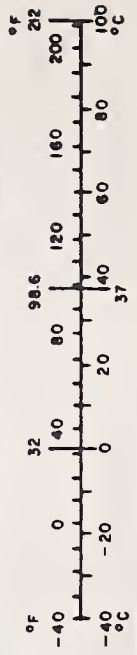
Symbol	When You Know	Multiply by	To Find	Symbol
<b>LENGTH</b>				
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
<b>AREA</b>				
m <sup>2</sup>	square inches	6.5	square centimeters	cm <sup>2</sup>
ft <sup>2</sup>	square feet	0.09	square meters	m <sup>2</sup>
yd <sup>2</sup>	square yards	0.8	square meters	m <sup>2</sup>
mi <sup>2</sup>	square miles	2.6	square kilometers	km <sup>2</sup>
	acres	0.4	hectares	ha
<b>MASS (weight)</b>				
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
<b>VOLUME</b>				
tsp	teaspoons	5	milliliters	ml
Tbsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft <sup>3</sup>	cubic feet	0.03	cubic meters	m <sup>3</sup>
yd <sup>3</sup>	cubic yards	0.76	cubic meters	m <sup>3</sup>
<b>TEMPERATURE (exact)</b>				
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

## Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
<b>LENGTH</b>				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
<b>AREA</b>				
cm <sup>2</sup>	square centimeters	0.16	square inches	in <sup>2</sup>
m <sup>2</sup>	square meters	1.2	square yards	yd <sup>2</sup>
km <sup>2</sup>	square kilometers	0.4	square miles	mi <sup>2</sup>
ha	hectares (10,000 m <sup>2</sup> )	2.5	acres	
<b>MASS (weight)</b>				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	
<b>VOLUME</b>				
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m <sup>3</sup>	cubic meters	35	cubic feet	ft <sup>3</sup>
m <sup>3</sup>	cubic meters	1.3	cubic yards	yd <sup>3</sup>

## TEMPERATURE (exact)

°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F
----	---------------------	-------------------	------------------------	----



\* 1 in. = 2.54 cm exactly. For other metric conversions and more detailed tables, see *SI Units, Metric Measures, and More*, published by the National Bureau of Standards, Gaithersburg, MD, U.S. Metric No. C-110, 1980.



### Acknowledgment

This work was performed under contract number DOT HS-6-01433. KSI's Contract Technical Manager was Mr. Gary Woodford, Engineering Analysis Division, Office of Defects Investigation, National Highway Traffic Safety Administration, whose assistance is gratefully acknowledged. KSI would also like to recognize the support for this project provided by Mr. William Risteen, Acting Chief, Engineering Analysis Division, Office of Defects Investigation, NHTSA.



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## Section 1

### PROGRAM OVERVIEW

#### 1.1 Purpose and Scope

The National Highway Traffic Safety Administration (NHTSA), under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, is tasked with the responsibility of defects investigation and the monitoring of recall campaigns involving motor vehicles and motor vehicle equipment. In order to adequately fulfill this responsibility, new information on alleged problems in the performance, construction, materials and components of motor vehicles and motor vehicle equipment is always needed.

The National Parts Return Program (PRP), administered by the NHTSA since 1971, satisfies a segment of this need for new information. Through the program, failed automotive components are voluntarily submitted to an NHTSA contractor (Kappa Systems, Inc.) by independent automotive repair facilities. These returned parts assist the Office of Defects Investigation in identifying potential safety-related defects in automotive components.

This final report describes the operation and maintenance of the PRP during the period 1 July 1977 through 30 June 1978. During this period, an expansion study was initiated to determine the feasibility of including new car dealers, high mileage fleets and automotive parts suppliers in the PRP. Approximately 630 new members were enrolled during this campaign. Contributions from these new members are reflected in the totals for the year as documented in this report. No further information on the expansion study will be included here, however, since the completion of the study will occur during the next contract year. The final report on the PRP for 1979 will include

complete documentation on the expansion study and an evaluation of the potential of new car dealers, high mileage fleets and automotive parts suppliers as PRP contributors.

## 1.2 Program Membership

Voluntary participants in the PRP include a total of 1883 independent repair facilities -- service stations, independent repair garages, etc. -- nationwide. Each facility has been solicited as a program member during an enrollment campaign. Some have been members of the program since its inception in 1971.

Repair facilities are distributed evenly across the country following zip code divisions. Hence, for each of ten geographic regions, there are approximately 188 members. As inactive members are deleted from the program, new members are enrolled in order to keep these figures fairly constant.

## 1.3 Contract Year Highlights

Emphasis during the past contract year was placed on three main points: (i) improving the quality of the parts received; (ii) continuing to increase inputs on newer model vehicles; and (iii) introducing the information report forms and hence strengthening the "information only" aspects of the program.

Quality of parts and information received is a function of the contribution's relationship to current engineering analyses, investigatory cases and audits, or recall campaigns conducted by the Office of Defects Investigation. This year, the PRP experienced an increase of 88% in the number of contributions which related to an engineering analysis or an investigation. In addition, there was a 100% increase in the number of contributions which related to a current recall campaign.

Information on newer vehicles increased slightly over last year also. Current model year inputs increased by .3%, information on one-year-old vehicles by 4.4%, and information on two-year-old vehicles by 1.2%. It is

expected that while a further increase can be anticipated in the coming contract year, vehicles out of warranty (and hence repaired at a local repair facility rather than a dealership) will continue to account for a majority of PRP inputs.

The introduction of an information report form, which is to be used in those instances in which a part is not available, was a major change during the current contract year. All members were supplied with information report forms -- postage pre-paid, folding postcards -- and instructions on the use of this new reporting tool. The reporting form has been enthusiastically accepted and will undoubtedly account for a significant portion of PRP inputs in the future. For the current contract year, information only inputs represented 11.03% of all contributions.

The contract year also saw a change in the style of the PRP News. The newsletter layout was altered from two to three columns, allowing for more flexibility. In addition, shorter articles were emphasized and greater care taken to keep members up-to-date on current defect investigations. A new item -- "The Forum" -- was also introduced, offering short notices on problems which individual members have reported. It is hoped that each of these changes will reflect the view that the PRP is dependent upon its membership for early indications of safety-related problems and that the PRP News should be the focal point of information exchange on such matters.



## Section 2

### PROGRAM OPERATIONS

#### 2.1 Procedures

The objective of the PRP is to obtain defective safety-related parts and information from independent automotive repair facilities, new car dealerships, automotive parts suppliers and high mileage fleets on a voluntary basis. Towards this end, KSI is required to perform a variety of tasks.

The ultimate goal, of course, is to keep a high level of activity. New shops are enrolled to replace those which have been discontinued due to lack of activity. For each newly enrolled shop, one mailbag, five component identification tags and five information reporting forms are distributed. When a participant first contributes parts, three additional mailbags, five additional tags and five additional information report forms are provided. A newly active participant also receives two certificates of participation. Each contribution is acknowledged by a letter.

All parts and information received are checked for completeness and logged into the system as they arrive. A failed part data sheet and analysis code sheet is then completed. Parts are retained in storage and, where applicable, may be forwarded to the NHTSA for further analysis. Inventories are kept up to date to ensure quick identification and location of returned parts.

Participants are kept informed of problems in specific automotive components through the Parts Return Program News. In addition, Certificates



of Appreciation, signed by the NHTSA Administrator, are awarded annually for qualitatively or quantitatively significant contributions.

## 2.2 Shop ID File Description & Update

An inventory of all PRP members is kept on an automated Shop ID File. The Shop ID File is on a disk pack (direct access storage device) provided through our in-house mini-computer PDP 11/34. 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 of the data stored in the Shop ID File. These reports include a listing of participants, with 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 and

certificate recipients, and to maintain a current mailing list at the NHTSA for distribution of the monthly newsletter. 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 development of the existing shop identification number scheme for shops enrolled prior to last year 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 and are identified by the first character of the zip code. The sole exception is in the state of New Jersey, which is part of PRP Region 1 although its zip code region is 0. In addition, the state and local geographic area of the shops are identified through a unique shop ID number. This number consists 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 distinguish it from other shops located in the same city. A log is maintained identifying the highest sequential number that has been assigned for each state.

Each new shop enrolled during this contract year was assigned an identification number in the same manner as previously described, but with the addition of one character to precede the ID number. This character is either a 0 (zero), D, P, or F to identify the shop as an independent repair shop, new car dealership, parts supplier, or high mileage fleet, respectively. The system of nine characters not only identifies the types of shops enrolled but also distinguishes previously enrolled independent repair shops from those enrolled this year.

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 is deleted. When a mail bag is returned and sent to another shop, the number is removed from the original record and entered on the record for the recipient shop. A log is maintained identifying the highest sequential number than has been assigned.

The PRP Shop ID File is updated monthly, and changes (additions, modifications, deletions) are supplied to the NHTSA for updating of the mailing list. All changes are coded, machine prepared and entered via batch mode to the Shop ID File. This deck includes all program deletions, additions, and modifications to existing records. 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 and title, 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 latest certificate year of participation, such as "78", 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 show shop activity status, 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.



### 2.3 Materials

Certain material items used for the PRP require some elaboration in this report. These items are used by enrolled shops and KSI to deliver, record and transcribe failure data.

#### Mailbags

The mailbags are used by the shops to forward failed automotive parts. After a mailbag is received by the PRP it is laundered and reissued, though not necessarily to the same shop.

#### Component Identification Tags

The failed part component identification tags (HS-396) 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. Each tag is marked with the shop's identification number. The tag was changed from O.M.B. No. 004S 72032 to form O.M.B. No. 04R-5651 for the contract year.

#### Information Report Forms

The information report forms (HS-394) are used by the shop to record information when the actual part is not available to be sent to the PRP. Each information form is marked with the shop's identification number. This is a new addition for inputs to the PRP for the contract year.



### Telephone Contact Report

To record data reported by telephone by participating shops or other parties, a telephone contact report is used. The form was modified for this contract year and is used for both initial and follow-up contacts. After the form is completed, it is attached to the failed part data sheet for review by KSI and NHTSA.

### Failed Part Data Sheets

The failed part data sheets are used by KSI analysts to record and expand pertinent information on the failed part. Information report forms, telephone report forms, photographs and other related correspondence are attached to these documents. No changes were made to this document during the contract year. A failed part data sheet is filled out for each part or information input received.

### Coding Sheets

The Vehicle Owner's Analysis Coding Sheet (HS-10) is used to transcribe data from the failed part data sheets. The data gathered through the PRP is entered and stored in the ODI Data Information System (DIS) Vehicle Owner Letter File. An HS-10 form is completed for every failed part data sheet.

### Certificate of Participation

Each member contributing at least one failed part or item of information receives two framed Certificates of Participation. Since these certificates are the only visible reward to a member for time and effort expended, 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 1977-78 is significantly different from the previous year.

#### 2.4 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 is 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 each 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.

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, prepared in draft form and delivered to the NHTSA early in the month following the reporting period. Printing and distribution tasks are handled by the NHTSA.

#### 2.5 Administrator's Award

At 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 for special recognition. The actual award is an attractive framed Certificate of Appreciation personally signed by the NHTSA administrator.

During the contract year the following shops received the Administrator's Award for their 1977 contributions to the PRP:

Automotive City, San Francisco, California  
Bob's Service Station, Hammond, Indiana  
Tommy's Auto Repair, Sioux City, Iowa  
McLain's Auto Repair, St. Louis, Missouri  
Longbard's Exxon Station, Poughkeepsie, New York  
Harry's Auto Service, Great Barrington, Massachusetts  
May's Auto Service, Mansfield, Ohio  
Woody's Garage, Montoursville, Pennsylvania  
L. A. D. Auto Electric, Spokane, Washington  
Joe's Auto Service, Appleton, Wisconsin  
Hagan Service Center, Gainesville, Georgia  
Ise Automotive Service, Hollywood, California  
Auto Hospital, Lincoln, Nebraska  
Kolesnik's Service Station, Rochester, New York  
Auto Brake Corp., Norfolk, Virginia  
Doyle Automotive Service, Seattle, Washington  
Park Auto Repair, Racine, Wisconsin

The Administrator's Award signifies NHTSA's personal recognition of those shops providing support and assistance in furthering safety on our highways.

## 2.6 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, information report forms, and phone calls are received at KSI's office, a notation is made on the appropriate shop record in



the shop master list. Any changes to name, address, or status (active or inactive) are also recorded. 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 masterlist 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 masterlist. 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.

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 is set up not only to ensure that records in the ODI/DIS can be identified with the PRP as the source, but also that "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 from either a written document (information card, letter, etc.) or a telephone contact.

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 second character indicates the type of PRP record. 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 from a participating shop through an initial telephone contact.

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. Information report forms and telephone contacts are also recorded on failed data sheets. The failed data sheet is basically self-explanatory. A coding manual is necessary to complete the vehicle code, component classification and failure codes on the failed data sheet. The remaining information, except for failure description, is transcribed from the failed part ID tag, from the part itself, from the information report form or from the telephone contact sheet. 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, completion of any missing information and data transcription. Using a coding manual and the PRP coding instructions, 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 machine-processed 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.

## 2.7 The PRP News

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. The format consists of four pages. 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 on by participants.

The most important factor in newsletter development is creating interesting reading material. Maintaining shop interest in the program is the primary objective of the PRP News. Changes have been introduced this year to better meet this objective. The newsletter layout has been changed from two to three columns. Short articles of interest have been added. The general approach taken is one which emphasizes easier reading and "quick access" to information.

### 2.7.1 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.

### 2.7.2 Education of Shops

Our concern has always been the education of the 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 accomplished 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 defects 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.



### 2.7.3 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 on such vehicles, we have used the newsletter to obtain failure information for vehicles one to two years old, if not current model vehicles. Since the repair facility segment of the program (as opposed to the new expansion program members such as new car dealers) do not generally work on vehicles which are under warranty, it is expected that current model year vehicles will not increase substantially in the information input totals.

### 2.7.4 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 results is necessary so that the readers can better understand how the NHTSA carries out its responsibilities as mandated by Congress. Although such information does not produce any tangible returns for the program, it does increase interest in the overall goals and directions of the NHTSA and hence indirectly affects program activity.

### 2.7.5 Newsletter Matrix

As an aid in the development of each newsletter, we prepare a series of matrices that depict previously published newsletter articles. Each matrix identifies a specific automotive system, e. g., brakes, steering, etc., and then identifies the specific article published on that system by vehicle model year, sub-assembly and manufacturer. Finally, the entry on the matrix is recorded by date of publication. A cumulative matrix for inputs from 1 July 1976 through 30 June 1978 is included as Appendix A to this report.

## 2.8 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 1978)
- 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.

## 2.9 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.

## Section 3

### PROGRAM RESULTS

#### 3.0 General

The primary objective of the Parts Return Program is to provide a "real world" input to the defect investigations process. There are no other similar data available to the NHTSA which can serve as early warning indicators of potential safety-related defects in motor vehicles and motor vehicle equipment, since the sources here are directly involved in the servicing and repair of vehicles. A major objective of the contract year just concluded was to increase the number of parts and information received which relate to an engineering analysis, defect investigation or recall. In other words, the goal was the improvement of the quality of the inputs. In this, the program was quite successful. There was a 88% increase in the number of inputs relating to engineering analyses and investigations and a 100% increase in inputs relating to recall campaigns over the preceding contract year.

#### 3.1 PRP Inputs

The PRP received 852 failed automotive component inputs during the period 1 July 1977 through 30 June 1978. Figure 1 depicts an overview of both cumulative and monthly activity during this reporting period. 193 members made contributions, an average of 4.4 per facility. Emphasis placed upon the quality of inputs is reflected in the greater number of components and data contributing to recalls, investigations and engineering analyses than was the case the previous year.

Each component or information input received is assigned a unique number (PRP number) to identify it as a PRP input. Parts common to the same

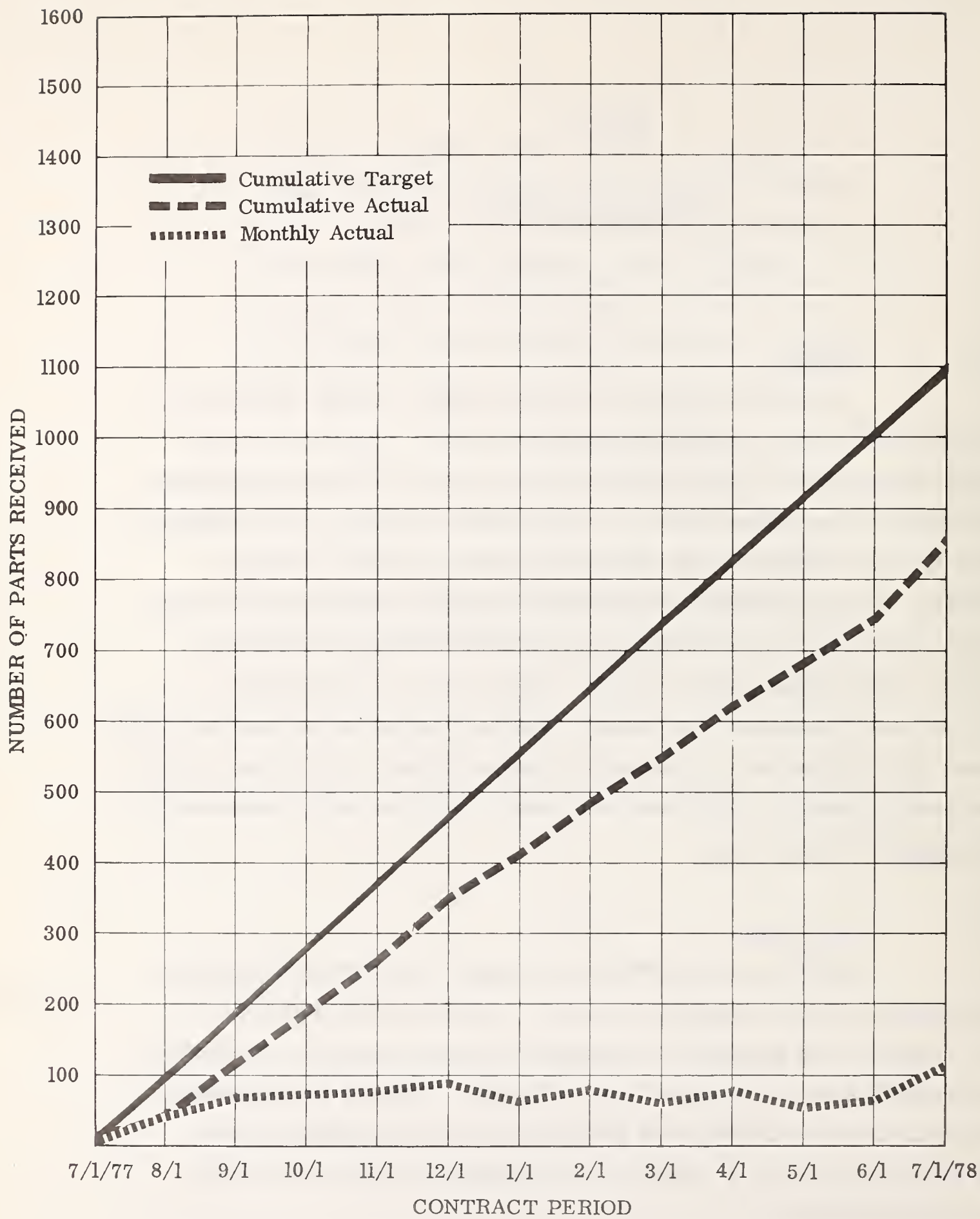


Figure 1

vehicle are assigned the same PRP record number but are differentiated by a component group identifier. Contributions are broken down by component class in Figure 2. Figure 3 details contributions by vehicle year. It is instructive to note that 30.8% of the contributions relate to 1973 and 1974 vehicles, while only .8% relate to 1978 vehicles. Program emphasis, in addition to the quality of parts, includes a goal of more information on newer vehicles. While .8% for current model year vehicles is still low, it does reflect a change from .3% for the previous contract year. Information on year-old vehicles has increased 4.4%, and information on two-year-old vehicles has increased 1.2%. These figures include the inputs from new car dealers, high mileage fleets and automotive parts suppliers enrolled in the PRP Expansion Study discussed above in Section 1. This in itself could account for the increase in information on newer vehicles.

### 3.2 "Information Only" Inputs

A valuable feature of the PRP is the "information only" input. Often the physical component will be unavailable for submittal due to size, warranty reimbursement requirements, customer return policies, etc. This year, for the first time, all PRP members were supplied with information reporting forms specifically designed for this purpose. The forms are handled in the same manner as the components received, but they are assigned a special series of PRP record numbers to further identify the input as information only.

The PRP also receives telephone calls from its member facilities with information concerning safety-related failures. A telephone contact report has been designed to record all pertinent vehicle and component data.

This new emphasis on information has proved to be highly successful. Ninety four information only inputs were received during the contract year, representing a total of 11.03% of all contributions. This reflects an increase of



<u>Component Class</u>	<u>Total Number</u>	<u>% of CY 78 Total</u>
Steering	101	11.79
Suspension	72	8.41
Brakes	235	27.58
Engine	121	14.13
Fuel System	128	14.95
Power Train	44	5.14
Electrical System	55	6.42
Lights & Horn	46	5.37
Visual Systems	5	.58
Heater-Defroster- Air Conditioner	21	2.45
Interior Systems	6	.70
Structure	15	1.75
Accessories & Equipment	<u>3</u>	.35
Total	852	

FIGURE 2. TYPES OF FAILED PARTS RECEIVED

Unknown	51
1978	7
1977	75
1976	85
1975	89
1974	128
1973	135
1972	77
1971	46
1970	65
1969	38
1968	16
1967	13
1966	12
1965	3
1964	9
1963	2
1962	<u>1</u>
Total	852

FIGURE 3. PARTS RECEIVED SORTED BY VEHICLE YEAR

1.52% over the previous year's information only inputs. The addition of the information only inputs adds yet another dimension to the PRP's goal of supplying the Office of Defects Investigation with real world inputs. More importantly, as reflected in Figure 4, 49.4% of all information only inputs related to 1976-1978 model year vehicles. The information only input is thus a valuable tool for increasing information on newer vehicles.

Figure 5 summarizes information received through the use of the information report forms and telephone contacts.

### 3.3 New PRP Operational Approaches

The PRP News has been utilized to present several new operational approaches during the contract year. The first new approach attempts to keep program members up-to-date on current investigations. Hence, the PRP News periodically includes a listing of current major defect investigations with a short statement explaining components and vehicles involved.

The second approach uses small blocks of space in the PRP News to describe the need for new inputs on specific components or information concerning safety-related failures that might be of interest to the NHTSA. Both approaches are helpful in guiding the program members on the types of information and parts that would contribute to current NHTSA investigations.

In addition, the concept of a reader's "forum" has been introduced to the PRP News. In the past, all inputs which were deserving of inclusion in the newsletter became either full-blown articles or were included with noteworthy news items in an "Items of Interest" section. The introduction of "The Forum" allows short inputs and responses to be reported as received and helps to support the view that the PRP News is in fact for the membership.

INFORMATION ONLY INPUT RECEIVED  
DURING CONTRACT YEAR 1978  
SORTED BY VEHICLE YEAR

Unknown	15
1978	7
1977	23
1976	16
1975	7
1974	7
1973	4
1972	4
1971	2
1970	6
1969	0
1968	0
1967	0
1966	0
1965	0
1964	2
1963	0
1962	0
1961	0
1960	0
1959	0
1958	0
1957	0
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1931	0
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1929	0
1928	0
1927	0
1926	0
1925	0
1924	0
1923	0
1922	0
1921	0
1920	0
1919	0
1918	0
1917	0
1916	0
1915	0
1914	0
1913	0
1912	0
1911	0
1910	0
1909	0
1908	0
1907	0
1906	0
1905	0
1904	0
1903	0
1902	0
1901	0
1900	0
To: 1	93

FIGURE 4. INFORMATION REPORTS BY VEHICLE YEAR



		MODEL YEAR											Total	
		78	77	76	75	74	73	72	71	70	69	64		Other
COMPONENT CLASS	01000000 Steering			3	1	2							2	8
	02000000 Suspension & Wheels	1	4	2	1		1						1	10
	03000000 Brakes		6	6		1				2		2	1	18
	04000000 Parking Brake	1												1
	05000000 Engine & Cooling System	1	4	2			1	1	1				2	12
	06000000 Fuel Systems		3	1	5	3	2	1	1	3			2	21
	07000000 Power Train		5										5	10
	08000000 Electrical			1										1
	09000000 Lights & Horn													0
	10000000 Visual Systems													0
	11000000 Heater/Defroster													0
	12000000 Interior													0
	13000000 Structure/Body	4	1	1		1		1		1			2	11
	15000000 Equipment						1							1
	TOTAL ALL Component Classes	7	23	16	7	7	4	4	2	6	0	2	15	93
														Grand Total

FIGURE 5 TYPES OF INFORMATION ONLY INPUTS

The PRP News has also been redesigned graphically in the hope that the voice of the program will thereby be more appealing. The three columns of print, as opposed to the previous two-column layout, will allow for more flexibility in article layout, will be easier to read, and will promote interest in a greater variety of items.

#### 3.4 Information on Newer Vehicles

A procedure to follow-up on reported failures in newer model cars was developed during the previous contract year. The procedures have remained in effect during this year, requiring inputs for 1977 and 1978 vehicles to be followed up with a phone contact to the facility originating the input. A follow-up contact sheet is completed for each phone contact adding the additional vehicle and/or component information to the original data received.

#### 3.5 Parts Supporting NHTSA Investigations and Recalls

During the 1978 contract year, 90 parts and information inputs received from program members contributed to engineering analyses and investigatory cases. This represents 9.46% of the total PRP input for the year. Fifteen cases and seventeen engineering analyses were supported by these PRP inputs, an increase of 88% over the total for the previous year. Figure 6 provides a summary of the related investigations.

PRP members also played a supporting role for twelve recall campaigns. The campaigns are summarized in Figure 7. The totals here represent an increase of 100% over the previous contract year. It is hoped, of course, that these percentages will continue to increase, since such a supportive role is the best indication of the importance of the PRP.

<u>CASE OR AUDIT NO.</u>	<u>VEHICLES</u>	<u>COMPONENTS</u>
C2-53	'67 and later Ford	Dual master cylinder
C4-18	'65 to '70 Fairlane, Ranchero, Montego, Falcon and Comet	Engine mounts
C4-44	General Motors	Rochester Carburetor float
C5-07	Pontiac with V-8	Timing gear and chain
C7-21	General Motors Corporation	Power brake booster
C7-22	'75-'77 Dart, Aspen, Valiant, Volare	Carburetor and emissions
C7-24	'70-'77 Ford Passenger Cars	Flex fans
C7-27	Buick	Power steering gear box
C7-30	'70-'77 Fiat	Undercarriage corrosion
C9-01	'75-'77 Cadillac	Electronic fuel injection system
C8-04	'68-'74 Intermediate and full size passenger cars	Idler arm and mounting bracket
C9-27	Ford Granada	Wiring
C8-28	Fiat	Wheel bearings
A7-06	'76 Ford Econoline	Steering gear attachment
C8-18	Firestone tires	Steel Belted Radials

FIGURE 6. CASES OR AUDITS SUPPORTED BY THE PRP

	<u>RECALL CAMPAIGN NUMBER</u>	<u>VEHICLES INVOLVED</u>	<u>COMPONENT</u>
GMC	76V065	'74 Chevy and GMC Trucks	Steering arm failure
	76V020	'65-'67 Buick Wildcat and Electra '70 Cadillac w/Cruise Control	Separated motor mount may jam throttle open
	76V132	'76-'77 Pontiac except Sunbird '76-'77 Chevrolet except Monza '77 Buick except Skyhawk '77 Oldsmobile except Starfire	Steering intermediate shaft
	77V098	'75-'76 Chevy & GMC Trucks C/P 20-30 Series	Lower control arm socket
	77V111	'76-'77 GMC & Chevy Trucks 30 Series and Cutaway Chassis	Master cylinder reservoir mounting bolts
FORD	77V125	'76-'77 Ford with A/C '76-'77 Mercury with A/C '77 Lincoln with 400 C.I.D.	Flex fan blade breakage
	77V097	'72 Torino '72 Montego '72 Lincoln '72 Ranchero	Flex fan blade breakage
	76V165	'76 E100-E150-E250-E350	Steering gear attachment bolts
CHRYSLER	77V242	'75-'76 Valiant '77 Volare	Accelerator pump seal
	77V212	'77-'78 Light duty Trucks Club Cab	Fuel tube abrasion with underbody reinforcement
	77V188	'77-'78 LeBaron '76-'78 Aspen '77-'78 Diplomat	Steel brake lines subject to battery acid corrosion
	76V054	'75 Valiant '75 Duster '75 Dart Sport	Left front brake line interferes with brake hose

FIGURE 7. PARTS RELATED TO RECALL CAMPAIGNS



### 3.6 Contributing Members

The level of activity of program members is, of course, a key to the success of the PRP. Continued active support is reflected both in the monthly part count, shown above in Figure 1, and in the breakdown of active members, shown in Figure 8 below. The latter figure demonstrates that "repeat business" is quite common once a member has become active. Repeat activity can be attributed to follow-ups such as the Certificate of Participation, the letter of acknowledgement which is sent upon the receipt of any input, and the newsletter map, which identifies monthly contributors.

PARTS RECEIVED FROM CONTRIBUTING SHOPS

NUMBER OF PARTS RETURNED	SHOP NAME	CITY & STATE
93	Harry's Auto Service	Great Barrington, MA (b) *
46	Auto Brake Corporation	Norfolk, VA (b)
38	Ise Automotive Service	North Hollywood, CA (b)
26	Kolesnik's Service Station	Rochester, NY (b)
26	Wheel Alignment & Brake Service	Las Vegas, NV (b)
25	L.A.D. Auto Electric	Spokane, WA (b)
20	Foreign Auto Service Center	Minneapolis, MN (b)
18	Big Brake Safety Service	Gulfport, MS (b)
14	Woody's Garage	Montoursville, PA (b)
13	Day-Nite Auto Station	Kaukauna, WI (b)
11	John's Garage	Nampa, ID (b)
11	Mr. Brake #11	Sacramento, CA (b)
10	Adam's Motor Service	St. Charles, MO (b)
10	Bothel's Garage	Cape Elizabeth, ME (b)
9	The Car Shop	Chicago, IL (a)
9	Vanowen Brake & Wheel	North Hollywood, CA (b)
8	A. Ruth's Garage	Colonie, NY (b)
8	Auto Hospital	Lincoln, NB (b)
8	Bud Jones Service	Delmar, NY (b)
7	Automotive City Service Center	San Francisco, CA (b)
7	Automotive Parts Center	Greenville, AL (b)
7	Clemens' Auto Repair	Racine, WI (b)
7	Musten Auto Service	Winston-Salem, NC (b)
7	Nash Road Motors, Inc.	New Bedford, MA (b)
7	Richfield Wheel Alignment	Minneapolis, MN (b)
7	Wayne & Lamarr's Garage	Brownsburg, IN (b)
6	Clearview Car Care Center	Metairie, LA (b)
6	Crane Auto Repair	Bricktown, NJ (b)
6	Tommy's Auto Repair	Sioux City, IA (b)
6	VINS Motor Service	Brooklyn, NY (b)
6	Wisconsin D. O. T.	Madison, WI (a)
5	Beloit Frame & Axle Co.	Beloit, WI (b)
5	Byerly Ford	Louisville, KY (a)
5	Doyle Automotive Service	Seattle, WA (b)
5	Dutch's Auto Repair	St. Louis, MO (b)
5	Front End Service	Manchester, NH (b)
5	Maurice's Automotive	Hollywood, CA (b)
4	Akron Wheel Alignment	Akron, OH (b)
4	D & Z Atlantic	Cornwell Heights, PA (b)
4	Dave Kyle's Garage	Phoenix, AZ (b)
4	Duncan's Auto Repair	Phoenix, AZ (b)

FIGURE 8

NUMBER OF PARTS RETURNED	SHOP NAME	CITY & STATE
4	Feld Garage, Inc.	Kenosha, WI (b)
4	Jake Johnson Garage	Atlanta, GA (a)
4	Roehl's Bee Line Brake & Align.	Appleton, WI (b)
4	Safety First Alignment & Brake	Indianapolis, IN (b)
4	Zenner Automotive	Colorado Springs, CO (a)
3	Archie's Auto Service	Glen Ellen, VA (c)
3	Auto Traac	St. Anthony, MN (a)
3	Basile's Exxon	Fairview Village, PA (b)
3	Billy W. Riley Alignment & Brake Service	Springfield, VA (a)
3	Bob Chester's Auto Service	Arlington, TX (b)
3	Bob's Service Station	Hammond, IN (b)
3	Bud Haskell's Garage	Falmouth, ME (a)
3	Central City Garage	Harrisburg, PA (b)
3	County of Dallas	Dallas, TX (a)
3	Deutzville Garage	Trenton, NJ (c)
3	Duane's Tune-Up Clinic	Manteca, CA (b)
3	Fairview Service Station	Lakeside, CT (b)
3	Fifth Street Automotive Service	Tyler, TX (b)
3	Glidden Auto Service	Nashua, NH (c)
3	Harold's Auto Service	Santa Rosa, CA (b)
3	Henniker Automotive	Henniker, NH (b)
3	Merrill's Automotive Service	Salt Lake City, UT (c)
3	McLain's Auto Repair	St. Louis, MO (b)
3	McNaughton Motor Service	Minneapolis, MN (a)
3	Pete's Auto Spring	Valley Stream, NY (c)
3	Rope Garage	Coon Rapids, MN (a)
3	Samo Wheel & Brake Service	Santa Monica, CA (b)
3	Sparky's Auto Service Center	New Bedford, MA (b)
3	Toman Auto Repair	St. Louis, MO (c)
2	A & T Automotive	Santa Clara, CA (a)
2	Ade & Bob's Muffler & Brake Center	St. Paul, MN (b)
2	A. T. S.	San Diego, CA (b)
2	Atwell Auto Repair	St. Louis, MO (b)
2	Autohaus, Inc.	Herndon, VA (a)
2	Auto Inn Garage	South Bend, IN (b)
2	B & G Auto Service	Arlington, VA (b)
2	Berea Auto Service	Greenville, SC (c)
2	Byrnes Service Station	Livonia, MI (a)
2	Capital Automotive	Lincoln, NB (b)

FIGURE 8 (continued)



NUMBER OF PARTS RETURNED	SHOP NAME	CITY & STATE
2	Chester Body & Repair Co.	Cleveland, OH (b)
2	Chuck & Wayne's Garage	Eugene, OR (a)
2	City of Tallahassee	Tallahassee, FL (a)
2	Des Moines Area Community College	Ankeny, IA (b)
2	Dick Jordan's Standard Service Station	Clayton, MO (b)
2	Doc's Auto Repair	Mesa, AZ (a)
2	Dollar Rent-a-Car	Sioux City, IA (a)
2	Ferino Brothers Exxon	Feasterville, PA (c)
2	Frenchy's Service Station	Duluth, MN (a)
2	Frerich's Garage	Sioux City, IA (b)
2	Gil's Automotive Service	Sioux City, IA (c)
2	Hessfort Service	Kenosha, WI (b)
2	Hurley Super Service Station	Pueblo, CO (b)
2	J. Gartner Auto Service	Chicago, IL (b)
2	Kelly Moran's Sunoco Service	Detroit, MI (c)
2	Mr. Brake	Salt Lake City, UT (b)
2	Mr. Brake #8	Nampa, ID (a)
2	Niebling Auto Repair, Inc.	St. Louis, MO (b)
2	Paul's Garage	Dayton, OH (c)
2	Pritz Foreign Cars of Colorado	Colorado Springs, CO (b)
2	Pro-Tune	Port Arthur, TX (a)
2	Ralph Cannon Auto Service	Atlanta, GA (c)
2	Raymond's Auto Repair, Inc.	Chicago, IL (a)
2	Reed's American	Rockville, MD (b)
2	S & D Tire Auto Center	Salt Lake City, UT (b)
2	Sassaman & Burden Auto Service	Temple, PA (b)
2	Skinner's Automotive Service	Albuquerque, NM (b)
2	Tom's Southside Alignment & Repair	Arlington, TX (b)
2	Wade's All Car Service	Lansing, MI (b)
2	Wayne Terrell's Garage	Macon, GA (b)
1	A & E Automotive Service	Fresno, CA (c)
1	Art's Service	Minneapolis, MN (a)
1	A.S.A.P.	Rockville, MD (a)
1	Automotive Maintenance, Inc.	Sarasota, FL (b)
1	Automotive Specialties	Paramount, CA (b)
1	Auto Safety Service, Inc.	Oakland Park, FL (b)
1	Babei's Service	Manchester, NH (b)
1	Barrows Standard Station	Macon, GA (c)
1	Belote's Bayshore Garage	Dunedin, FL (a)
1	Ben Lindenbush, Inc.	St. Louis, MO (a)
1	Brake-O-Rama, Inc.	Lodi, NJ (b)
1	British European Auto Service	Miami, FL (a)
1	Bureau of Motor Vehicles	Lancaster, PA (a)

FIGURE 8 (Continued)



NUMBER OF PARTS RETURNED	SHOP NAME	CITY & STATE
1	Cambridge Brake Service	Cambridge, MA (b)
1	Carter's Auto Service	Santa Fe, NM (a)
1	Certified Auto Repair Service	Fridley, MN (a)
1	Certified Truck & Auto Service	Salem, VA (b)
1	City of Cincinnati Auto Fleet	Cincinnati, OH (a)
1	C & R Garage	Hartford, CT (a)
1	C & S Brake Service	Fort Worth, TX (b)
1	Dana Meyer Foreign Car Service	Albany, CA (b)
1	Danvers Shell Service Center	Danvers, MA (c)
1	De Angelis Garage	Norristown, PA (c)
1	Desert Hills Phillips 66	Las Vegas, NV (b)
1	Don Herman's Quality Service	Chicago, IL (a)
1	Doyle's Service	Massillon, OH (b)
1	Eddie's Garage	Nashville, TN (c)
1	Fairchild's Service	Minneapolis, MN (a)
1	Farrell's Sunoco	Fairview Village, PA (b)
1	Flanders Brake & Alignment Service	Hartford, CT (c)
1	Friendship Amoco	Burke, VA (a)
1	Gene Casey's Arco	Lynn, MA (c)
1	Gordie's Auto Service	West Chester, PA (b)
1	Gotham Auto Lease, Inc.	New Rochelle, NY (a)
1	Hamner Automotive & Transmission	Corona, CA (b)
1	Hansen Automotive	Minneapolis, MN (a)
1	Highland Crest 66	Kansas City, KS (a)
1	Hutt & Stiles	Skokie, IL (b)
1	Ike's Automotive Maintenance	Montgomery, AL (b)
1	Import Machine	Kewaunee, WI (a)
1	Imports Limited	Marietta, GA (b)
1	Jack Stoltz's Garage	Winston-Salem, NC (b)
1	J. A. Payne Alignment Service	West Point, VA (b)
1	Jason's Auto Parts	Van Nuys, CA (a)
1	Jefferson County, Trans. Division	Louisville, KY (a)
1	Joyce Motors	Arlington, VA (c)
1	Kallen's Garage	Van Nuys, CA (b)
1	King Co. Brake Service	Seattle, WA (b)
1	Korzun & Corlette Garage	Euclid, OH (c)
1	Lawrence's Garage	Irving, TX (a)
1	Lee Randall & Son	San Diego, CA (c)
1	Lexington Brake	Lexington, KY (b)
1	Lippy's Auto Service	Richmond, VA (c)
1	Maryland Brake & Alignment	Baltimore, MD (a)
1	Meade & Greenlee Garage	Salem, OR (b)
1	Midas Muffler	Pennsauken, NJ (b)
1	Midas Muffler Shop	Bakersfield, CA (b)

FIGURE 8 (Continued)

## NUMBER OF

## PARTS RETURNED

## SHOP NAME

## CITY &amp; STATE

1	Mooney's Wheel Alignment & Brake Service	Oklahoma City, OK (b)
1	Natural Bridge Auto Parts	St. Louis, MO (a)
1	New York Auto Radiator & Body Shop	Albany, NY (a)
1	Precision Auto Repair	San Francisco, CA (c)
1	Red Ivey's Automotive Service	Atlanta, GA (b)
1	Riverside Automotive	Boise, ID (a)
1	Riverside Auto Parts	Macon, GA (a)
1	Robert's Auto Repair	Chicago, IL (a)
1	Roswell Fina	Roswell, GA (a)
1	Runge's Auto & Tire	Chicago, IL (a)
1	Scientific Products	McGraw Park, IL (a)
1	Sequoia Automotive Inst.	Sunnyvale, CA (a)
1	Sports Car Service	Seattle, WA (b)
1	Star Automotive, Inc.	Star, ID (a)
1	State of FL Dept. of Gen. Services	Tallahassee, FL (a)
1	State of MN Trans. Div.	St. Paul, MN (a)
1	Steel's Garage	Rockford, IL (a)
1	Steiger & Gertzen Garage	Fridlen, MN (a)
1	Stop & Go Brake & Wheel Service	Portland, OR (b)
1	Tim's Import Sales & Service	Hutchinson, KS (b)
1	Tommy's Automotive	San Angelo, TX (b)
1	Wales Garage	Ft. Lauderdale, FL (c)
1	Werk Brothers Garage	Pasadena, CA (b)
1	West Ervin Auto Repair	Tyler, TX (a)
1	Yearian's Tire, Inc.	West De Moines, IA (b)
1	Yon Brother's Garage	Charleston, SC (c)
1	Other Sources	

\*

- 
- (a) - First active ever in '78
  - (b) - Active in '78 and '77
  - (c) - Active in '78, inactive in '77,  
previously active
- 

FIGURE 8 (Continued)

## Section 4

### CONCLUSIONS AND RECOMMENDATIONS

#### 4.1 Conclusions

##### 4.1.1 The PRP News

The monthly PRP News is the single most effective tool employed in the program. In fact, if there were one facet of the program operations upon which the success of the PRP depended, it would be the timely information flow made possible by the PRP News. The newsletter is the only continuous communications link between the program administrators and members.

We believe that the recent changes in the newsletter -- namely, the change to a three-column layout and the development of the "Forum" concept for the interchange of ideas -- have dramatically improved the newsletter readability and, hence, effectiveness. Further experimentation in layout and graphics should produce a similar effect.

##### 4.1.2 Shop Activity

Experience in previous contract years pointed to the possibility that shops which remain inactive for more than one year are no longer of value to the program. Based upon this assumption, addition and deletion approaches were developed which would presumably increase the level of contributions. The results of the current contract year do not entirely support this conclusion, however. Figure 8 above demonstrates that 24 shops which were inactive during the 1977 contract year became active in 1978. In addition, at least one shop which has been in the program since 1975 first became active during this contract year (Bud Haskell's Garage; Falmouth, Maine). That shop contributed 3 parts!



We must therefore conclude that the "inactive for one year" criterion for deletion is too restrictive and that motivational campaigns may be much more critical to the program's success than addition/deletion campaigns.

#### 4.1.3 Quality versus Quantity

While numbers of parts received for a given contract year must remain an important aspect of the program, it is apparent that the current contract year succeeded in increasing the quality of parts and information received. This approach is, we believe, an important one to continue. It is best achieved through the newsletter and special mailings, offering an indication to the membership of the kinds of information desired.

#### 4.1.4 Information Only Inputs

The introduction of the Information Report Forms to the program this year was quite successful. Program members appear to be willing to take the time to fill out the forms. The informational aspects of the program have therefore taken on increasing importance. The submission of actual parts should never, of course, be de-emphasized. Nonetheless, significant increases in information can be expected through the use of the new forms. Most interestingly, more information only inputs were received on fuel system problems than on any other types of problems. Since fuel systems are not easily transmitted to us (especially fuel tanks), the information forms are truly serving a purpose here.

### 4.2 Recommendations

#### 4.2.1 PRP News

Further efforts should be undertaken to increase the readability and overall appearance of the newsletter. All such efforts should be predicated



on the view that the newsletter is for the membership, that each member's input is considered seriously as a potential news article or short, and that the forum approach truly represents an information exchange. To this extent the PRP can become the information feedback process which it should be.

A number of shops have submitted photographs during the past year, some of which were first-rate efforts. The photos accompanied information report forms and typically pictured the failure mode involved. Many of these photos were used in recent newsletters. We believe that efforts during the coming contract year should include motivating shops to submit photographs. One motivational technique here would be the use of photo credits in the newsletter.

#### 4.2.2 Motivators

New media efforts should be made during the coming contract year to motivate active participation. A poster, currently under development, should be distributed to assist shops in determining what parts are of interest to the NHTSA. In addition, we believe that a brochure detailing the objectives of the PRP should be developed and distributed to all members. The brochure could be used as a reference for PRP history, typical failed parts needed, etc. In addition, it would function as an immediate motivator for currently inactive shops.

#### 4.2.3 Regional Representatives

A new approach which we feel might increase active participation is the designation of specific shops as regional representatives of the PRP. Initially, this would simply be an honorary title, developed to coincide with the Administrator's Award. Later, however, we might begin to use the regional representative as a point of contact within a given region. While there is no intention here to burden a shop with additional assignments, the concept would add a note of formality to the program. It could also be developed as

a motivator for greater numbers of contributions from individual shops. The regional representatives might also be called upon to attend a yearly meeting, preferably with the Administrator, to discuss highway safety issues.

#### 4.2.4 Administrator's Award

We believe that a greater amount of publicity should surround the annual Administrator's Awards. We have tried in the past to inform local newspapers of awards. We now feel that an advance notice from the Administrator's office to newspapers and a public award process are in order. One possibility here would be to have the NHTSA regional representatives make the awards in person. An invitation to the local press would also help to generate a greater amount of publicity. In turn, excerpts from local press articles could be printed in the PRP News in order to motivate other shops to compete for the annual award.



PIP NEWSLETTER ARTICLES  
1 JULY 76 to 30 JUNE 78

STEERING

Vehicle or Equipment Manufacturers						
Date Month/Year	General Motors	Chrysler	Ford	AMO	Imports	Equipment
10/76	'75 Cadillac Ambulance--Power Steering Pump					
11/76	'76 Delta Royale Steering Gear		'71 Pinto Steering Gear	'66 Jeep--Steering Gear Box Mounts '75 Hornet--Power Steering Hose		
12/76	'75 30 Series Van Steering Gear					
1/77		'75 Maxivan Tie Rod				
2/77	'74 Camaro Steering Pinion Gear					
6/77			'72 & '74 Capri Steering Pinion Gear		Fiat 124-128-850 Undercarriage corrosion	
8/77			'77 Monarch Tie Rod			'68-'74 IHC Tractor Truck Steering System



PRP NEWSLETTER ARTICLES  
1 JULY 76 to 30 JUNE 78

STEERING

Date Month/Year	Vehicle or Equipment Manufacturers				Imports	Equipment
	General Motors	Chrysler	Ford	AMC		
12/77		'78 Chrysler '77 & '78 Plymouth & Dodge Steering Columns	'68 - '74 Ford Idleer Arm			
1-2/78		'77 Monaco Pitman Arm				
3/78			'71-'78 Capri '75-'77 Granada & Monarch--Power Steering control valve			
4/78				'75-'77 Gremlin and Hornet--6 cyl power steering hose		
5/78		'75 Monza, Starfire, and Skyhawk V-8 Front wheel bearing and spindle	'76 E-100 Vans Drag link assembly			

SUSPENSION

Date Month/Year	Vehicle or Equipment Manufacturer					Equipment
	General Motors	Chrysler	Ford	AMC	Import	
7/76			'74 E-100 Van axle			
1/77						'75 VW Rabbit Control Arm '75 Spitfire axles
2/77			'71-'77 Capri Stabilizer bar			
1-2/78			'77 Pinto Control Arm			
3/78		'77 Tradesman Van Front spring				

PRP NEWSLETTER ARTICLES  
1 JULY 76 to 30 JUNE 78

WHEELS AND TIRES

Date Month/Year	Vehicle or Equipment Manufacturers					Equipment
	General Motors	Chrysler	Ford	AMC	Imports	
8/76					Pirelli tires	Firestone 500 Steel belted radials
11/76						Tru-Spoke wheels
12/76						Firestone 500 recall
2/77						Bus spindle failures Goodyear tread
3/77	'75 Delta 88, '75 Cutlass, '75 Cadillac, '75 Caprice	Dodge Tioga II Goodyear tread separated				
4/77	Bearing and spindle		F-250-350 trucks P-350-400 trucks Budd Wheel side ring separation			
12/77						'75-'77 Steel Belted radial survey

BRAKES

Vehicle or Equipment Manufacturer						
Date Month/Year	General Motors	Chrysler	Ford	AMC	Import	Equipment
7/76	'70 Chevelle Malibu Master Cylinder					
8/76			'67 Mustang Brake pedal		'71-'72 Datsun 510 Brake fluid leak	Brake fluid pressure warning
10/76			'74 Elite Brake caliper			
12/76	'73 GMC 3/4 ton truck-brake hose '71 to '76 Full size passenger cars Brake drums and Rotors		'67-'69 Mustang Pedal bracket			School bus brake line corrosion
1/77			'74 Continental Rear brake line			
2/77	'71 - '72 Cadillac Brake hose					
4/77		'73-'75 Dodge pick- up Trucks Brake hose		'70 -'76 Hornet and Gremlin-- Brake line		



PRP NEWSLETTER ARTICLES  
1 JULY 76 to 30 JUNE 78

BRAKES

Date Month/Year	Vehicle or Equipment Manufacturers					Equipment
	General Motors	Chrysler	Ford	AMC	Imports	
5/77					'75-'76 VW Rabbit '75 VW Dasher Master cylinder	
7/77	'76 Gran Prix Brake hose					
9/77			'77 F-350 Pickup Brake hose	'75 Hornet Master cylinder		
10/77				'75 Hornet Brake line		
11/77		'78 Diplomat and LeBaron - Brake lines				Master cylinder survey
1-2/78					'75-'78 Honda motorcycles Rear disc brakes	
5/78		'78 Magnum XE Emergency Brake Cable	'74 Pinto Brake piston corro- sion Ford Truck Rear wheel speed sensor			Carter YF Single barrel carburetor

ENGINE

Date Month/Year	Vehicle or Equipment Manufacturer					Equipment
	General Motors	Chrysler	Ford	AMC	Imports	
7/76	'65-'67 Wildcat and Electra '70 Cadillac Engine mounts					Flex-fan failures
2/77	'65-'75 Chevrolet Water pump					
5/77			'70-'77 Cars and light trucks Flex-fans			
7/77		'75-'76 Dart & Valiant, '76-'77 Aspen and Volare Stalling	'76-'77 Mercury & Lincoln Flex-fans	'76 Matador Flex-fans		
10/77		'75-'77 Dodge and Plymouth Stalling				'73-'77 Mack Trucks Flex-fans Flex-fans
1-2/78						
3/78			'77 LTD and Econoline Crankshaft pulley			

PRP NEWSLETTER ARTICLES  
1 JULY 76 to 30 JUNE 78

FUEL SYSTEM

Date Month/Year	Vehicle or Equipment Manufacturers					Equipment
	General Motors	Chrysler	Ford	AMC	Imports	
9/76	'65-'66 Chevrolet '66 Buick Carburetor plug				Honda CB500 Motorcycle Gas cap '72 Fiat 124 '73 Fiat 128 Fuel filler hose	
10/76	'71-'76 Cadillac Fuel tank					
12/76			'76 Pinto, Bobcat & Mustang II Fuel leakage			
3/77			'73-'74 V-8 Engine Pollution control			
4/77	'71 Caprice '72 Nova Throttle cable		'75 Granada Throttle cable			
6/77					'70-'74 Porsche 915 Fuel leaks	

FUEL SYSTEM

Date Month/Year	Vehicle or Equipment Manufacturer					Equipment
	General Motors	Chrysler	Ford	AMC	Imports	
8/77			'77 Base Models Fuel filler cap			
10/77					'75-'76 TR-7 Accelerator cables	
11/77		'75-'77 Aspens, Valiants, Volares, Dart Stalling			'74 Fiat 124 Fuel canister	



POWER TRAIN

Vehicle or Equipment Manufacturers						
Date	General Motors	Chrysler	Ford	AMC	Imports	Equipment
10/76		'76 Colt and Arrow Drive line, vibration damper				
12/76	'73 Century Station Wagon--Converter flex plate					
4/77	'70 Cadillac Converter flex plate					
9/77			'73-'78 Passenger cars & light trucks Transmission linkage			
11/77			'77 LTD--Drive shaft			
3/78			'77 Torino Axle housing			
4/78	'76 Chevette Transmission hose		Ford C-6 and FMX transmission			

ELECTRICAL SYSTEM

Date Month/Year	Vehicle or Equipment Manufacturer				Imports	Equipment
	General Motors	Chrysler	Ford	AMC		
7/76					'71 Audi Battery	
8/77					'70 - '72 Toyota Corona and Corona MKII Neutral Safety switch	
12/77	'75 Chevrolet Distributor				'75-'77 TR-7 '75 Midget and Jaguar XJ12 Ignition amplifier	
4/78			'76-'77 Ford Ignition amplifier			

PRP NEWSLETTER ARTICLES  
1 JULY 76 to 30 JUNE 78

LIGHTS/HORN

Date Month/Year	Vehicle or Equipment Manufacturers				Imports	Equipment
	General Motors	Chrysler	Ford	AMC		
12/76				'75 Matador Turn signal		
3/77					'73 TR-6 Headlight switch	
9/77	'77 Chevelle Brake light switch					
10/77			'71-'72 Capri Headlight switch			

VISIBILITY SYSTEMS

Date Month/Year	Vehicle or Equipment Manufacturers				Imports	Equipment
	General Motors	Chrysler	Ford	AMC		
7/76			'71-'73 Capri Wipers			
10/76			'75 E-150 Supervan Wiper motor		'76 Harley Davidson Electra-Glide Motorcycle Windscreen	
6/77						



PRP NEWSLETTER ARTICLES  
 1 JULY 76 to 30 JUNE 78

VENTILATION

Date Month/Year	Vehicle or Equipment Manufacturers				Equipment
	General Motors	Chrysler	Ford	AMC	
8/76	All vehicles A/C limiter fuse				
1-2/78					'72-'73 Toyota Celica Heater hose

INTERIOR

Date Month/Year	Vehicle or Equipment Manufacturer					Equipment
	General Motors	Chrysler	Ford	AMC	Imports	
7/76					'75 Honda Civic Seat	Passive restraint review
3/77			'68-'69 Cougar and Mustang Bucket seat back			
12/77		'75 Dodge B300 Van Seat			'72-'75 Peugeot Seat belts	

PRP NEWSLETTER ARTICLES  
 1 JULY 76 to 30 JUNE 78

STRUCTURE

Vehicle or Equipment Manufacturers						
Date	General Motors	Chrysler	Ford	AMC	Imports	Equipment
5/77			'72 Galaxie '73 LTD Frame			

ACCESSORIES

Date Month/Year	Vehicle or Equipment Manufacturer				Equipment
	General Motors	Chrysler	Ford	AMC	
11/76					Auto ramps
12/76					Timing lights
10/77					Hydraulic floor jacks
4/78					Sumo scissors jack





## APPENDIX B

## FAILED PARTS SUMMARY

<u>NUMBER OF PARTS</u>	<u>COMPONENT CLASSIFICATION</u>	<u>DESCRIPTION</u>
1	01000000	Steering Assembly
2	01110000	Steering wheel-handlebar
1	01120000	Steering column
1	01150000	Steering column shaft - upper
4	01160000	Steering column coupling
1	01210000	Manual steering gear box
5	01220000	Power steering gear box
2	01230000	Unknown type steering, gear box
1	01231000	Unknown type steering, shaft - lower worm
4	01232000	Unknown type steering, shaft - sector
2	01300000	Steering power assist
7	01310000	Steering power assist - pump
10	01330000	Steering power assist - hose, fluid
2	01400000	Steering gear, rack and pinion
1	01430000	Steering gear, rack
6	01510000	Steering linkages - arm, Pitman
3	01520000	Steering linkages - link, drag - connection
30	01530000	Steering linkages - arm, idler and attachment
1	01550000	Steering linkages - tie rod, inner
14	01560000	Steering linkages - tie rod, end
2	01570000	Steering linkages - sleeve, tie rod - adjustabl
1	01580000	Steering linkages - knuckl - spindl - arm
1	02000000	Suspension
1	02110000	Suspnp Indp. Ft. Attaching Mechanisms
3	02111000	Suspnp Indp. Ft. Attach. Mechanisms - strut rod
4	02112000	Suspnp. Indp. Ft. Attach. Mech. - Stabilizer bar
1	02120000	Suspnp. Indp. Ft. Shock Absorber
2	02132000	Suspnp. Indp. Ft. Ctrl Arm Unk. Typ - ball joint
4	02140000	Suspnp. Indp. Ft. Control Arm, upper
1	02141000	Suspnp. Indp. Ft. Ctrl Arm, upper - shaft, inner
3	02142000	Suspnp. Indp. Ft. Ctrl Arm upper - Ball joint
10	02150000	Suspnp. Indp. Ft. Control Arm - Lower
11	02152000	Suspnp. Indp. Ft. Ctrl Arm, Lower - ball joint
3	02160000	Suspnp. Indp. Ft. Spindle - Knuckle, steering
6	02170000	Suspnp. Indp. Ft. - Bearing wheel

<u>NUMBER OF PARTS</u>	<u>COMPONENT CLASSIFICATION</u>	<u>DESCRIPTION</u>
2	02224000	Susp. I Beam, Sld, Ft: U Bolt - spring to I beam
1	02230000	Susp. I Beam, Sld, Ft: Spring, coil
1	02250000	Susp. I Beam, Sld, Ft: Spindle - knuckle
2	02340000	Susp. - Twin - I-Beam, Sld, front - spring coil
1	02420000	Susp. Sgl Axl R-Control arm
3	02430000	Susp. Sgl Axl R-Torsion bar
1	02460000	Susp. Sgl Axl R-Shock Absorber
4	02482000	Susp. Sgl Axl R-Non-power axle, axle Asm.
1	02615000	Wheels Lugs - Nuts - Bolts
1	02621000	Wheels Sngl - Rim Base
5	02700000	Tires
1	03200000	Brakes hydraulic system
1	03213000	Brakes Hydraulic - switch, brake light
1	03214000	Brakes Hydraulic - other
5	03223000	Brks. hydraulic - pwr assist - check valve
1	03224000	Brks. hydraulic - pwr assist - booster
42	03230000	Brks. hydraulic - master cyl
5	03233000	Brks. hydraulic - mstr cyl pistons - cups - spring
2	03234000	Brks. hydraulic - mstr cyl. other
3	03240000	Brks. hydraulic - lines, fittings
7	03241000	Brks. hydraulic - lines, metallic
73	03242000	Brks. hydraulic - lines-hose, non-metallic
1	03243000	Brks. hydraulic - fittings, metallic
1	03245000	Brks. hydraulic - differential - proportion vlv.
2	03261000	Brks. hydr - shoe and drum wheel cylinders
2	03262000	Brks. hydr - shoe and drum system - shoes
2	03263000	Brks. hydr - shoe and drum system - linings
15	03264000	Brks. hydr - shoe and drum system - drum
3	03265000	Brks. hydr - shoe and drum system - other
4	03270000	Brks. hydr - shoe - disc brake system
12	03271000	Brks. hydraulic - disc - caliper
20	03272000	Brks hydraulic - disc - pads and shoes
30	03273000	Brks hydraulic - disc - rotor - disc hub
2	04150000	Prkng emrg brk mech - linkages and cables

<u>NUMBER OF PARTS</u>	<u>COMPONENT CLASSIFICATION</u>	<u>DESCRIPTION</u>
40	05110000	Engine mounts
5	05130000	Engine pulley, crankshaft
10	05140000	Engine flywheel
19	05150000	Engine - other parts
4	05150030	Engine valves, valve train
7	05151000	Engine - timing gear and chain
1	05210000	Engine cooling system - radiator
4	05220000	Engine cooling system - hoses
3	05230000	Engine cooling system - pump, water
20	05240000	Engine cooling system - fan
1	05250000	Engine cooling system - belts
3	05260000	Engine cooling system - thermostat
4	05270000	Engine cooling system - other parts
1	06100000	Fuel systems
4	06112000	Fuel tank assembly
6	06113000	Fuel tank assembly - tank
2	06114000	Fuel tank assembly - gauge, fuel
2	06120000	Fuel emission control
2	06123000	Fuel emission control - canister
1	06130000	Fuel lines fittings and pump
3	06131000	Fuel lines, metallic
8	06132000	Fuel lines, hoses, non-metallic
3	06135000	Fuel filter line
2	06136000	Fuel pump
4	06200000	Fuel carburation
5	06210000	Carburetor, unknown type
8	06212100	Carburetor, unknown type - choke
13	06213000	Carburetor, unknown type - other part
1	06220000	Carburetor, single
7	06223000	Carburetor, single - other part
3	06230000	Carburetor, double
14	06233000	Carburetor, double - other part
2	06243000	Carburetor, four-barrel - other part
1	06310000	Fuel Injection, unknown type
4	06327000	Fuel injection, electric - injector
2	06400000	Throttle linkages and control
4	06430000	Throttle linkages, accelerator, flexible
5	06500000	Exhaust/Crankcase emission control devices
1	06510000	Exhst/Crnkcse emission cntrl - pump, air
5	06530000	Exhst/Crnkcse emission cntrl - check valve
11	06610000	Exhaust system - manifold, engine
1	06620000	Exhaust system - pipe, exhaust
1	06640000	Exhaust system - tail pipe
2	06651000	Converter



<u>NUMBER OF PARTS</u>	<u>COMPONENT CLASSIFICATION</u>	<u>DESCRIPTION</u>
1	07100000	Power train clutch assembly
2	07120000	Power Train clutch asm - linkage, flexible
1	07140000	Power train clutch asm - crosshaft, pivot
1	07150000	Pwr trn clutch asm - level, release, throw-out
1	07160000	Pwr trn clutch asm - housing, bell, clutch
1	07200000	Power train transmission, standard - manual
2	07240000	Pwr trn trns. - unk. typ
1	07241000	Pwr trn trns. - unk typ - lvr & linkg, col. shift
5	07300000	Power train transmission, automatic
2	07350000	Pwr trn, auto - swch - solenoid, shift, vac
1	07400000	Power train driveline (Ind. F or R in loc)
2	07410000	Power main driveline - universal joint
6	07411000	Pwr trn driveline univ. jt. - standard
2	07420000	Pwr trn driveline - shft - chain, propelr, driv
6	07450000	Pwr trn driveline - diffential unit
2	07460000	Power train axle assembly
3	07462000	Pwr trn axle assembly - shaft, axle
3	07464000	Pwr trn axle assembly - seal, axle shaft
2	07470000	Power train - other part
2	08120000	Electrical system battery - cable
1	08220000	Electrical system regulator
1	08230000	Electrical system starter
4	08231000	Electrical system starter motor
1	08240000	Electrical system starter - other part
2	08310000	Elect. Sys. Wiring - harness, front - under hood
2	08500000	Electrical system - ignition
2	08510000	Electrical System - ignition - switch
5	08530000	Elec sys ignition - wiring, primary & second
4	08540000	Elec sys ignition - electronic control unit
31	08550000	Elec sys ignition - other part
2	09101000	Swch - button - ring - high/low beam dimmer
1	09102000	Swch - button - ring - head lights
2	09106000	Swch - button - ring - brake lights
34	09110000	Swch - button - ring - turn signal lights
1	09114000	Swch - button - ring - reflective lights
2	09200000	Lamp or socket - unspecified light
2	09203000	Lamp or socket - side marker lights
2	09205000	Lamp or socket - tail lights

<u>NUMBER OF PARTS</u>	<u>COMPONENT CLASSIFICATION</u>	<u>DESCRIPTION</u>
1	10210000	Visual systems mirrors - rearview, interior
1	10311000	Visual systems windshield wiper/washer switch
2	10312000	Visual sys windshield wiper, motor
1	10314000	Visual sys windshield wiper, arm
2	11103000	Water - heatr, dfrstr, dfggr, fan motor
2	11110000	Water - htr, dfrstr, dfggr - heater core, water
3	11116001	Water - htr, dfrstr, dfggr - control valve
2	11601000	Air conditioner - switch, fan
1	11604000	Air conditioner - relay
2	11605000	Air conditioner - circuit breaker fuse
3	11606000	Air conditioner - hose refrigerant hi/lo prs
1	11608000	Air conditioner - expansion valve
3	11609000	Air conditioner - compressor
1	11612000	Air conditioner - reservoir, refrigerant
1	11614000	Air conditioner - other part
1	12350000	Seat track anchors & seats - other part
1	12420000	Instrument panel - gauge - indicator
1	12422000	Instrument panel - gauge - indicator-oil
1	12424000	Instr panel gauge/indicator-temperature
1	12430000	Instr panel speedometer - odometer
1	12450000	Instr panel other part
2	13100000	Structure - frame, members & body
5	13110000	Structure - frame & members (give side/end)
2	13130000	Structure - body
1	13131000	Structure - wheel well
2	13160000	Structure - frme, mbrs & body - other parts
1	13171000	Struct - frme, mbrs & body - truck-cab-latches
2	13730000	Hood assembly - latches
2	15110000	Electric power accessories - windows
1	15500000	Equipment - jacks







## parts return program

# news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 1

July 1977

### CASE OF THE MONTH

#### **Alleged Engine Stalling, 1975-76 Dodge Dart & Plymouth Valiant, and 1976-77 Dodge Aspen & Plymouth Volare**

This investigation by the National Highway Traffic Safety Administration was initiated on May 20, 1977, as a result of 114 consumer reports of engine stalling among the involved Chrysler Corporation vehicles. Since that time the investigation has revealed a large number of additional reports of this stalling condition. A total of at least 58 accidents are alleged as a result of the condition, and at least 9 of these reportedly resulted in injuries.

Based on the information gathered, the stalling usually occurs during low speed acceleration, such as on freeway entrance ramps or at intersections. Some vehicles not experiencing acceleration problems exhibit stalling in left hand turns. Many owners also report occurrence of the condition in the first 15 minutes of vehicle operation. On vehicles equipped with power steering and power brakes the power assist is reduced when engine stalling occurs.

If any of our PRP members have encountered these conditions, we would like to hear from you. We are particularly interested in learning more about any accidents which may have been caused by engine stalling. Additionally, if you have performed service work on vehicles with any of these symptoms, please notify us of the cause and cure of the problem.

#### **BRAKE HOSE BLOCKAGE**

The photograph shows portions of a left front brake hose that was sent in by MAY'S AUTO SERVICE of Mansfield, Ohio. The hose was removed from a 1976 Pontiac Gran Prix with a vehicle mileage of 11,146. According to the shop,

the vehicle had been pulling to the right during service brake application. A hydraulic pressure check of the vehicle's brake system by the shop indicated the presence of a possible restriction in the left front brake hose. The hose was dissected by PRP staff and was found to have a collapsed inner rubber layer, as indicated by the photograph.

The PRP has received hoses from three other shops which reported the same type of problem:

#### **FIFTH STREET AUTOMOTIVE SERVICE**

Tyler, Texas  
1976 Buick Electra Ltd.  
11,090 miles

#### **J. A. PAYNE ALIGNMENT SERVICE**

West Point, Virginia  
1975 Plymouth Valiant  
24,000 miles

#### **DOC'S AUTO CLINIC**

Grand Forks, North Dakota  
1969 Pontiac Ventura  
65,047 miles

If your shop has encountered similar problems, please report them to the PRP. Thanks!



C-1



## MORE FLEX-FANS RECALLED

Ford Motor Company has announced another safety recall and remedy campaign for possible breakage of the flexible blades on engine cooling fans. The campaign involves approximately 742,000 1976-77 Ford, Mercury, and Lincoln passenger cars equipped with five blade fans. The specific models include:

### *Model Years 1976 and 1977*

<i>Vehicle</i>	<i>Engine</i>	<i>Application</i>
Ford/Mercury	351M	All A/C, Police Non A/C
Ford/Mercury	400	All A/C, Police Non A/C and Trailer Tow Non A/C
Ford/Mercury	460	All Non A/C Excluding Police

### *Model Year 1977 Only*

<i>Vehicle</i>	<i>Engine</i>	<i>Application</i>
Ford	302	All A/C
Ford	351W	All A/C
Lincoln	400	All

Among the vehicles involved in the recall, there was one reported injury involving a dealership technician who was struck in the arm by a broken fan blade.

As indicated in the May issue of the PRP News, the National Highway Traffic Safety Administration (NHTSA) initiated a defect investigation on May 23, 1977, involving 1970-77 Ford Motor Company passenger cars and light trucks for this problem. The above flex-fan recall is the second one announced by Ford during the NHTSA investigation. The first one was initiated soon after the investigation began, and included 1972 model Lincolns, Ford Torinos, and Mercury Montegos equipped with air conditioning and 302, 351, and 400 CID engines.

In a related matter American Motors Corporation (AMC) has initiated a recall of approximately 26,500 AMC Matador vehicles for replacement of engine cooling fans. The recall involves 1976 Matador vehicles equipped with flex-fans, V8 engines, and air conditioning or a maximum cooling package. In a Consumer Advisory, released September 15, 1977, Joan Claybrook, the Admin-

istrator of the NHTSA, said that "the recall is the direct result of our inquiry to AMC in connection with an investigation into flex-fan failures in Ford Motor Company vehicles."

In developing data to respond to the NHTSA query, AMC determined that it too had problems with this type of fan. Although there was no record of fatalities or injuries, AMC informed the NHTSA of its intent to recall the vehicles.

Replies to the same inquiry from Chrysler Corporation and General Motors indicate no significant incidence of flex-fan failure, to date.

Our PRP members are reminded to stay alert for additional flex-fan failures involving any vehicle make or model.

## ITEMS OF INTEREST

- Mr. George B. Lewis of AUTOMOTIVE PARTS CENTER, Greenville, Alabama has provided the PRP with information on a Ford flex-fan failure where a mechanic was injured. The information in turn, was provided to the Office of Defects Investigation, National Highway Traffic Safety Administration.
- In the coming months, the PRP will be expanding to include new car dealers, fleets (rental car, taxi, police, etc.), and parts suppliers. With the participation of these new members, we hope to receive more information on newer model cars and aftermarket parts. We expect to pass along information from these newer members in our newsletter and hope that our current members will benefit from the new information. Shops that know of interested dealers, fleets, or parts suppliers may want to call the PRP and relay their name and telephone number.
- In a Consumer Advisory, released June 14, 1977, the NHTSA announced the availability of its annual report of motor vehicle defect recall campaigns for 1976. During the year, vehicle manufacturers issued 209 recalls involving more than 3.5 million motor vehicles. The report also lists the recall of more than 330,000 items of vehicle equipment and nearly 464,000 tires.

Ms. Claybrook, Administrator of the NHTSA, noted that "the 1976 total brings to 52.4 million the number of vehicles recalled since 1966 when the national traffic safety effort was initiated."

*(Continued on page 4)*

## OUTSTANDING SHOPS

Our outstanding shops are those that have sent in to the PRP at least one part during the current month. Since we have begun a new program year (July, 1977 thru June, 1978), all shops are considered new participants this month. During July 1977, 22 shops have started the PRP off to a successful year by sending in parts.

### REGION 5

BELOIT FRAME & AXLE COMPANY

Beloit, Wisconsin

DES MOINES AREA COMMUNITY COLLEGE

Ankeny, Iowa

FELD GARAGE

Kenosha, Wisconsin

FOREIGN AUTO SERVICE CENTER

Minneapolis, Minnesota

RICHFIELD WHEEL ALIGNMENT

Minneapolis, Minnesota

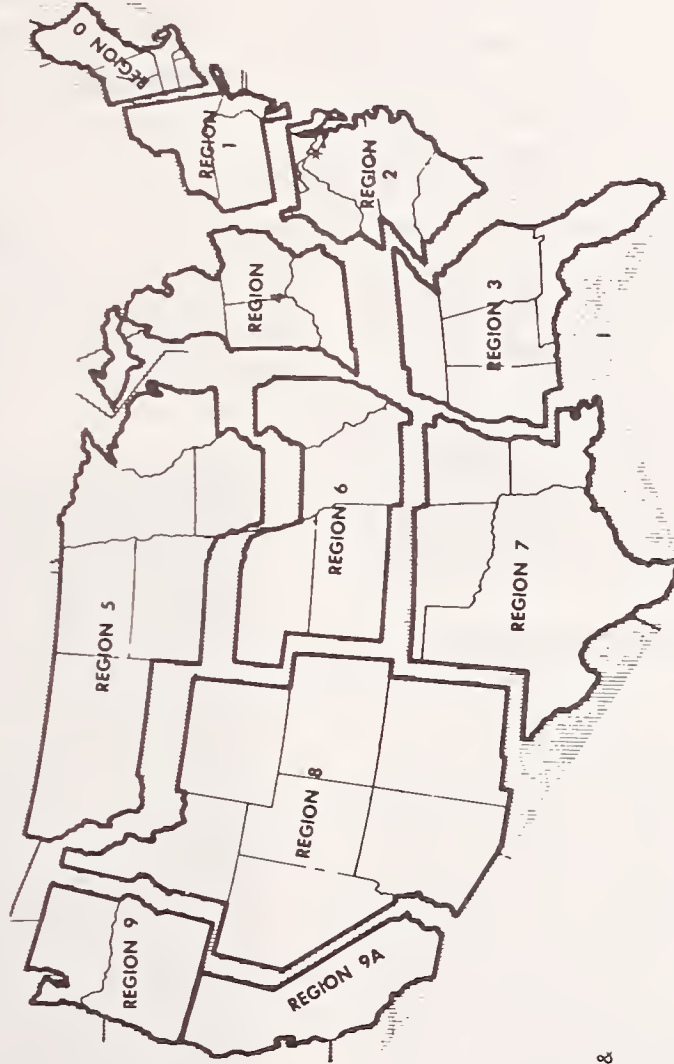
### REGION 0

BUD HASKELL'S GARAGE

Falmouth, Maine

HARRY'S AUTO SERVICE

Great Barrington, Massachusetts



### REGION 8

DUNCAN'S AUTO REPAIR

Phoenix, Arizona

LAS VEGAS WHEEL ALIGNMENT & BRAKE

Las Vegas, Nevada

### REGION 1

FARRELL'S SUNOCO

Fairview Village, Pennsylvania

FERINO BROTHERS EXXON

Feasterville, Pennsylvania

JONES SERVICE

Delmar, New York

KOLESNIK'S SERVICE STATION

Rochester, New York

VINS MOTOR SERVICE CORPORATION

Brooklyn, New York

### REGION 2

AUTO BRAKE CORPORATION

Norfolk, Virginia

B & G AUTO SERVICE

Arlington, Virginia

MUSTEN AUTO SERVICE

Winston-Salem, North Carolina

### REGION 3

BELOTE'S BAYSHORE GARAGE

Dunedin, Florida

BIG BRAKE SAFETY SERVICE

Gulfport, Mississippi

RALPH CANNON AUTO SERVICE, INC.

Atlanta, Georgia

### REGION 7

CLEARWATER CAR CARE CENTER

Metairie, Louisiana

### REGION 6

McLAIN'S AUTO REPAIR

St. Louis, Missouri

The report, entitled "Motor Vehicle Safety Defect Recall Campaigns" and covering the period from Jan. 1, 1976 to Dec. 31, 1976, may be purchased for \$2.30 from the U.S. Government Printing Office, Washington, D.C. 20402. It contains information on each recall campaign, the models involved, a short description of the defect, and the manufacturer's corrective action.

- More parts and/or information on possible safety-related defects in the performance, construction, components, or materials of motor vehicles and motor vehicle equipment are needed from our PRP members. Please take time to submit any failed automotive component, which you think could be safety related. If your shop needs mailbags or other material, call us collect at (703) 527-4500. Ask for extension 235, 236, 237 or 239.

## 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.

## 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.

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

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DOT 517







## parts return program

# news

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

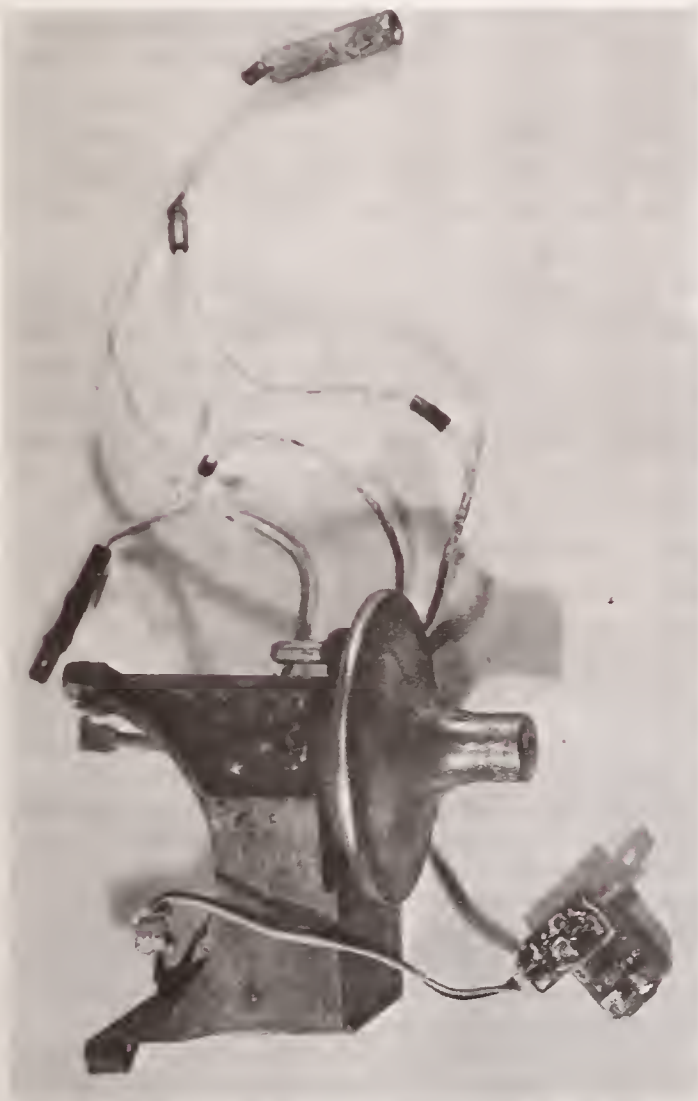
Vol. 3, No. 2

August 1977

### CASE OF THE MONTH IGNITION AMPLIFIER FAILURES

#### British Leyland Vehicles

The Parts Return Program has received three ignition amplifier units, one of which is depicted below, from A. RUTH GARAGE, Colonie, New York. The unit shown was removed from a 1975 Triumph model TR-7. Vehicle mileage was 28,534. The other two units were removed from a 1976 MGB and a 1975 MG Midget.



IGNITION AMPLIFIER  
1975 Triumph TR-7

mal defect investigation on this subject (Case No. C7-31). This case involves 1975-77 Spitfire, TR-7, MGB, MG Midget, Jaguar XJ6 vehicles, and 1971-77 Jaguar XJ12 vehicles for reported failures of the ignition amplifier. The failures allegedly cause the cars to misfire, stall in traffic, and fail to restart. At the time the case was initiated, the NHTSA had received at least 67 complaints either directly from owners or forwarded from British Leyland in response to inquiries. To date there have been no accidents reported.

Special thanks to A. RUTH GARAGE for providing these components and information. Our other PRP members are requested to be alert for similar failures.

### TIE ROD SLEEVE DAMAGES CONTROL VALVE

The photograph below illustrates a power steering control valve that was submitted by BOB CHESTER'S AUTO SERVICE of Arlington, Texas. The component was removed from a 1977 Mercury Monarch with a vehicle mileage of 20,179. As the arrow indicates, a groove has been worn in the valve body and a small hole is present at the center of the groove. The hole and resulting power steering fluid leak reportedly caused a loss of power steering assist. Note the groove at the valve body end cap as well.

According to the shop, the vehicle owner brought the car in before any repairs were made. The shop reportedly found one of the tie rod adjusting sleeve



POWER STEERING CONTROL VALVE  
1977 Mercury Monarch

In July, 1977, the National Highway Traffic Safety Administration (NHTSA) initiated a for-



clamps positioned such that it had been rubbing the valve body, causing the damage. The vehicle owner reported that the car had never received a front wheel alignment, and that the tie rod adjusting sleeve was apparently installed this way when new.

The PRP would like to thank BOB CHESTER'S AUTO SERVICE for this report. If your shop has encountered a similar condition, please let us know.

## **SAFETY DEFECT RECALLS**

### **Toyota Recall**

134,605—1970-72 Toyota Corona and Corona Mark II automobiles are being recalled to correct a safety defect that reportedly has caused 54 fires in the center consoles of such vehicles. None of the fires resulted in any accidents or personal injuries. The defect was identified in an investigation conducted by the National Highway Traffic Safety Administration (NHTSA). The automatic transmission equipped vehicles are being recalled to replace the neutral safety switches. The problem stems from poor quality insulating material used in the switches and can result in electrical shorts and fires in the transmission console between the front seats, where the switch is located.

Until the repairs are made, Joan Claybrook, NHTSA Administrator, in a news release dated 9/7/77, suggested that owners "be especially alert to any burning odors or smoke coming from the vicinity of the transmission console and, if such symptoms are detected, to immediately pull off the road, turn off the ignition and get all passengers out of the vehicle."

### **Ford Recall**

The recall of an estimated 290,000 Ford Motor Co. Granada vehicles for replacement of gas tank filler caps has been announced. The recall involves 1977 "base model" vehicles which have the gas tank filler cap exposed. In other Granada models, the cap is hidden by a small door.

In a recent news release, Joan Claybrook, NHTSA Administrator, said that "the recall is the direct result of our compliance testing program which revealed that this model failed to pass the requirements of federal motor vehicle safety standard No. 301-75, Fuel System Integrity." She said that a 1977 two-door, base model Granada was subjected to a rear impact crash test followed by a static rollover test, and that during the rollover test fluid spillage from the gas tank filler cap was greater than that allowed by the standard. Ms.

Claybrook said that NHTSA has no knowledge of any injuries caused by the problem to date. However, she warned motorists that a rear end crash and rollover could result in fuel spillage which could be ignited by a spark.

On Sept. 13, Ford Motor Co. informed NHTSA of its intention to recall the affected vehicles. No precise date was announced for the recall since replacement gas tank filler caps are not yet available. Ms. Claybrook has urged the manufacturer to do everything possible to expedite the supply of the required replacement caps. When replacement caps become available, Ford is expected to mail them to affected vehicle owners, thereby avoiding the necessity for owners to call their dealers and take time off from work or other activities to visit a dealer for recall correction.

### **International Harvester**

A recall involving an estimated 76,000 of the 1968 through 1974 International Harvester heavy duty cab over engine truck tractors for correction of a defect in the steering system has been announced. The recall is the result of an inquiry made by the NHTSA, based on a report from the Federal Highway Administration's Bureau of Motor Carrier Safety. The report indicated that 15 tractors out of a total of 210 owned by one trucking company had to have modifications made to their steering assemblies to correct defects which could result in loss of steering.

Allegedly, the bolt used to secure the steering column shaft to the yoke assembly is too small. This precludes a tight fit and permits movement which eventually wears the bolt, allowing the steering column shaft to pull out of the yoke. When this occurs, the driver is without steering control. Although the NHTSA has no reports of accidents or injuries resulting from this problem, it is aware of one incident where failure occurred while the vehicle was in motion and, although steering control was lost, the driver managed to stop the vehicle safely.

## **TELEPHONE CALLS**

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### REGION 5

\* ADE'S & BOB'S MUFFLER & BRAKE

St. Paul, MN

\* DAY-NITE AUTO STATION

Koukauno, WI

(2) FOREIGN AUTO SERVICE CENTER

Minneapolis, MN

(2) RICHFIELD WHEEL ALIGNMENT

Minneapolis, MN

### REGION 4

\* BYRNES SERVICE STATION

Livonia, MI

\* PAUL'S GARAGE

Doyton, OH

### REGION 9

\* L.A.D. AUTO ELECTRIC

Spokane, WA

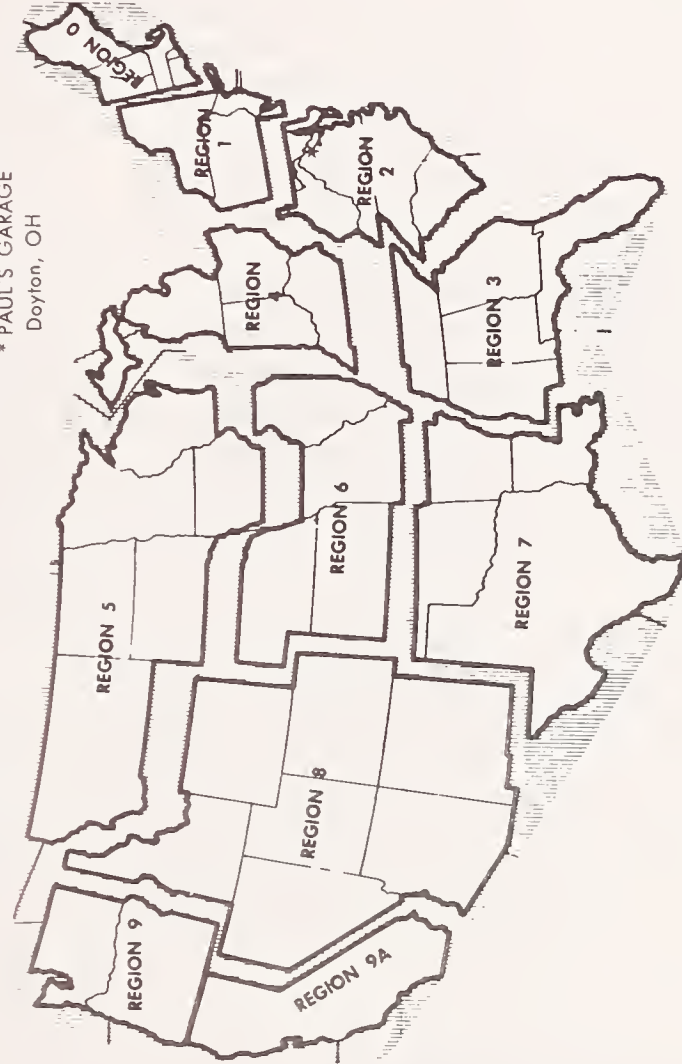
### REGION 9A

\* A & T AUTOMOTIVE

Santa Clara, CA

\* MR. BRAKE #11

Sacramento, CA



### REGION 0

(2) HARRY'S AUTO SERVICE

Great Barrington, MA

\* BOTHEL'S GARAGE

Cape Elizabeth, ME

### REGION 1

\* CRANE AUTO REPAIR

Bricktown, NJ

(2) KOLESNICK'S SERVICE STATION

Rochester, NY

\* WOODY'S GARAGE

Montoursville, PA

### REGION 2

(2) AUTO BRAKE CORP.

Norfolk, VA

\* FRIENDSHIP AMOCO

Burke, VA

\* KINGS PARK EXXON

West Springfield, VA

### REGION 3

\* AUTOMOTIVE MAINTENANCE, INC.

Sarasota, FL

(2) BIG BRAKE SAFETY CENTER

Gulfport, MS

### REGION 7

(2) CLEARVIEW CAR CARE CENTER

Metairie, LA



## ITEMS OF INTEREST

- Service Tip—British Leyland has issued a dealer service bulletin on the five speed gear box for the Triumph TR-7 model. The bulletin indicates that the quality of shifting gears will be seriously impaired if the correct grade oil is not used. SAE 75W EP oil should be used at all times, but Hypoid 80 weight is acceptable for “topping off” purposes in emergency situations.
- The PRP is expanding to include new car dealers, fleets (rental car, taxi, police, etc.), and parts suppliers. With the participation of these new members, we hope to receive more information on newer model cars and after-market parts. We expect to pass along information from these newer members in our newsletter and hope that our current members will benefit from the new information. Shops that know of interested dealers, fleets, or parts suppliers may want to call the PRP and relay their name and telephone number. In any case please take a minute to mention this program to your parts suppliers—tell them to call us collect at (703) 527-4500 (extensions 235/236/237) for more information.

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- The information obtained is also valuable in preparing Federal motor vehicle safety standards.
- You can help. The components and information that you send in will give vital information that cannot be obtained in any other way.

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DOT 517





## parts return program

# news

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

Vol. 3, No. 3

September 1977

### CASE OF THE MONTH

#### Transmission Shift Linkage Failures 1973-1978

##### Ford Motor Co. Passenger Cars

The National Highway Traffic Safety Administration (NHTSA) recently opened a formal defect investigation (Case C8-02) on this subject. The vehicles involved in the case are an estimated two million Ford, Mercury, and Lincoln passenger cars equipped with automatic transmissions, steering column mounted shift levers, and 351 cubic inch or larger engines. The problem occurs when the transmission shift lever is placed in the PARK position. Vibration from a running engine or a slammed door can cause the transmission to jump into REVERSE gear. If the driver has left the vehicle, it could move backward by itself, causing accidents, injuries or property damage.

In a recent Consumer Advisory NHTSA Administrator, Joan Claybrook, said "an automobile moving under power without a driver can be exceptionally hazardous, particularly to pedestrians and to children." She cautioned that no car should be left with its engine running unattended, and warned drivers of the cars under investigation "to turn off the engine and set the parking brake in addition to putting the transmission in the PARK position when leaving the vehicle."

The investigation was initiated after the NHTSA received two reports from the Center for Auto Safety, indicating one injury and one fatality allegedly caused by this problem. Combined data from NHTSA, the Center for Auto Safety, and material provided by the manufacturer indicate 31 owner complaints regarding this problem, all involving accidents. These reports indicate a total of 14 injuries and one fatality allegedly due to vehicles jumping into REVERSE.

The problem is apparently due to excess play in the linkage between the shifting lever and the transmission, which allows an improper indication on the gear shift indicator. The problem seems to be aggravated by hot engine temperatures, hot weather, or both. The only known pre-failure symptom is

an improper indication on the gear shift indicator. For example, the indicator may point to NEUTRAL when the transmission is in some other position, or the indicator may rest somewhere between two of the positions on the indicator scale.

Our PRP members are requested to be alert for these kind of failures.

### BRAKE HOSE FAILURE

D & Z AUTO SERVICE in Cornwell Heights, Pennsylvania sent in the front brake hose shown in the photograph. The hose was removed from a 1977 Ford F-350 pick-up with 23,462 miles. As indicated, the hose is worn through the cord at midpoint. This was reportedly caused by contact with a front tire on the vehicle. According to the shop, the vehicle was equipped with the original wheels and tires. The leaking hose reportedly allowed the brake pedal to be depressed to the floor, when the owner was backing the vehicle up with a fully loaded horse trailer. The shop believes that the hose may have been installed incorrectly at the factory. Special thanks to D & Z AUTO SERVICE for this information. If your shop finds a similar problem, please let the PRP know.

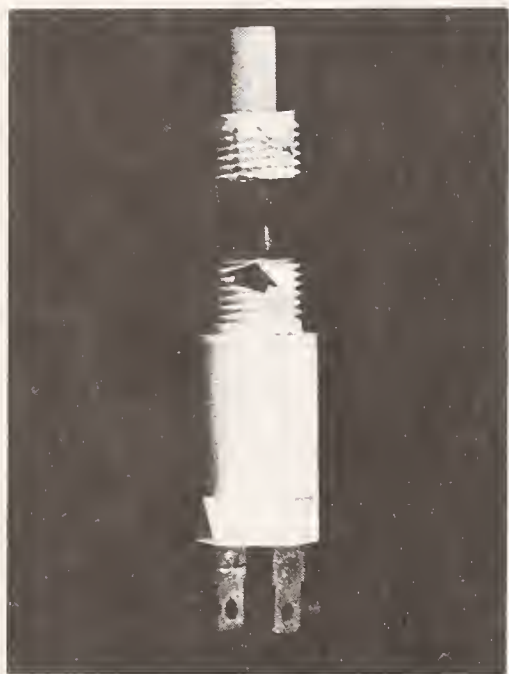


FRONT BRAKE HOSE  
1977 Ford F-350 Pick-up



## BRAKE LIGHT SWITCH

The photograph shows a brake light switch that was removed from a 1977 Chevrolet Chevelle with 7,032 miles. The switch was returned by ART'S SERVICE in Minneapolis, Minnesota. The metal collar and plastic threads on the switch casing reportedly failed to hold the switch in place under the vehicle's dash, allowing the switch to become misaligned. This in turn caused the vehicle's brake lights to stay on. The switch serves as a stop when the brake pedal is released. Special thanks to ART'S SERVICE for returning the switch. If your shop finds a similar problem, please let the PRP know.



BRAKE LIGHT SWITCH  
1977 Chevelle

## ITEMS OF INTEREST

- A brake master cylinder was returned by BARLOW'S STANDARD STATION of Macon, Georgia. The aftermarket part, manufactured by EIS Automotive Corporation had been installed in a 1975 Hornet with approximately 32,000 miles. The master cylinder reportedly failed to hold pressure within 1,000 miles of installation. The PRP would like to have more information on aftermarket component failures, particularly brake system components. If your shop has encountered such problems, please drop us a line.
- The National Highway Traffic Safety Administration has recently published a revised fact sheet

to advise motorists on brake fluids. In a recent Consumer Advisory Joan Claybrook, NHTSA Administrator, said that "with service stations continuing to convert to no-service, gas-and-go operations, many more motorists are checking the fluid levels in their vehicles themselves and adding fluids when necessary". While this is a relatively simple operation," she added, "the motorist who is not knowledgeable, or is careless, can damage the brake system and jeopardize his or her life by adding the wrong type of fluid, or permitting the system to become contaminated by such things as moisture and grit."

The fact sheet describes the types of brake fluids available and their use, federal labeling and coloring requirements designed to minimize the possibility of adding the wrong fluid to a brake system, the dangers of brake system contamination, and a list of "DO's and DON'T's to be followed in checking and adding brake fluid.

The general public may obtain single copies of this fact sheet, without charge, by writing to the General Services Division/Distribution, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590.

- The PRP is expanding to include new car dealers, fleets (rental car, taxi, police, etc.) and parts suppliers. With the participation of these new members, we hope to receive more information on newer model cars and aftermarket parts. We expect to pass along information from these newer members in our news letter and hope that our current members will benefit from the new information. Shops that know of interested dealers, fleets or parts suppliers may want to call the PRP and relay their name and telephone number. In any case, please take a minute to mention this program to your parts suppliers—tell them to call us collect at (703) 527-4500 (extensions 235/236/237) for more information.

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- REGION 5  
 \* ART'S SERVICE  
 Minneapolis, MN  
 BELOIT FRAME & AXLE CO.  
 Beloit, WI
- (3) FOREIGN AUTO SERVICE CENTER  
 Minneapolis, MN
- (3) RICHFIELD WHEEL ALIGNMENT  
 Minneapolis, MN
- \* STEIGER & GERTZEN GARAGE  
 Minneapolis, MN

- REGION 9  
 \* KING CO. BRAKE SERVICE  
 Seattle, WA
- (2) L.A.D. AUTO ELECTRIC  
 Spokane, WA
- \* MAYER AUTO SERVICE  
 Marysville, WA

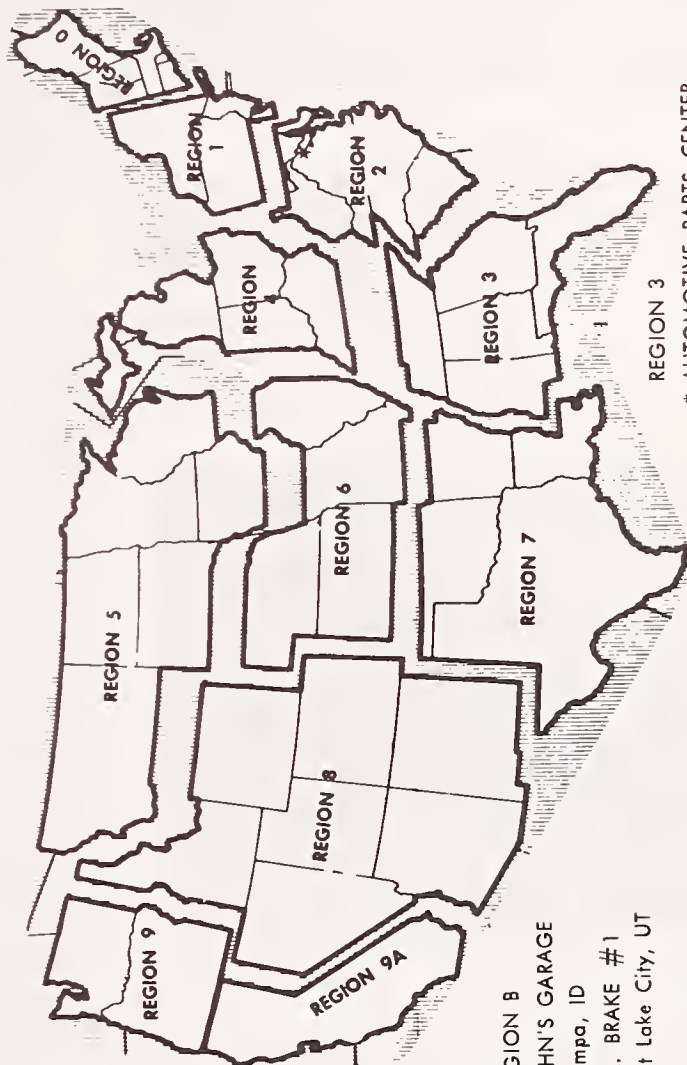
- REGION 9A  
 \* ISE AUTOMOTIVE SERVICE  
 Hollywood, CA
- \* MAURICE'S AUTOMOTIVE  
 Hollywood, CA
- \* MIDAS MUFFLER SHOP  
 Bakersfield, CA

- REGION B  
 \* JOHN'S GARAGE  
 Nampa, ID
- \* MR. BRAKE #1  
 Salt Lake City, UT

- REGION 7  
 \* BOB CHESTER'S AUTO SERVICE  
 Arlington, TX
- \* TOMAN AUTO REPAIR  
 St. Louis, MO
- \* C & S BRAKE SERVICE  
 Ft. Worth, TX

- REGION 3  
 \* AUTOMOTIVE PARTS CENTER  
 Greenville, AL
- \* BARLOW'S SERVICE STATION  
 Macon, GA
- (3) BIG BRAKE SAFETY CENTER  
 Gulfport, MS

- REGION 4  
 \* SAFETY FIRST ALIGNMENT & BRAKE  
 Indianapolis, IN



- REGION 0  
 \* DANVERS SHELL SERVICENTER  
 Danver, MA
- \* FAIRVIEW SERVICE STATION  
 Lakeside, CT
- \* GLIDDEN AUTO SERVICE  
 Nashua, NH
- (3) HARRY'S AUTO SERVICE  
 Great Barrington, MA
- REGION 1  
 \* BRAKE-O-RAMA  
 Lodi, NJ
- \* BROUGHTON MOTOR SALES  
 Monongahela, PA
- \* CENTRAL CITY GARAGE  
 Harrisburg, PA
- \* D & Z ATLANTIC  
 Cornwell Heights, PA
- \* DEUTZVILLE GARAGE  
 Trenton, NJ
- VINS MOTOR SERVICE CORP.  
 Brooklyn, NY
- \* WAPPINGER'S SHOPPER NEWS  
 Wappinger Falls, NY
- REGION 2  
 (3) AUTO BRAKE CORP.  
 Norfolk, VA
- \* BERA AUTO SERVICE  
 Greenville, SC
- \* J.A. PAYNE ALIGNMENT & TIRES  
 West Point, VA

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DOT 517







## parts return program

# news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 4

October 1977

### BRAKE LINE CRUSHED

The photograph shows a rear brake line that was returned to the PRP by Mr. Richard Beissel of BROUGHTON MOTOR SALES, INC., Monongahela, Pa. The component was reportedly removed from a 1975 AMC Hornet. As the photograph indicates, the brake line has been flattened over an area approximately two inches in length. The line was also bent by the shop so that it would fit in a PRP mailbag. According to the shop, the brake line was routed along the top of the vehicle's rear axle, and had been flattened by the exhaust pipe as a result of suspension jounce during vehicle operation.

Mr. Beissel, who has a State motor vehicle inspection station, reported that he has encountered this same condition on other 1970-77 AMC Hornet vehicles. In at least one case the brake line was worn through and leaking. He originally discovered the condition while performing service work on a Hornet vehicle that had a damaged brake drum and worn out shoes on the left rear. According to Mr. Beissel, there is enough pressure developed during service brake application to overcome this restriction in the line. However, upon brake release, the brake shoe return springs cannot overcome the fluid restriction, resulting in premature lining and drum wear. Mr. Beissel corrects the condition by routing the brake line along the side of the rear axle, rather than on top.

If you encounter this condition, please report it to the PRP.



REAR BRAKE LINE  
1975 AMC Hornet

### WARNING ISSUED

#### Floor Jack Failures

The National Highway Traffic Safety Administration (NHTSA) has issued a warning to owners of a certain type of hydraulic floor roller jack, manufactured in Taiwan, that these jacks could fail when in the raised position, and a person working under the vehicle could be crushed.



Model 646—Hydraulic Floor Roller Jack

In July 1977, the NHTSA initiated an investigation of the Model 646 Hydraulic Floor Roller Jack, manufactured in Taiwan for Hollywood Accessories, Compton, Calif. The investigation was based on consumer complaints alleging failure of the saddle leveling mechanism. In a Consumer Advisory, issued November 15, 1977, Joan Claybrook, NHTSA Administrator said, "Since this investigation was opened, we have learned of a number of other manufacturers as well as direct-buy retailers, who market jacks of almost identical design as the Hollywood Model 646. Thus far, six minor injuries have been reported, and owners of this type jack are urged to avoid using them, especially if work under the vehicle is required."

The jack is an aftermarket item normally used by vehicle owners who do their own maintenance, and by service stations and garages. It is sold through automotive supply houses, discount stores, and fill-





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## REGION 5

- \* CLEMENS AUTO REPAIR  
Racine, Wisconsin
- \* HANSEN AUTOMOTIVE  
Minneapolis, Minnesota
- \* ROEHL'S BEE LINE  
Appleton, Wisconsin
- \* ROPE GARAGE  
Coon Rapids, Minnesota
- \* YEARIAN'S TIRE, INC.  
West Des Moines, Iowa

## REGION 9

- \* SPORTS CAR SERVICE  
Seattle, Washington
- \* STOP & GO BRAKE & WHEEL  
Portland, Oregon

## REGION 9A

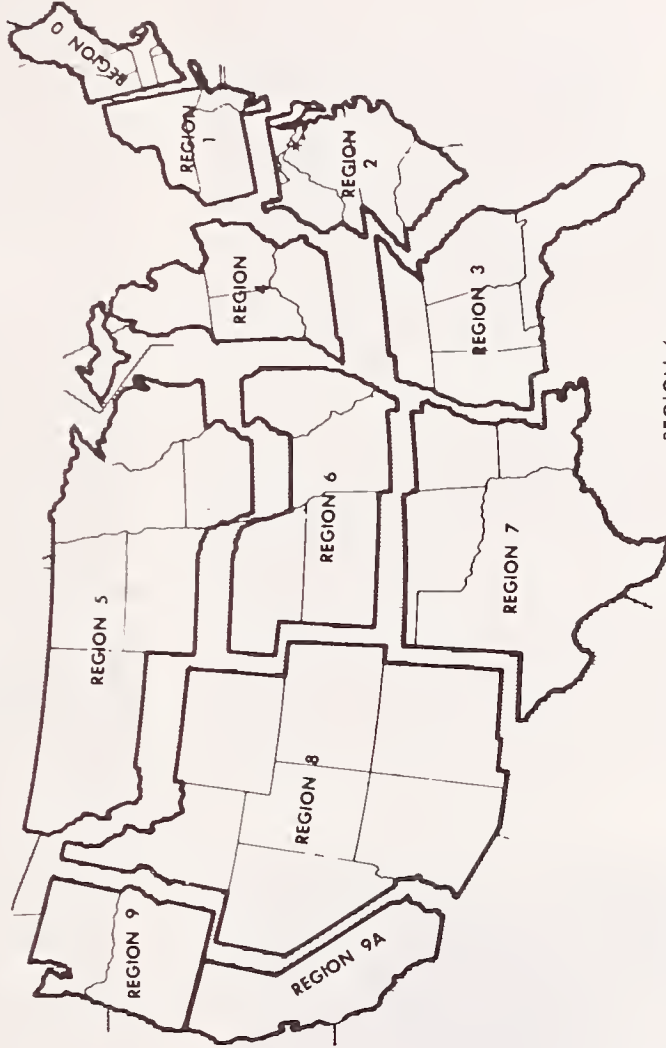
- \* HAROLD'S AUTO SERVICE  
Santa Rosa, California
- MR. BRAKE #11  
Sacramento, California

## REGION B

- \* DAVE KYLE'S GARAGE  
Phoenix, Arizona
- \* MR. BRAKE #B  
Nampa, Idaho
- \* SKINNER'S AUTOMOTIVE  
Albuquerque, New Mexico
- \* STAR AUTOMOTIVE  
Star, Idaho

## REGION 4

- \* AUTO INN GARAGE  
South Bend, Indiana
- \* KORZUN & CORLETTE GARAGE  
Euclid, Ohio
- (2) SAFETY FIRST ALIGNMENT & BRAKE  
Indianapolis, Indiana
- \* WAYNE & LAMARR'S GARAGE  
Brownsburg, Indiana



## REGION 7

- (2) BOB CHESTER'S AUTO SERVICE  
Arlington, Texas
- \* FIFTH STREET AUTOMOTIVE SERVICE  
Tyler, Texas
- \* PRO-TUNE  
Part Arthur, Texas
- \* WEST ERVIN AUTO REPAIR  
Tyler, Texas

## REGION 6

- \* ADAMS MOTOR SERVICE  
St. Charles, Missouri
- \* DICK JORDAN'S STANDARD SERVICE  
STATION  
Clayton, Missouri
- \* DUTCH'S AUTO REPAIR  
St. Louis, Missouri
- \* HUTT & STILES  
Skokie, Illinois

## REGION 0

- BOTHEL'S GARAGE  
Cape Elizabeth, Maine

## \* THE BRAKE SHOP

- East Norwalk, Connecticut
- BUD HASKELL'S GARAGE  
Falmouth, Maine

## (4) HARRY'S AUTO SERVICE

- Great Barrington, Massachusetts

## REGION 1

- BUD JONES SERVICE  
Delman, New York
- KOLESIK'S SERVICE STATION  
Rochester, New York

## (2) VINS MOTOR SERVICE CORPORATION

- Brooklyn, New York
- \* YOUNGWOOD EXXON  
Youngwood, Pennsylvania

## REGION 2

- (4) AUTO BRAKE CORPORATION  
Norfolk, Virginia

## REGION 3

- (2) AUTOMOTIVE PARTS CENTER  
Greenville, Alabama
- (4) BIG BRAKE SAFETY CENTER  
Gulfport, Mississippi
- \* IMPORTS LIMITED  
Marietta, Georgia



Joan Claybrook, NHTSA Administrator said “the recall is the direct result of our inquiry to Mack Trucks, Inc., after review of a service bulletin issued by the manufacturer dealing with the installation of a fixed blade engine cooling fan as a replacement for flex blade fans that failed in service. We are very concerned about failures of this type,” she added, “and our on-going investigation of flex-fan failures has already led to recalls of various model Ford Motor Co. and American Motors Corp. vehicles.” Although the NHTSA has no record of complaints, injuries, or accidents resulting from flex-fan failures in Mack trucks, information provided by the manufacturer to the NHTSA indicated 56 complaints, 868 field service reports, and 2,017 warranty claims concerning the breaking or cracking of flex-fans in these vehicles. The manufacturer also reported that there have been no reports of either injuries or deaths attributed to flex-fans used in Mack trucks.

- Another recall prompted by the NHTSA involves approximately 5,000 1975-76 Triumph TR-7 automobiles. The vehicles are being recalled by British Leyland Motors, Inc. to replace *defective accelerator cables*. Partial cable failure could cause the accelerator to stick in the open position. Complete failure would result in the loss of engine power. Drivers experiencing the partial

failure should shift into NEUTRAL or turn the ignition to OFF (not to the LOCK position because it will lock the steering).

There have been four reported accidents associated with the cable defect, but no injuries.

- The NHTSA recently announced the initiation of a defect investigation involving more than 145,000 1971-72 Mercury Capris manufactured in Germany by the Ford Motor Company. The investigation involves the possibility that the *headlight switches* on the vehicle may fail during night driving. To date, no accidents or injuries have been reported. The reason for failure is unknown, and there are no known pre-failure symptoms. Our members are asked to be alert to such failures and report them to the PRP.

### TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional supplies, e.g., mailbags, tags, etc., have any questions, or would like to pass on comments, please call collect. Our phone number is (703) 527-4500. Ask for the Parts Return Program staff—Bruce Beddow, Guy Whiddon, Ms. Jonni Peizer, or Martin Lowery. They will be happy to assist. 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 the Parts Return Program, c/o Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209.

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DOT 517





## parts return program

# news

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

Vol. 3, No. 5

November 1977

### BRAKE MASTER CYLINDER SURVEY

The National Highway Traffic Safety Administration (NHTSA) is currently conducting a survey of hydraulic brake master cylinders nationwide. The survey involves the purchase and testing of 400 master cylinders which are representative of the products currently available. The units purchased will include original equipment, new aftermarket, and rebuilt master cylinders. A majority of the units will involve the rebuilt components. The parts will be visually inspected for burrs and contaminants that might shorten component life, and other visible problems which may be present. Subsequent testing will follow the set of standards developed by the Society of Automotive Engineers (SAE).

Nearly 1,000 consumer complaints concerning brake master cylinders have been received by the NHTSA over a period of several years. Last year alone, the Parts Return Program (PRP) received 89 master cylinders. These parts were removed from various domestic and foreign passenger cars and light trucks, and ranged from original equipment and aftermarket parts with only a few thousand miles at the time of failure, to parts which failed after nearly 100,000 miles of service. One master cylinder was found leaking after only 300 miles of service.

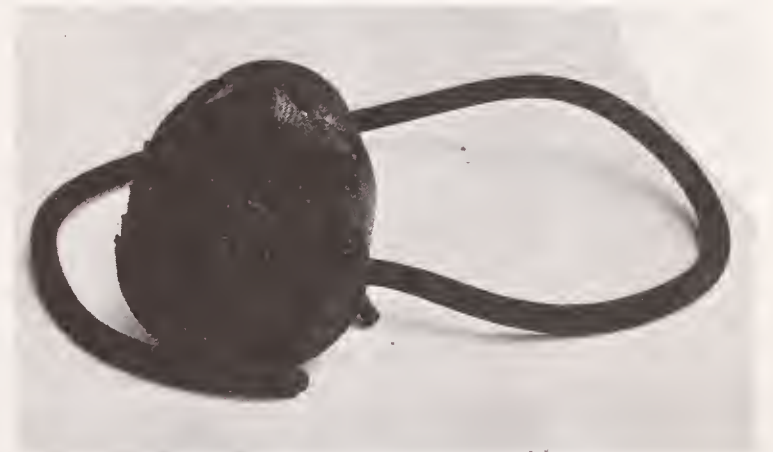
The purpose of this survey is to identify any master cylinders that are being manufactured with safety defects. If you have replaced a problem master cylinder or have information on master cylinders that have failed prematurely or under unusual circumstances, please contact us by using your Information Report form or by calling the PRP collect. If the component is available, please forward it to us in a PRP mailbag. The information you submit will greatly help.

### FUEL VAPOR CANISTER FIRE

The charred fuel vapor canister shown in the photograph was removed from a 1974 Fiat, 124 Special sedan by AUTOMOTIVE SPECIALTIES of Paramount, California. The vehicle had 27,735 miles, and the component was original equipment.

The unit was mounted, according to the shop, approximately three inches from the exhaust manifold. The canister reportedly caught fire without warning while the vehicle was in motion, burning hoses and wires before it was extinguished by the driver. AUTOMOTIVE SPECIALTIES believes that the fire was due to the location of the canister. The shop states that the area where the component mounted can become quite hot, enough to possibly ignite fuel vapors which accumulate in the canister. The shop also stated that they service this vehicle regularly, and are aware of no overheating problems with it. Having checked other Fiat Special sedans, they note that the mounting of the fuel vapor canisters is the same.

Thank you, AUTOMOTIVE SPECIALTIES, for sending us the part. Should any PRP members encounter similar fires or symptoms in this model, please notify us immediately by sending the part in a PRP mailbag, using the Information Report form, or calling us collect.



Burned Fuel Vapor Canister & Hose  
1974 Fiat Special Sedan

AUTOMOTIVE SPECIALTIES

### BROKEN DRIVE SHAFT

DAVE KYLE'S GARAGE in Phoenix, Arizona, has submitted a rear U-joint and portion of the drive shaft, removed from a 1977 Ford LTD with 20,037 miles. The vehicle was equipped with a 400 CID engine and automatic transmission. According to the shop, the drive shaft broke away from the U-joint and twisted off while the operator was



driving at approximately 10 mph. The photograph shows the U-joint, and a portion of the drive shaft which was cut for shipping. The shop believes that the drive shaft failed due to a faulty weld between it and the U-joint yoke. The U-joint yokes operate freely and appear to be well lubricated. Although the drive shaft was destroyed, no accident or other damage occurred.

Special thanks to KYLE'S for this part. Should any of our participants note this condition on a vehicle, please notify us.



Rear U-Joint and Drive Shaft (cut for shipping)  
1977 Ford LTD

DAVE KYLE'S GARAGE

### CHRYSLER URGED TO RECALL

In a Consumer Advisory, dated December 7, 1977, the U.S. Department of Transportation announced that it is asking the Chrysler Corporation to voluntarily recall more than one million 1975 through 1977 Valiants, Darts, Aspens, and Volares for correction of a stalling problem. The vehicles are equipped with 318 cubic inch V-8 or 225 cubic inch six-cylinder engines.

In a telegram sent December 6 to Chrysler's Vice President of Vehicle Safety and Reliability, Joan Claybrook, Administrator of the department's National Highway Traffic Safety Administration (NHTSA), urged voluntary recall "in the interest of safety and to obviate the delay in and the necessity of further investigative effort, and the scheduling of administrative enforcement proceedings." In her telegram, the NHTSA Administrator said that she had learned, through press releases, that the Chrysler Corporation has admitted the existence of a stalling problem, but claims it is not safety-

related. She pointed out that Chrysler recently conducted a safety-related defect recall campaign involving 1972 and 1973 full-size Chrysler vehicles because of a defective electrical connector which could cause loss of engine power. Claybrook told the Chrysler executive that "the stalling of later model Chrysler vehicles appears equally hazardous."

In May, 1977, the NHTSA opened an investigation into stalling problems affecting these vehicles. To date, the federal safety agency has received 998 owner complaint letters alleging 1,200 incidents of stalling, including reports of 52 accidents involving nine injuries and nine lawsuits. The NHTSA said Chrysler estimates it has some 4,500 consumer letters reporting stalling in the subject vehicles.

Our PRP members will recall that this investigation was featured in a Case Of The Month article in the July, 1977 issue of the PRP News.

### REMINDER

We ask that our PRP participants continue to be alert for components and information related to the following NHTSA defect investigations. These cases are still continuing and have been featured in past issues of the PRP News:

- Transmission Shift Linkage Failures, 1973-78 Ford Motor Company Passenger Cars Equipped with 351 CID or Larger Engines and Automatic Transmissions
- Ignition Amplifier Failures, 1975-77 Spitfire, TR-7, MGB, MG Midget, and Jaguar XJ6, and 1971-77 Jaguar XJ12 Vehicles (British Leyland)
- Engine Stalling, 1975-76 Dodge Dart and Plymouth Valiant, and 1976-77 Dodge Aspen and Plymouth Volare Vehicles Equipped with 318 CID V-8 or 225 CID Six Cylinder Engines
- Undercarriage Corrosion, 1970-74 Fiat Models 850, 124, and 128

### TELEPHONE CALLS

If you have any problems regarding this program, are in need of additional supplies, e.g., mailbags or information report forms, have any questions, or would like to pass on comments, please call collect. Our phone number is (703) 527-4500; ask for the Parts Return Program. Our staff, Bruce Beddow, Guy Whiddon, Ms. Jonni Peizer, and Martin Lowery, will be happy to assist. 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 the Parts Return Program, c/o Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209.

## ITEMS OF INTEREST

- We've mentioned that we're expanding the Parts Return Program to include new car dealers and high mileage fleets, and automotive parts suppliers. We will be contacting a total of 300 dealers, 100 fleets (car rental, taxi, and police and other state and municipal vehicles), and 300 parts suppliers nationwide to enlist their voluntary participation in the Program. As of this date, approximately 50% of these 700 potential participants have been contacted. On the average, approximately 70% of the dealers contacted have expressed their willingness to join the program, while most all of the fleets and parts suppliers contacted have agreed to join.
- New Jersey's Division of Consumer Affairs recently inspected 1,781 of the state's auto repair facilities to check on compliance with their regulation requiring the posting of notices on consumer rights. Of this group, 564 were found to not have a posted notice informing customers that they are entitled to written estimates for repair work before the work is started. Some of the repair shops could be fined up to \$200, and included new and used car dealerships, service stations, body repair shops, specialty automotive repair shops, and chain and department store repair facilities.
- Chrysler Corporation is recalling 1.2 million cars for two problems that could result in loss of front wheel brakes. The vehicles involved are 1976-78 Plymouth Volares and Dodge Aspens manufactured from October 1975 through September 1977, and 1977-78 Dodge Diplomats and Chrysler LeBarons manufactured from March 1977 through September 23, 1977. The two problems involve (1) the front wheel brake tubes which may be subject to corrosion from acid seeping from the battery, and (2) the front brake hoses may become brittle and crack when subjected to sustained periods of extreme cold temperatures. The hose problem does not involve 1977 models, built after July 28, 1977, and 1978 models.
- Motor vehicle accidents cost American society nearly \$38 billion annually, in terms of deaths, injuries, lost income and property damage, according to a recent study compiled by the NHTSA and entitled "Societal Costs of Motor Vehicle Accidents, 1975."

The statistics are based on societal losses resulting from fatalities, non-fatal injuries, and property damage only accidents, and do not represent the total value placed upon human life. Future production losses, in particular, accounted for a very large share of the total cost for fatalities and the most severe injuries.

The 46,800 motor vehicle fatalities listed by the report for 1975 produced losses to society of \$13.44 billion. The cost for non-fatal injuries was \$12.75 billion, and property damage only accidents \$11.40 billion. Based on the factors considered, a fatality accounts for \$287,175 in societal costs; recognizing that this figure does not represent the total value of a lost life.

A free copy of the report is available from the NHTSA, General Services Division, Room 4423, 400 Seventh St., S.W., Washington, D.C. 20590.

## NATIONAL PARTS RETURN PROGRAM

### Description and Function

- The PRP involves the voluntary submittal of failed automotive components and information by participating members. The program is open to independent repair shops, new car dealers, independent parts suppliers, and fleet operators. Information and/or failed parts 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 and components to help the NHTSA identify the existence of safety-related defects in the performance, construction, components, or materials of 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 recall and remedy campaigns, when it has been determined that a defect relating to motor vehicle safety exists.
- The information obtained is also valuable in preparing Federal motor vehicle safety standards.
- You can help. The components and information that you send in will give vital information that cannot be obtained in any other way.



## OUTSTANDING PARTICIPANTS

Our outstanding participants are those that have sent to the PRP at least one component or item of information during the current month. The number in parentheses before a participant's name identifies the number of consecutive months that participant has sent in components and information. New members that have just become active in the PRP for this year (July 1977-June 1978) are identified with an asterisk before their name. During November 1977, 22 members became new active participants, and 7 have sent in components and information in consecutive months. We need more active participants. Please make your contribution toward highway traffic safety today.



**REGION 9A**

- \* AUTOMOTIVE SPECIALTIES  
Paramount, California
- \* DANA MEYER FOREIGN CAR SERVICE  
Albany, California
- ISE AUTOMOTIVE SERVICE  
Hollywood, California
- \* KALLEN'S GARAGE  
Van Nuys, California
- MAURICE'S AUTOMOTIVE  
Hollywood, California
- (2) MR. BRAKE #11  
Sacramento, California
- \* PRECISION AUTO REPAIR  
San Francisco, California

**REGION 5**

- (2) CLEMENS AUTO REPAIR  
Racine, Wisconsin
- DAY-NITE AUTO STATION  
Kaukauna, Wisconsin
- \* FRERICHS GARAGE  
Sioux City, Iowa
- ROEHL'S BEE LINE BRAKE AND  
ALIGNMENT  
Appleton, Wisconsin

**REGION 4**

- \* AKRON WHEEL ALIGNMENT  
Akron, Ohio
- \* LEXINGTON BRAKE  
Lexington, Kentucky

**REGION 0**

- CRANE AUTO REPAIR  
Bricktown, New Jersey
- \* FLANDER'S BRAKE AND ALIGNMENT  
Hartford, Connecticut
- \* GENE CASEY'S ARCO STATION  
Lynn, Massachusetts
- GLIDDEN AUTO SERVICE  
Nashua, New Hampshire
- (5) HARRY'S AUTO SERVICE  
Great Barrington, Massachusetts

**REGION 1**

- \* A. RUTH'S GARAGE  
Colonia, New York
- WOODY'S GARAGE  
Montoursville, Pennsylvania

**REGION 2**

- (5) AUTO BRAKE CORPORATION  
Norfolk, Virginia
- \* YON BROTHERS' GARAGE  
Charleston, South Carolina
- \* MARYLAND BRAKE AND ALIGNMENT  
Baltimore, Maryland

**REGION 8**

- \* CARTER'S AUTO SERVICE  
Santo Fe, New Mexico
- \* HURLEY SUPER SERVICE STATION  
Pueblo, Colorado
- JOHN'S GARAGE  
Nampa, Idaho
- LAS VEGAS WHEEL ALIGNMENT  
AND BRAKE  
Los Vegas, Nevada

- \* MERRILL'S AUTOMOTIVE SERVICE  
Salt Lake City, Utah
- \* RIVERSIDE AUTOMOTIVE  
Boise, Idaho
- \* STAPLE'S CHEVRON STATION  
Colorado Springs, Colorado
- \* ZENNER AUTOMOTIVE  
Colorado Springs, Colorado

**REGION 6**

- \* ATWELL AUTO REPAIR  
St. Louis, Missouri
- \* CAPITAL AUTOMOTIVE  
Lincoln, Nebraska
- (2) DUTCH'S SERVICE STATION  
St. Louis, Missouri

**REGION 7**

- (2) FIFTH STREET AUTOMOTIVE SERVICE  
Tyler, Texas
- \* TOMMY'S AUTOMOTIVE  
San Angelo, Texas

**REGION 3**

- (5) BIG BRAKE SAFETY CENTER  
Gulfport, Mississippi
- \* ROSWELL FINA  
Roswell, Georgia

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SAFETY ADMINISTRATION  
DOT 517





## parts return program

# news

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

Vol. 3, No. 6

December 1977

### CASE OF THE MONTH

#### IDLER ARM FAILURE 1968-74 Fords

The National Highway Traffic Safety Administration (NHTSA) recently initiated a formal defect investigation for a suspected problem with the steering idler arms in approximately nine million 1968-74 Ford Motor Company automobiles. Both the full and intermediate-sized vehicles are involved.

Complaints received by the agency indicate a bushing in the idler arm can stick due to corrosion or lack of lubrication. If this happens, steering can become impaired and the idler arm may separate from the frame. Should this occur, drivers may have difficulty controlling their cars.

The photograph illustrates an idler arm and support bracket received through the Parts Return Program. The component came from a 1970 Mer-

cury with a vehicle mileage of 53,000. According to the shop, the idler arm bushing became frozen allowing the idler arm support bracket to tear away from the chassis frame rail, where it attaches. Note the torn pieces of the frame rail remaining underneath the support bracket mounting nuts.

In a recent news release on this subject, the NHTSA Administrator, Joan Claybrook, cautioned that the failure "is often indicated by a grinding or snapping noise and difficulty in steering. We have 55 complaints about idler arm malfunctions, 43 of which reported the arm separated from the frame of the car." The agency was aware of five accidents attributed to idler arm failures but had no confirmed reports of related injuries. NHTSA learned of the idler arm problem when 37 of the 55 reports received came through the Parts Return Program. The PRP would like to thank the many shops that contributed parts or information instrumental in bringing this potential problem to light. Keep up the good work!

### THANK YOU

During the year ending in July 1977, the PRP received more coverage in the form of newsletter articles than ever before. We are aware of at least seven publications that carried articles on the PRP. Additionally, some of our members may recall that a year ago, the PRP was featured on a consumer action program broadcast by WCCO-TV, Minneapolis, Minnesota. These articles and coverage have brought at least ten actively participating members, and have served to increase public awareness of the PRP. We want to thank the following publications and organizations for their interest:

<i>Let's Talk Road Service</i>	July, 1976
<i>Automotive Aftermarket News</i>	February, 1977
<i>The Automotive Independent</i>	February, 1977
<i>American Motorist</i>	April, 1977
<i>National School Bus Report</i>	March, 1977
<i>New York Auto Repair News</i>	May, 1977
<i>Consumers Research Magazine</i>	June, 1977

C-21 WCCO-TV, Minneapolis, Minn. January, 1977



Idler Arm and Support Bracket  
1970 Mercury



## TIRE SURVEY

The National Highway Traffic Safety Administration (NHTSA) has also recently initiated a survey of car owners to find out the problems they are having with original equipment steel belted radial tires.

In late October, the NHTSA sent questionnaires to more than 100,000 purchasers of 1975 through 1977 domestic automobiles. The agency has received a number of complaints recently, and needs to identify the scope of the problem as well as those brands which are experiencing an unusual failure rate. NHTSA obtain the names of new car purchasers from General Motors, Ford, and Chrysler Corporation, and structured the survey sample so that owners of Firestone, Goodyear, Goodrich, General, Uniroyal, and Michelin tires would be queried. These companies are the primary suppliers of original equipment tires on new domestic cars. The returned questionnaires are being tabulated by a NHTSA contractor.

In a Consumer Advisory, dated December 15, 1977, NHTSA Administrator Joan Claybrook commented, "the survey will provide us uniquely valuable information for quickly identifying safety related tire defects and for analyzing the adequacy of our tire safety standards." Claybrook added that although the survey sample included only slightly more than 100,000 new car buyers, NHTSA would like to hear from any owners who have experienced steel belted radial tire problems. In reporting such problems, consumers are asked to provide as much identification of the tire as possible (manufacturer, size, tire type and the DOT tire identification number from the inside sidewall of the tire).

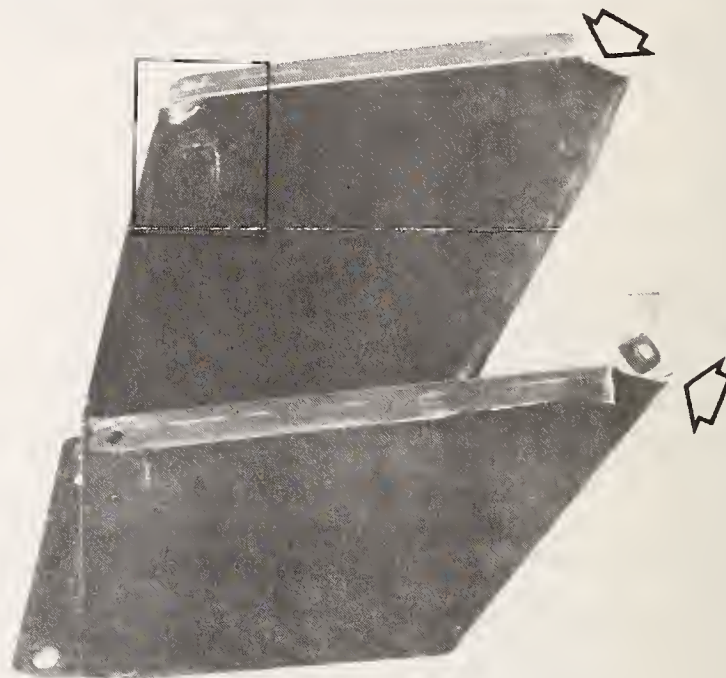
Members who have encountered problems with original equipment steel belted radial tires are asked to notify the PRP.

## SEAT FAILURE

The photographs illustrate a driver's seat, support pedestal that was received from RED IVEY'S GARAGE in Atlanta, Georgia. The component reportedly came from a 1975 Dodge, model B300 Tradesman van, with a vehicle mileage of 45,087. The frame of the seat bolts on to the flanges of the pedestal. The forward ends of the flanges broke away (arrows), allegedly causing the seat to loosen during vehicle operation. The upper rear corners of the pedestal are also cracked (insert). The pedestal had reportedly been repaired twice, before this last failure occurred. The driver reported that he

was taking the vehicle to have the seat repaired for the third time. He was traveling at about 50 mph, when he leaned back and the seat tore loose. As a result, he reportedly lost his grip on the vehicle's steering wheel for about four seconds before regaining control. The vehicle owner reported that the seat is original equipment.

Special thanks to RED IVEY'S GARAGE for returning this component. The PRP would like its members to be alert for similar failures.



Support Pedestal—Driver's Seat  
1975 Dodge B300  
RED IVEY'S GARAGE



Insert (Outside view)

## ITEMS OF INTEREST

- Welcome to DUBUQUE AUTO SUPPLY CO., our first contributing parts supplier enrolled in the newly expanded Parts Return Program with other dealers, fleets, and parts suppliers.
- Special thanks to those shops that provided assistance to the PRP during our recent survey concerning throttle cable problems in Volkswagen vehicles. The manufacturer has notified the NHTSA that a safety recall and remedy campaign is being initiated to correct the defect which could involve throttle breakage and/or binding. The vehicle models being recalled are: 1974 Audi Fox, 1974-1975 Dasher, and 1975-76 Rabbit and Scirocco.
- The NHTSA has opened a formal defect investigation involving approximately 26,000 1972-1975 Peugeot vehicles suspected of faulty seat belt retractors. This investigation was prompted by a petition NHTSA received from the Center for Auto Safety, a non-government public interest group which concentrates on consumer problems with automobiles.

Under investigation is the failure of the seat belt to roll completely into the retractor when the belts are not in use. The belt can become entangled in the seat adjustment mechanism or mangled in the door, damaging the belt. NHTSA is concerned about the ability of the belts to protect occupants after sustained abuse.

- Ford Motor Company is recalling approximately 3,000 of its 1978 Lincoln Versailles automobiles to correct potential safety defects in the vehicles' speed or cruise control units. The recall includes all 1978 Versailles models produced through Nov. 12, 1977.

The problem is described as a possibly misrouted wiring harness which can interfere with operation of the speed control servo arm. If the interference occurs when the speed control is in use, the throttle could become stuck in a partially opened position. The driver's ability to control the vehicle can be severely impaired.

In a consumer advisory, dated December 8, 1977, NHTSA Administrator Joan Claybrook stated, "We know of no accidents or injuries caused by this problem, and Ford estimates only four percent of the cars may require service. Owners should be receiving notification letters in the very near future."

- An estimated 22,000 Plymouth, Dodge, and Chrysler 1978 model cars are being recalled for correction of a problem that could result in loss of steering capability; and an estimated 24,000 Dodge 1977 and 1978 light duty trucks are being recalled for correction of a problem that could result in fuel leakage.

The steering problem involves 1978 Plymouth Volares and Furys; Dodge Aspens, Monacos, Chargers, and Diplomats; and Chrysler Cordobas and LeBarons with tilt steering columns, which were manufactured between mid-September through early October, 1977. The manufacturer estimates that two percent of these vehicles may be equipped with steering shafts containing a coupling pin which could fall out, resulting in a loss of steering capability. Recall correction involves installation of a cotter pin to insure that the coupling pin is retained.

The Dodge light duty truck recall involves 1977 and 1978 club cab models manufactured during the period August, 1976 through August, 1977. On these vehicles, the fuel tubes running from the fuel tank to the fuel pump may have been improperly routed so as to permit a portion of the vehicle underbody to interfere with and abrade the tube. Abrasion of the tube may result in fuel leakage. The actual percentage of vehicles having this problem is unknown. The recall will involve inspection of the vehicles, correction of any misrouted fuel tubes, and replacement of any damaged sections of the tube.

## TELEPHONE CALLS

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## REGION 5

- (3) CLEMEN'S AUTO REPAIR  
Racine, WI
- (2) DAY-NITE AUTO STATION  
Koukauno, WI
- \* DUBUQUE AUTO SUPPLY CO.  
Dubuque, IA
- \* GIL'S AUTOMOTIVE SERVICE  
Sioux City, IA
- ROPE GARAGE  
Coon Rapids, MN

## REGION 4

- AUTO INN GARAGE  
South Bend, IN
- BYRNE'S SERVICE  
Livonia, MI
- \* THE CHESTER BODY & REPAIR  
Cleveland, OH
- \* DOYLE'S SERVICE  
Massillon, OH

## REGION 0

- BOTHEL'S GARAGE  
Cape Elizabeth, ME
- (6) HARRY'S AUTO SERVICE  
Great Barrington, MA

## REGION 9A

- \* AUTOMATIC TRANSMISSION SERVICE  
San Diego, CA
- \* HAMNER AUTOMOTIVE  
Norco, CA
- HAROLD'S AUTO SERVICE  
Santa Rosa, CA
- \* SAMO WHEEL & BRAKE SERVICE  
Paramount, CA

## REGION 8

- DAVE KYLE'S GARAGE  
Phoenix, AZ
- (2) JOHN'S GARAGE  
Nampa, ID
- (2) LAS VEGAS WHEEL ALIGNMENT &  
BRAKE SERVICE  
Las Vegas, NV
- \* S & D TIRE AUTO CENTER  
Salt Lake City, UT

## REGION 6

- \* A. A. AUTO & TRUCK SERVICE, INC.  
Chicago, IL

## REGION 3

- (6) BIG BRAKE SAFETY CENTER  
Gulfport, MS



## REGION 1

- BUD JONES SERVICE  
Delmar, NY
- \* MIDAS MUFFLER  
Williamsville, NY
- YOUNGWOOD EXXON  
Youngwood, PA

## REGION 2

- \* A.S.A.P.  
Rackville, MD
- (6) AUTO BRAKE CORP.  
Norfolk, VA
- \* LIPPY'S AUTO SERVICE  
Richmond, VA
- \* JOYCE MOTORS  
Arlington, VA

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## parts return program

# news

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

Vol. 3, No. 7

January-February 1978

### MORE FLEX-FANS

The National Highway Traffic Safety Administration (NHTSA) recently initiated another safety defect investigation involving flexible blade, engine cooling fans (flex-fans).

The investigation involves approximately 200,000 flex-fans manufactured since 1973 by Kool Klutch Manufacturing Co. of Fort Worth, Texas, a division of Eagle Motive Industries, Inc. The NHTSA is investigating reports of breaking fan blades which could result in personal injury and vehicle damage. These flex-fans are sold in the automotive parts after-market under the brand names Kool Flex and Imperial. The NHTSA is aware of 13 reports of flex-fan breakage, three involving injuries.

Again, we urge our participants to remain alert for the failure of any flex-fan, and to report such failures to the PRP immediately.

### RUSTING CONTROL ARMS

AKRON WHEEL ALIGNMENT, Akron, Ohio, forwarded to the Parts Return Program some upper and lower front control arms from a 1977 Ford Pinto with 37,872 miles. The upper control arm pictured here is rusted through at the bushing location. The control arm bushings are partially deteriorated and the ball joint is frozen. The lower control arm was rusted through at the spring mount.

The rusting was discovered during a front end alignment inspection. Performance of the vehicle had not been impaired. The shop believes that the corrosion may have been due to vehicle contact with some sort of acidic material from an external source. No other Pintos have developed this problem, according to the shop, although they have seen similar corrosion on 1967-69 Ford Mustang vehicles.

Our thanks to AKRON WHEEL ALIGNMENT for submitting this information. If any PRP participants note similar rust problems, please send us the part, call us collect, or drop us a note on the convenient Information Report Form.



Upper Control Arm  
1977 Ford Pinto

AKRON WHEEL ALIGNMENT

### PROPOSED STANDARDIZATION OF VEHICLE IDENTIFICATION NUMBER

Motor vehicle identification will be strengthened and standardized under a new proposal announced on January 16, 1978, by the U.S. Department of Transportation.

The action arises from a proposal by the National Highway Traffic Safety Administration (NHTSA) to amend Federal Motor Vehicle Safety Standard No. 115, to specify the structure and meaning of numerals and letters used in a motor vehicle's Vehicle Identification Number (VIN).

"This is a very important proposal," said NHTSA Administrator Joan Claybrook in a news release on January 16, 1978. "It will be of great value in combating auto theft and conducting efficient safety recall campaigns and for accident investigation research."

Currently, the standard requires only that a VIN be on passenger cars, be unique to a particular



manufacturer in any 10 year period, and be located so that it is readable from outside the vehicle. The proposed amendment would require manufacturers to provide a VIN that would uniquely identify each motor vehicle, without duplication, for a 30 year period. The new VIN would contain 16 characters plus a check digit. For passenger cars, the VIN would identify the manufacturer, make and class of the vehicle, model, line, series, body type, engine type, gross vehicle weight rating, transmission type, restraint system type, and the year of manufacture. Similar information would be required for VINs on trucks, trailers, multipurpose vehicles and motorcycles.

Beyond its value in the recovery of stolen vehicles, the VIN is important to state motor vehicle administrators, the International Association of Auto Theft Investigators, U.S. Treasury agents, and numerous other local, state, and international law enforcement agencies.

The proposal has an effective date of January 1, 1980 for passenger cars and September 1, 1981 for all other vehicles. Interested persons are invited to submit their views on the proposal by addressing comments to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., S.W., Washington, D.C. 20590. The closing date for comments is April 17, 1978.

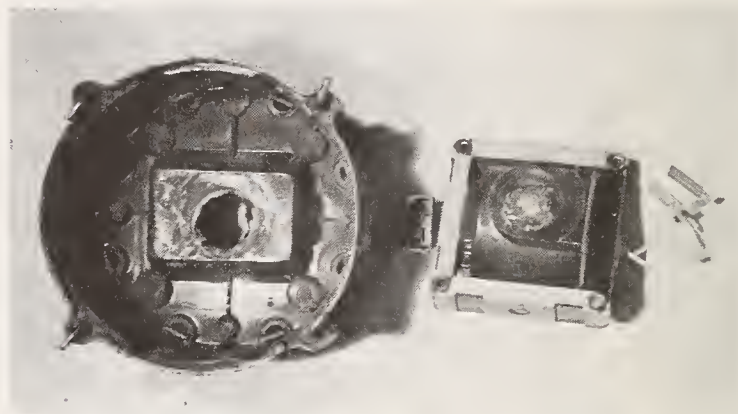
### ITEMS OF INTEREST

- The New Jersey Automobile Dealers Association (NJADA) has recently pointed out to domestic car manufacturers that dealers in the state are covered by New Jersey's warranty reimbursement law, effective May, 1977. The law requires the same reimbursement scale for warranty work as is normally used for non-warranty work. NJADA argues that dealers continue to receive reimbursement for warranty work that is "unilaterally and arbitrarily determined" by manufacturers. The NJADA has indicated that such reimbursement has the effect of penalizing dealers and ultimately consumers.
- Lindenbusch Lincoln-Mercury in St. Louis, Missouri, called our attention to a binding accelerator cable in a 1977 Mercury Monarch with a vehicle mileage of 8,451. The cable had reportedly been misrouted.
- The City of Tallahassee, Florida, has forwarded two steering pitman arms to us which were both removed from 1977 Dodge Monaco vehicles. The ball joints in each are extremely loose, which reportedly resulted in excessive steering play.

### BURNT DISTRIBUTOR

The BALTIMORE COUNTY CENTRAL GARAGE, Towson, Maryland, has sent us the distributor from a 1975 Chevrolet van equipped with electronic ignition. The photograph shows the distributor cap and ignition coil. According to the maintenance department at Baltimore County, the center of the rotor burned a hole in the distributor cap and the bottom of the coil. The van had 37,937 miles on it.

Special thanks to BALTIMORE COUNTY for being the first fleet to contribute information to the newly expanded PRP. If any of our other participants encounter problems in the electronic ignition systems of General Motors vehicles, please forward the information to us.



Distributor Cap and Ignition Coil  
(Electronic Ignition)  
1975 Chevrolet Van

BALTIMORE COUNTY CENTRAL GARAGE

### TELEPHONE CALLS

If you want to report vehicle/component failures, are in need of additional supplies, e.g., mailbags, tags, or information report forms, have any questions, or would like to pass on comments, please Call Collect: (703) 527-4500. Our staff, Bruce Beddow, Guy Whiddon, and Martin Lowery, will be happy to assist. We are on Eastern Time and are 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 the Parts Return Program, c/o Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Virginia 22209.

## RECALLS

- Approximately 2,000 *Plymouth Horizon* and *Dodge Omni* 1978 model vehicles are being recalled for replacement of leaky fuel tanks damaged during assembly.

In a recent consumer advisory, Joan Claybrook, Administrator of the National Highway Traffic Safety Administration (NHTSA), said "this recall is the result of action we initiated after receiving a report on January 20 of fuel tank leakage from the Insurance Institute for Highway Safety. The IIHS had purchased two new Horizon vehicles for a test program and, when filling the fuel tanks, significant fuel leakage was noted." An investigation determined that leakage was caused by a power-driven staple that had been driven through the floor pan to secure the carpet under the rear seat cushion. These staples had punctured the tank and allowed leakage.

On January 20, the NHTSA notified the Chrysler Corp. of the problem and urged immediate recall action. Upon investigation, the manufacturer reported that the staple causing the problem was used as an unauthorized assembly aid at one Chrysler assembly plant. They agreed to recall the vehicles for fuel tank replacement.

- More than 74,000 of the 1972 and 1973 *Toyota Celica* vehicles are being recalled for replacement of the passenger compartment heater hose.

In a recent consumer advisory, Joan Claybrook, NHTSA Administrator, said "this recall is the result of agency action on reports of three heater hose failures in which hot coolant was sprayed on the legs of the drivers. We realize that heater hoses do wear out and need periodic replacement. However, these particular hoses failed without prior warning due to internal damage. Such sudden failure, coupled with the spraying of hot liquid on the driver's legs, could result in possible loss of vehicle control."

Toyota Motor Sales, U.S.A., Inc., says the problem involves the formed inlet heater hose which is located in the passenger compartment. During the installation of the heater hose to the heater water valve, the end of the water valve pipe is connected to the curved portion of the hose. If a sharp edge exists, the inside of the hose can be scuffed, shortening its service life. Recall correction will involve replacement of curved hoses with improved, straight hoses and removal of any sharp edges on the water pipes. Required parts are being ordered from Japan and should

be available in early March, at which time owners will be notified.

- More than 118,000 *Honda motorcycles* are being recalled to correct a safety defect that could impair braking in wet weather.

Honda is recalling 1975-1978 models CB750F and GL 1000 cycles built with rear disc brakes. The NHTSA has been investigating reports of wet weather brake malfunctions in these motorcycles since April 1977, and had received 72 owner complaints and reports of 11 injuries. The problem is described as a temporary reduction in rear brake effectiveness in rainy weather. Although normal braking efficiency resumes after a brief time, operators tend to increase pressure on the brakes when there is no initial response. As normal braking returns, this increased brake pressure may exceed the available tire traction and cause rear wheel lock-up and a potential loss of control. Under the recall, Honda will replace the original equipment rear brake pads with new pads of an improved design. The company said it will be sending letters to owners in mid-March explaining the recall campaign, and instructing them to contact Honda motorcycle dealers to obtain the replacement rear brake pads.

## NATIONAL PARTS RETURN PROGRAM

### Description and Function

- The PRP involves the voluntary submittal of failed automotive components and information by participating members. The program is open to independent repair shops, new car dealers, independent parts suppliers, and fleet operators. Information and/or failed parts 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 and components to help the NHTSA identify the existence of safety-related defects in the performance, construction, components, or materials of 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 recall and remedy campaigns, when it has been determined that a defect relating to motor vehicle safety exists.
- The information obtained is also valuable in preparing Federal motor vehicle safety standards.
- You can help. The components and information that you send in will give vital information that cannot be obtained in any other way.



## OUTSTANDING PARTICIPANTS

Our outstanding participants are those that have sent to the PRP at least one component or item of information during the current month. The number in parentheses before a participant's name identifies the number of consecutive months the participant has sent in components and information. New members who have just become active in the PRP for this year (July 1977 to June 1978) are identified with an asterisk before their name. This month, 13 members become new active participants and four have sent in components or information in consecutive months. We need more active participants. Please make your contribution toward highway traffic safety today.

**REGION 5**

- \* AUTO TRAAC  
St. Anthony, MN
- \* DAVE McMILLEN'S AUTO REPAIR SERVICE  
Duluth, MN
- \* DOLLAR RENT-A-CAR  
Sioux City, IA
- \* IMPORT MACHINE  
Kewauonee, WI

**REGION 4**

- AKRON WHEEL ALIGNMENT  
Akron, OH
- KORZUN & CORLETTE'S GARAGE  
Euclid, OH

**REGION 0**

- (7) HARRY S AUTO SERVICE  
Great Barrington, MA

**REGION 9**

- \* CHUCK & WAYNE'S GARAGE  
Eugene, OR

**REGION 1**

- (2) BUD JONES SERVICE  
Delmar, NY
- \* RITEWAY GARAGE  
Harrisburg, PA
- VINS MOTOR SERVICE CORPORATION  
Brooklyn, NY

**REGION 9A**

- \* DUANE S TUNE-UP CLINIC  
Monteco, CA
- \* TOM PITRE: AUTO MECHANICS  
Los Altos, CA

**REGION 2**

- (7) AUTO BRAKE CORPORATION  
Norfolk, VA
- \* BALTIMORE COUNTY CENTRAL GARAGE  
Towson, MD

**REGION 6**

- \* LINDENBUSCH LINCOLN-MERCURY  
St. Louis, MO
- \* NATURAL BRIDGE AUTO PARTS  
St. Louis, MO

**REGION 3**

- (7) BIG BRAKE SAFETY CENTER  
Gulfport, MS
- \* CITY OF TALLAHASSEE  
Tallahassee, FL
- \* HAGAN SERVICE CENTER  
Goinesville, FL
- TERRELL'S GARAGE  
Macon, GA

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DOT 517







## parts return program

# news

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

Vol. 3, No. 8

March 1978

### REMINDER

It has come to our attention that there may be some concern or reluctance on the part of some of our newly enrolled dealers to participate in our Parts Return Program (PRP) by submitting failed automotive components.

For example, the GMC Truck and Coach Division of General Motors Corporation requires that all parts, replaced under the terms of the warranty, be held for inspection by a factory representative in accordance with certain established procedures. In other cases dealers are required to return certain parts to the factory for warranty reimbursement. Additionally, some states and localities require that replaced parts and/or materials be made available to the owner at the time service repairs are paid for.

We want all of our members to know that the PRP has no intention of undermining or conflicting with any of the above kind of responsibilities that you may have. Perhaps our program would be better named the "Parts and Information Return Program". In any case, the above situations are exactly why we designed and provided all of our members with the new postage-paid Information Report form. As you know, it is a short and convenient way for you to report safety problems when parts are not available. Additionally, the PRP staff is readily available to receive information from you by telephone—*call collect* (703) 527-4500. The PRP canvas mailbag has been provided for situations where parts are available.

We trust that we can count on the important contributions that you can make to highway traffic safety.

### 17 SHOPS RECEIVE ADMINISTRATOR'S AWARD

Our independent PRP repair shops supplied information last year that aided 17 safety defect investigations, which resulted in four major safety recall campaigns. Two recall campaigns involved Ford Motor Company, while the other two involved Porsche and Firestone Tire and Rubber.

To express our thanks, the National Highway Traffic Safety Administration (NHTSA) recently awarded Certificates of Appreciation to 17 shops for their strong support in the Parts Return Program over the past year.

In making the awards, NHTSA Administrator Joan Claybrook said, "the voluntary cooperation of participating shops demonstrates their genuine concern for improving automotive safety. The information received as a result of the Parts Return Program is crucial to our defects investigations."

Ten of the shops received Certificates of Appreciation for the first time:

Automotive City, San Francisco, California  
Bob's Service Station, Hammond, Indiana  
Tommy's Auto Repair, Sioux City, Iowa  
McLain's Auto Repair, St. Louis, Missouri  
Longbard's Exxon Station, Poughkeepsie, New York  
May's Auto Service, Mansfield, Ohio  
Harry's Auto Service, Great Barrington, Massachusetts  
Woody's Garage, Montoursville, Pennsylvania  
L.A.D. Auto Electric, Spokane, Washington  
Joe's Auto Service, Appleton, Wisconsin

Seven firms, recipients of prior awards, on the award list again this year are:

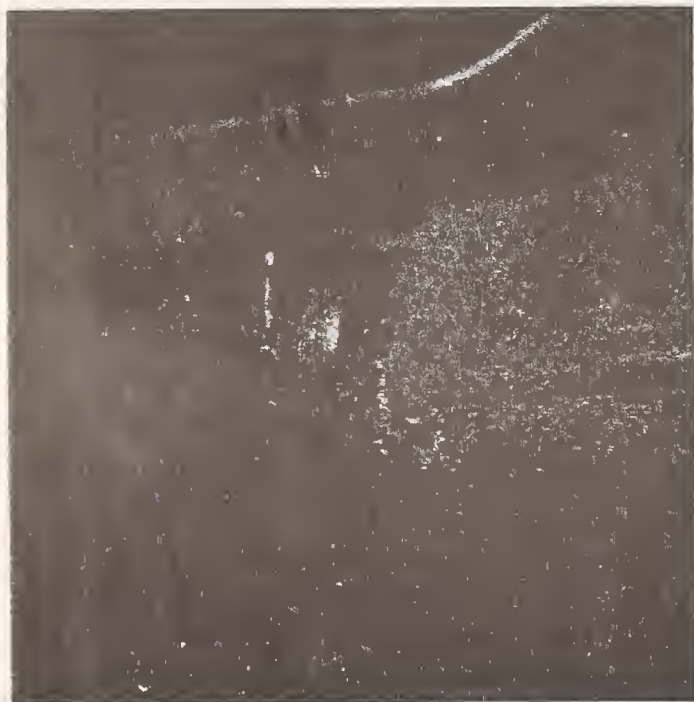
Hagan Service Center, Gainesville, Georgia  
Ise Automotive Service, Hollywood, California  
Auto Hospital, Lincoln, Nebraska  
Kolesnik's Service Station, Rochester, New York  
Auto Brake Corp., Norfolk, Virginia  
Doyle Automotive Service, Seattle, Washington  
Park Auto Repair, Racine, Wisconsin

## FORD AXLE HOUSING WELD FAILURES

A number of reports have been received by the NHTSA involving axle shaft housing failures on 1974 through 1977 Ford Torinos. In one case, it was reported that the housing had cracked on a 1975 Ford Torino with 35,293 miles. In another instance, involving a 1974 Ford Gran Torino Station Wagon with 45,895 miles, it was reported that the weld between the differential housing and axle housing had broken, causing the axle to fall off. A third one described an identical broken weld on a 1975 Ford Torino that reportedly resulted in \$500 property damage.

These cases are similar to one reported in the July, 1976 *PRP News*. The component pictured here, was submitted by BOB CHESTER'S AUTO SERVICE of Arlington, Texas, and involved the left axle tube from a 1974 Ford E 100 van with 11,500 miles. The tube reportedly separated from the center section of the axle (differential housing) as a result of an insufficient weld.

The PRP is very interested in learning of other problems with axle welds, such as those described here. If you have observed such failures, please send the information to us immediately. Again, special thanks to Bob Chester's Auto Service.



Axle Tube to Differential  
1974 Ford Van  
BOB CHESTER'S AUTO SERVICE

## TWO NEW INVESTIGATIONS

The NHTSA recently initiated two new safety defect investigations involving vehicles manufactured by the Ford Motor Co. One investigation involves breakage or separation of the manual transmission, floor-mounted gear shift levers in 1971-1978 Mercury Capris, and the other deals with malfunction of the power steering control valve in 1975-1977 Granadas and Mercury Monarchs.

The gear shift investigation involves two separate types of manual transmission levers used in 350,000 Mercury Capris. Depending on the type used, the

*(Continued on page 3)*

## CRANKSHAFT PULLEY SPLIT

The COUNTY OF DALLAS, Dallas, Texas, reported a problem on a 1977 Ford LTD equipped with the police package. The difficulty is in the original equipment crankshaft pulley. As shown in the photograph, the pulley has a  $\frac{7}{8}$ " wide split along the circumference of the alternator belt groove. The problem was discovered during a routine maintenance inspection. Vehicle mileage was 4,000.

In a somewhat similar situation, BYERLY FORD of Louisville, Kentucky submitted a power steering pump pulley that was removed from a 1977 Ford Econoline van with 1,352 miles. The inside portion of the pulley, where the belt tracks, was split and separated.



Crankshaft Pulley  
1977 Ford LTD (Police Package)  
DALLAS COUNTY, TEXAS



gear shift lever may break due to fatigue, or the lever may separate from the transmission, coming out in the driver's hand. In either case, the driver will be unable to shift gears. The NHTSA has received 16 owner complaints and Ford reported 28 other complaints, including one accident allegedly due to the problem. The manufacturer also reported a 35 percent parts replacement rate for one of these gear shift levers, and a 19 percent parts replacement rate for the other.

The second, investigation involves the power steering control valve on 1.5 million Ford Granadas and Mercury Monarchs. The federal safety agency has received 24 complaints, including one alleged accident, concerning a steering problem in which the vehicle wanders, requiring drivers to continually make steering corrections to stay in the proper lane. The manufacturer reported four accidents including three injuries allegedly due to this problem.

If you have any information pertinent to these investigations please contact the PRP immediately.

### ITEMS OF INTEREST

- The Environmental Protection Agency (EPA) has asked for our help. The EPA, Office of Noise Abatement and Control, is interested in obtaining any information on vehicle parts or components for which excessive noise is an indication of a problem, as well as the techniques used to solve the problem. This might include certain exhaust system components, for example. You may want to use one of your new Information Report Forms. We will pass the information on to the EPA.

- Automotive researchers may have found a practical solution to reducing one of the most costly and common types of traffic accidents—the rear-end collision which accounts for nearly 3 million accidents annually.

Recently completed NHTSA research indicates that this type of accident was reduced by 54 percent in a test group of Washington, D.C. taxicabs. The cabs were experimentally equipped with brake lights mounted above the vehicle's trunk just beneath the centerline of the rear window. In addition, they were equipped with conventional brake lights. The accident experience of these cabs was compared to a like number of taxicabs having only conventional brake lights.

Rear-end collisions account for about 25 percent of all cab accidents in Washington, D.C., and the research showed promising results in reducing daytime as well as nighttime accidents. Only 16 percent of the daytime rear-end accidents involved cabs equipped with the center, high-mounted light, as compared to 31 percent of an equal number of "control" cabs equipped with conventional rear lights. The nighttime figures were even better. The control group accounted for 35 percent of all nighttime rear-end accidents, whereas the center, high-mount equipped cabs were involved in only 10 percent.

- ROPE GARAGE of Coon Rapids, Minnesota, reported a failure of the left front spring in a 1977 Dodge Tradesman van with 39,000 miles. The center coil reportedly broke while the vehicle was in motion, causing the tire to rub against the fender and affecting vehicle control. The coil is a #42 type, heavy duty, and the shop reported knowledge of eleven other similar incidents. Please tell us if you are aware of similar failures in late model Dodge vans.
- The CINCINNATI FIRE DEPT. recently forwarded a report to the PRP on an accident involving one of their 1974 Dodge rescue ambulance vehicles. The vehicle was reportedly involved in an accident during an emergency run. Investigation of the accident by an engineering firm reportedly indicated that the accident may have been caused by the initiation of fatigue cracks in the steering arm. Vehicle mileage was reported at 80,000.

### TELEPHONE CALLS

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## OUTSTANDING PARTICIPANTS

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### REGION 9

L.A.D. AUTO ELECTRIC  
Spokane, WA

### REGION 9a

A.T.S.  
San Diego, CA  
ISE AUTOMOTIVE SERVICE  
Hallywaad, CA  
\* LEE RANDALL AND SON  
San Diego, CA  
MAURICE'S AUTOMOTIVE  
Hallywaad, CA

### REGION 6

ADAMS MOTOR SERVICE  
St. Charles, MO  
ATWELL AUTO REPAIR  
St. Louis, MO  
\* THE CAR SHOP  
Chicago, IL  
\* J. GARTNER AUTO SERVICE  
Chicago, IL  
\* RAYMOND'S AUTO REPAIR  
Chicago, IL  
\* ROBERT'S AUTO REPAIR  
Chicago, IL  
TOMAN AUTO REPAIR  
St. Louis, MO

### REGION 5

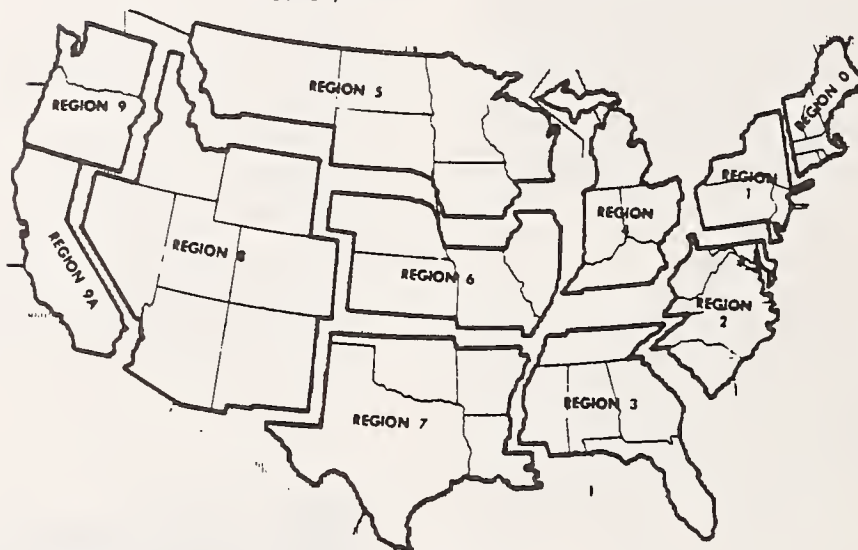
\* HESSEFORT SERVICE  
Kenasha, WI  
\* KATON'S GARAGE  
Lead, SD  
\* MINNESOTA GAS COMPANY  
Minneapolis, MN  
RICHFIELD WHEEL ALIGNMENT  
Minneapolis, MN  
\* STATE OF MINNESOTA  
St. Paul, MN

### REGION 4

\* BYERLY FORD  
Louisville, KY  
\* CITY OF CINCINNATI  
Cincinnati, OH

### REGION 0

\* CAMBRIDGE BRAKE SERVICE  
Cambridge, MA  
(8) HARRY'S AUTO SERVICE  
Great Borrrington, MA  
\* NASH ROAD MOTORS  
New Bedford, MA  
\* SPARKY'S AUTO SERVICE CENTER  
New Bedford, MA



### REGION 1

CENTRAL CITY GARAGE  
Harrisburg, PA  
KOLESNIK'S SERVICE STATION  
Rachester, NY  
\* MIDAS MUFFLER  
Pennsauken, NJ  
\* NEW YORK AUTO RADIATOR AND  
BODY SHOP  
Albany, NY

### REGION 2

(8) AUTO BRAKE CORPORATION  
Norfolk, VA  
MUSTEN AUTO SERVICE  
Winston-Salem, NC

### REGION 3

\* BRITISH EUROPEAN AUTO SERVICE  
Miami, FL  
\* EDDIE'S GARAGE  
Nashville, TN  
\* RIVERSIDE AUTO PARTS  
Macan, GA

### REGION 8

\* MR BRAKE #9  
Pocatella, ID  
\* PRITZ FOREIGN CARS OF COLORADO  
Calarado Springs, CO

### REGION 7

\* COUNTY OF DALLAS  
Dallos, TX  
FIFTH STREET AUTOMOTIVE SERVICE  
Tyler, TX  
PRO-TUNE  
Part Arthur, TX

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DOT 517





## parts return program

# news

U S DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Vol. 3, No. 9

April, 1978

### AMC RECALL

American Motors Corporation (AMC) has announced that it will recall 1975-1977 AMC Hornets and Gremlins equipped with six-cylinder engines for correction of a possible power steering hose problem.

In its investigation of the problem, the National Highway Traffic Safety Administration (NHTSA) noted that the difficulty was due to the power steering hose being routed too near the engine, making it susceptible to heat damage. The hose can rupture and leak power steering fluid onto the engine, creating a fire hazard as well as impaired steering. The agency cited 55 complaints and more than 27 alleged fires caused by this type of failure. There are approximately 133,000 of these vehicles involved in the safety recall.

We'd like to thank WINSLOW'S MOBIL STATION, Gorham, Maine, for submitting the power steering hose shown in the picture (*PRP News*, November, 1976), and thus contributing to the investigation.



AMC Power Steering Hose  
WINSLOW'S MOBIL STATION

### FORD IGNITION AMPLIFIER FAILURES

STEWART'S GARAGE, San Angelo, Texas, recently informed the PRP of some ignition system failures in late model Ford vehicles, allegedly due to faulty amplifier modules. One vehicle, a 1976 Ford LTD with 16,068 miles, has reportedly experienced periodic ignition system failures, causing a loss of power steering and power brakes. All failures have reportedly occurred after the vehicle was warmed up, and the situation was remedied by replacement of the amplifier module.

Several similar complaints have been received from other PRP members. JEFFERSON COUNTY, KENTUCKY, Transportation Division, has submitted a failed ignition amplifier module from a 1977 Ford with 21,298 miles, which reportedly stalled while in motion. The failure is a common one among the fleet's Ford Custom sedans, according to their maintenance department. Failed Ford amplifier modules have also been submitted by BROOKWOOD CHEVRON, Colorado Springs, Colorado and A.A. AUTO AND TRUCK SERVICE, Chicago, Illinois. These repair shops have also reportedly experienced other additional failures in Ford vehicles since submitting the amplifier modules.

Failures have generally been reported in vehicles with mileages ranging between 15,000 and 21,000, and have involved Ford Motorcraft Ignition Modules, number DSAE 12A199. A spot check of Ford service departments participating in the PRP indicates, however, that the problem has also occurred on vehicles with significantly lower mileage. It has been suggested that changes in temperature may adversely affect the functioning of the unit. Please let us know what your experience has been on this subject.

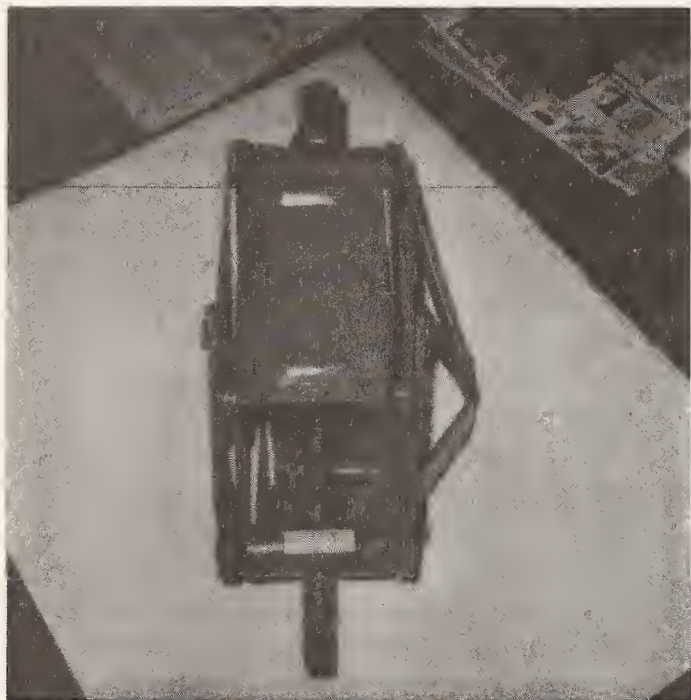
### SCISSORS JACK FAILURE

BOB CHESTER'S AUTO SERVICE, Arlington, Texas, has informed the PRP of an incident involving the collapse of a 1¾ ton capacity scissors



jack. The jack was reportedly manufactured by SUMCO Manufacturing Co., and was purchased as a replacement. It was placed under a Chevrolet truck and reportedly collapsed after a tire had been removed from the vehicle (see photographs). The approximate load placed on the jack was 1,000 pounds. The jack was purchased from an auto supply store in Arlington, Texas which has reportedly discontinued it as a stock item.

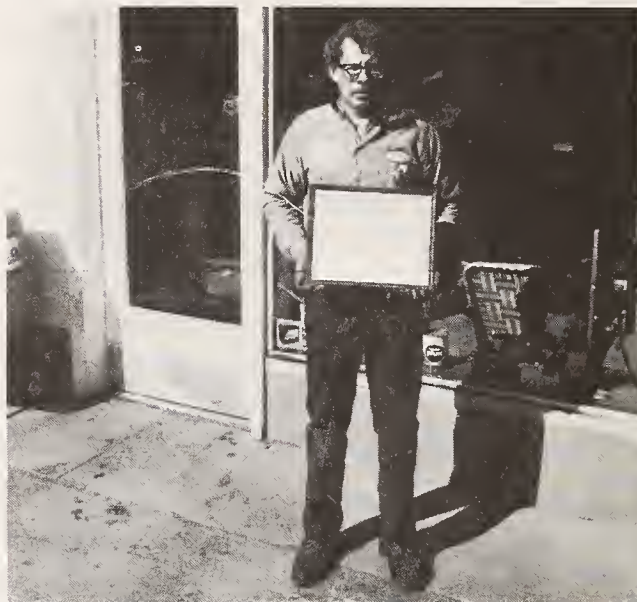
A similar incident involving a SUMCO jack has also been reported to the NHTSA. Has your shop encountered any similar failures?



SUMCO Scissors Jack  
BOB CHESTER'S AUTO SERVICE

LONGBARD EXXON'S Tony Hamel of Poughkeepsie, New York, has been awarded his first NHTSA, Certificate of Appreciation as an outstanding participant in the Parts Return Program. Mr. Hamel is one out of seventeen PRP members to receive the 1977 Award (see last month's issue of the PRP News).

We invite our other PRP participants to send in similar photos. Help us and your fellow PRP members to know you more.



#### ITEMS OF INTEREST

- The NHTSA recently announced a new five-year motor vehicle rulemaking plan that will give top priority to four major areas offering the most promise for reducing deaths and injuries on the nation's highways.

The plan calls for concentrating safety rulemaking in the coming years in the following areas:

- Providing better protection for occupants in side impact collisions.
  - Extending many existing motor vehicle safety standards to cover light trucks and vans.
  - Reducing pedestrian fatalities.
  - Improving braking requirements for all motor vehicles.
- Ford Motor Company and General Motors, working closely with their dealers and NADA (National Automobile Dealers Association), announced plans to formalize an indemnification clause as part of the Dealer Sales and Service Agreement, according to a recent issue of *Automotive News*. The adoption of the indemnification policy will help relieve the dealer of many



of the problems relating to product liability litigation.

Both Ford and GM are the first domestic auto manufacturers to adopt indemnification. Ford's plans will take effect May 15; GM's take effect June 1.

The supplemental indemnification clause as proposed by GM will indemnify dealers against law suits based upon, among other things, an alleged defect in the design, manufacture or assembly of the product. The dealer in return would agree to indemnify GM against law suits based upon the dealer's failure to properly repair a vehicle.

- As reported in the September 1977 *PRP News*, the NHTSA has opened an investigation into C-6 automatic transmissions manufactured by Ford Motor Co. Subsequently, the case was expanded to include the FMX transmission. Allegedly, the vehicles so equipped can slip out of Park and into Reverse when the engine is left running and the parking brake is not in place. So far, there have been reports of 104 accidents, including 6 fatalities, associated with the alleged transmission problem. Several shops have been involved in the inspection of problem transmissions, and we would like to thank them for their help: ANDERSON AND BUCKLER, Arlington, Virginia; WEIXLER AUTO SERVICE, Louisville, Kentucky; 15-MOUND COLLISION, Sterling Heights, Michigan; PESTKA-ATRA TRANSMISSION CENTER, Chicago, Illinois; and ALAMEDA AUTO SERVICE, San Jose, California. Anyone with information on the C-6 or FMX transmission problem should notify the PRP immediately.

- SPARKY'S AUTO SERVICE, New Bedford, Massachusetts, reported a transmission hose problem in a 1976 Chevrolet Chevette with 18,348 miles. The hose was found to have been rubbing on the sway bar, causing a leak, loss of transmission fluid, and finally a transmission failure while the vehicle was in motion. The shop also reported seeing similar conditions in two other Chevettas.

### PROPOSED HEADLAMPS

- New high intensity automobile headlamps that combine the best features of American and European systems have been proposed, as an amendment to Federal Motor Vehicle Safety Standard No. 108, Lamps, Reflective Devices and Associated Equipment, by the National Highway Traffic

Safety Administration (NHTSA). It would double the maximum allowable illumination intensity from the present 75,000 candlepower to 150,000 candlepower. The proposal applies to both the traditional circular and the newer rectangular systems.

"This is an ideal compromise between the use of American sealed beam light systems and a safe and economical alternative for expensive European high intensity lamps," said Joan Claybrook, Administrator of NHTSA, in a recent news release. "Our research indicates that the 150,000 candlepower level will provide increased seeing distance without creating excessive glare for oncoming vehicles. We anticipate most manufacturers will use halogen type bulbs to meet the higher allowable output."

The new halogen lamps would return such established safety features as sealed beam construction and mechanical aiming capability, which have distinguished American headlamps from European systems over the years.

### NATIONAL PARTS RETURN PROGRAM

#### Description and Function

- The PRP involves the voluntary submittal of failed automotive components and information by participating members. The program is open to independent repair shops, new car dealers, independent parts suppliers, and fleet operators. Information and/or failed parts 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 and components to help the NHTSA identify the existence of safety-related defects in the performance, construction, components, or materials of 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 recall and remedy campaigns, when it has been determined that a defect relating to motor vehicle safety exists.
- The information obtained is also valuable in preparing Federal motor vehicle safety standards.
- You can help. The components and information that you send in will give vital information that cannot be obtained in any other way.

## OUTSTANDING PARTICIPANTS

Our outstanding participants are those that have sent to the PRP at least one component or item of information during the current month. The number in parentheses before a participant's name identifies the number of consecutive months the participant has sent in components and information. New members who have just become active in the PRP for this year (July 1977 to June 1978) are identified with an asterisk before their name. We need more active participants. Please make your contribution toward highway traffic safety today.

### REGION 5

- \* CERTIFIED AUTO REPAIR SERVICE  
Fridley, MN
- DAY-NITE AUTO STATION  
Kaukauna, WI
- GIL'S AUTOMOTIVE SERVICE  
Sioux City, IA
- \* MCNAUGHTON MOTOR SERVICE  
Minneapolis, MN
- \* OLE MODTLAND  
DES MOINES COMMUNITY COLLEGE  
Ankeny, IA

### REGION 9

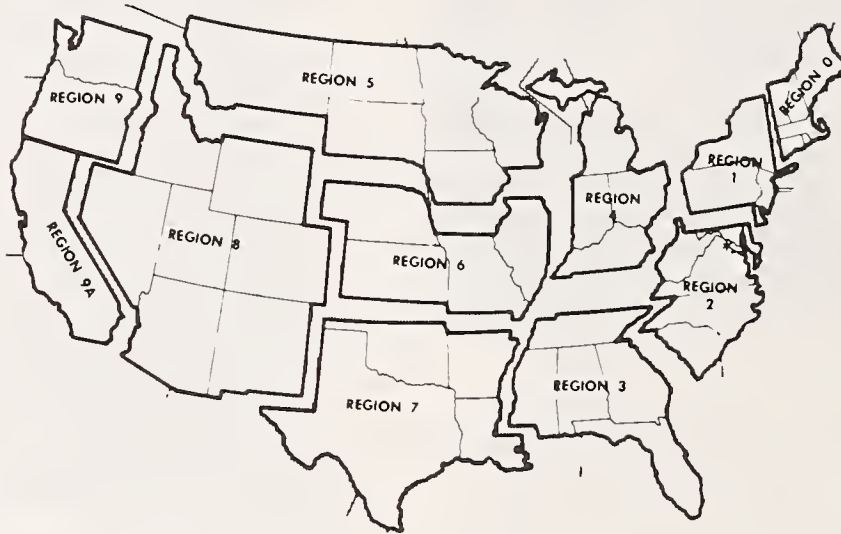
- (2) ISE AUTOMOTIVE SERVICE  
Hollywood, CA
- (2) MAURICE S AUTOMOTIVE  
Hollywood, CA
- MR. BRAKE #11  
Sacramento, CA
- VANOWEN BRAKE AND WHEEL  
North Hollywood, CA

### REGION 8

- \* DOC'S AUTO REPAIR  
Mesa, AZ
- LAS VEGAS WHEEL ALIGNMENT  
Las Vegas, NV
- JOHN S GARAGE  
Nampa, ID
- ZENNER AUTOMOTIVE  
Colorado Springs, CO

### REGION 4

- \* JEFFERSON COUNTY  
LOUISVILLE, KY



### REGION 7

- \* TOM S SOUTHSIDE ALIGNMENT AND REPAIR  
Arlington, TX
- \* STEWART S GARAGE  
San Angelo, TX

### REGION 6

- \* AUTO HOSPITAL  
Lincoln, NE
- (2) ADAMS MOTOR SERVICE  
St. Charles, MO
- \* NIEBLING AUTO REPAIR  
St. Louis, MO
- \* RUNGE S AUTO AND TIRE  
Chicago, IL

### REGION 0

- \* FRANK S FRONT END SERVICE  
Manchester, NH
- (9) HARRY S AUTO SERVICE  
Great Barrington, MA
- (2) SPARKY S AUTO SERVICE CENTER  
New Bedford, MA

### REGION 1

- \* BASILE'S EXXON  
Fairview Village, PA
- D&Z ATLANTIC  
Cornwell Heights, PA
- \* DE ANGELIS' GARAGE  
Norristown, PA
- DEUTZVILLE GARAGE  
Trenton, NJ
- \* GORDIE'S AUTO SERVICE  
West Chester, PA
- (2) KOLESNIK'S SERVICE STATION  
Rochester, NY
- \* PETE S AUTO SPRING  
Valley Stream, NY
- WOODY S GARAGE  
Montoursville, PA

### REGION 2

- (9) AUTO BRAKE CORPORATION  
Norfolk, VA
- \* CERTIFIED TRUCK AND AUTO SERVICE  
Salem, VA
- \* JACK STOLTZ S GARAGE  
Winston-Salem, NC

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## parts return program

# news

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

Vol. 3, No. 10

May 1978

### CASE OF THE MONTH

#### FRONT WHEEL BEARING AND SPINDLE FAILURE ON GM V-8's

(Case No. C8-23)

The NHTSA recently opened an investigation of alleged front wheel bearing and spindle failure due to excessive front brake heat in the 1975 Chevrolet Monza V-8, Oldsmobile Starfire and Buick Skyhawk. The case is based on 11 consumer complaints on front wheel bearing problems involving three broken spindles and three other damaged spindles. Two of the spindle failures resulted in near accidents.

The 1975 Monzas, Starfires and Skyhawks are basically similar vehicles which utilize the same frame, suspension, brakes and body. The Starfires and Skyhawks have a V-6 engine, whereas the Monza utilizes the same four cylinder engine as the Chevrolet Vega or the optional 262 C.I.D. V-8 engine. All of these vehicles utilize the same front spindles, wheel bearings and brakes as the Chevrolet Vega. Drum brakes are used at the rear; and disc brakes with solid, unvented rotors are used at the front. The spindle supports the front wheel and wheel bearing. The wheel becomes detached if the spindle breaks.

Allegedly, the front brakes develop excessive heat due to front suspension weight and design of the front

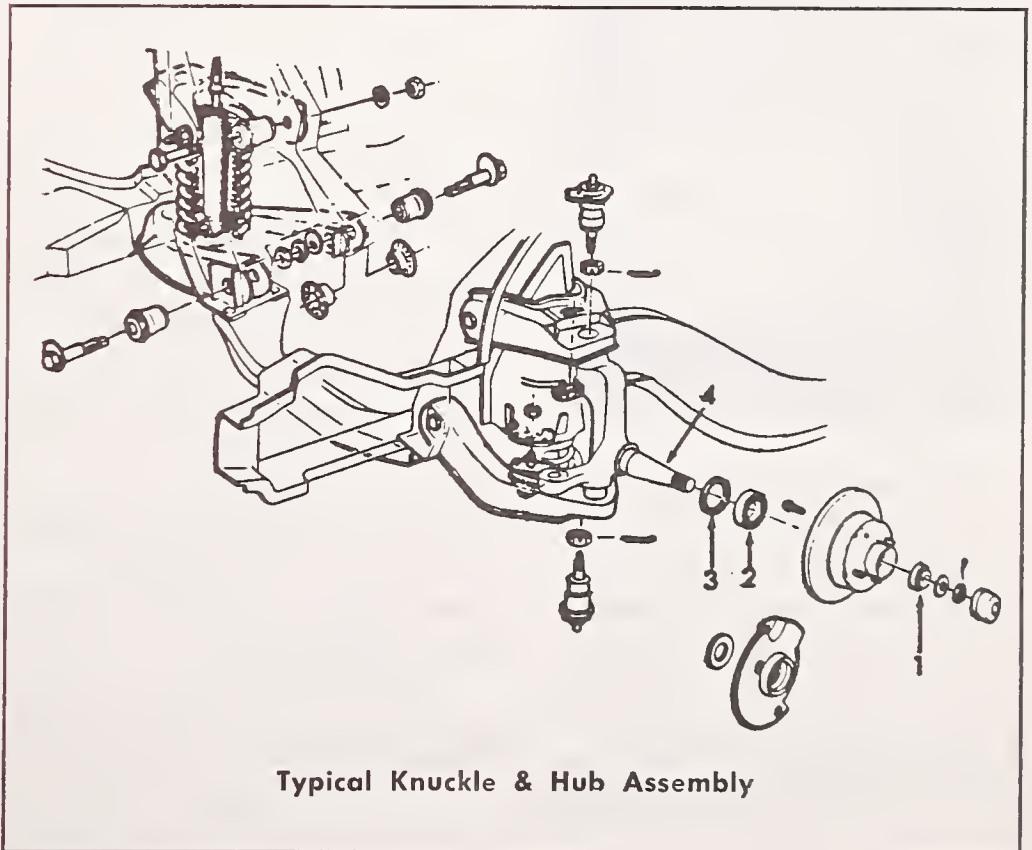
disc brake rotors. Heat from the brake rotor is transferred to the wheel bearing, causing wheel bearing grease to be heated to a liquid stage. Loss of the lubricant can cause wheel bearing and ultimately spindle failure.

In opening this investigation, the NHTSA notes that in some cases, wheel bearing failure can result in a loss of vehicle control if the driver

is not sufficiently alert or knowledgeable to respond to the noise which usually precedes a complete bearing failure.

#### PRP Telephone Number:

Have some interesting information?  
Need more materials? CALL US  
COLLECT (703) 527-4500.



Typical Knuckle & Hub Assembly



## PINTO DISC BRAKE CORROSION REPORTED

RITE-WAY GARAGE, Harrisburg, Pennsylvania, has submitted the left front brake caliper, rotor and pads taken from a 1974 Ford Pinto with 23,995 miles. The piston is frozen in the caliper bore, as shown in the photo (below right).

According to the shop, the failure caused the brake pads to deteriorate completely. The condition reportedly resulted in an accident when the vehicle pulled to the right during an attempted braking and ran down an embankment.



Corroded Pinto Pistons

The shop also states that this is the fourth or fifth Pinto they have seen with the same piston problem.

The photo at the left below shows corrosion on another piston forwarded to the PRP. This piston had also frozen in the caliper bore. It was removed from the left front of a 1974 Pinto with 45,000 miles.

Our thanks to RITE-WAY for forwarding this part. Information on similar brake problems from other program members would be appreciated.



## ALLEGED FIRES

The NHTSA has received some reports of engine compartment fires in V-8 equipped Ford Granadas and Mercury Monarchs. If any PRP member has encountered a fuel leak or fire in these vehicles, let us know what you found.

### DEFECT INVESTIGATIONS CHECKLIST

- C8-26: Alleged Failure of Wiring Harness Connecting Rear Wheel Speed Sensor to Anti-Lock Computer Module on Ford Series B, C, F, L, W and CL, 1975 to March 6, 1978.
- C8-24: Alleged Failure of Certain 13 and 14 inch Chrome Trailer Wheels Manufactured by Broad Wheels Company.
- C8-23: Alleged Front Wheel Bearing and Sindle Failure Due to Excessive Front Brake Heat, 1975 Chevrolet Monza V-8, Oldsmobile Starfire and Buick Skyhawk Vehicles.
- C8-19: Alleged Breakage of the Manual Transmission, Floor-Mounted Gear Shift Levers in 1971-1978 Mercury Capris.
- C8-20: Alleged Malfunction of Power Steering Control Valve in 1975-1977 Ford Granadas and Mercury Monarchs.
- C8-04: Alleged Sticking of Idler Arm Bushing in 1968 to 1974 Fords, Lincolns and Mercurys, Full-Size and Intermediate.
- C8-02: Alleged Jumping Into Reverse from the "Park" Position of Certain 1973-78 Ford, Lincoln and Mercury Vehicles Equipped With C-6 or FMX Transmissions.

## TO CATCH A THIEF

Stolen cars are involved in one out of every 350 accidents and account for approximately 5,000 disabling injuries and 130 fatalities annually.

To protect car owners against theft, the NHTSA is proposing to amend its safety standard #114 on theft protection. Some of the changes would be to require that the ignition key be different from the

door key, the door lock buttons be modified to prevent lifting by external devices and that ignition wires be protected to reduce hot wiring.

Such requirements would be effective with the 1981 model year passenger cars. Comments on the proposed change should be submitted by July 31, 1978 to the Docket Section, NHTSA, 400 Seventh Street, SW., Washington, D.C.

Have an interesting problem? . . . Need more materials? . . .  
CALL US COLLECT: (703) 527-4500

## THE FORUM

SEQUOIA AUTOMOTIVE INSTITUTE, Sunnyvale, California, reports fuel leakage in the Carter YF single barrel carburetor. They recently removed one from a 1971 Maverick with 76,000 miles. The throttle shaft was loose, and fuel was leaking on to the exhaust manifold. This is reportedly the third Carter YF single barrel carburetor they have seen with this problem. Two were new, one rebuilt.

A steering problem has been reported in Ford E-100 vans by the CHESTER BODY AND REPAIR

COMPANY of Cleveland, Ohio. The vehicles in question are owned and operated as emergency vehicles by the American Red Cross. The problem involves the drag link assembly on two 1976 Ford E-100s, one with 21,000 miles, the other with 24,471 miles. The shop claims that the ball stud socket ends on each were loose, causing steering difficulty.

FRANK'S FRONT END SERVICE, Manchester, New Hampshire, reports a potential problem with the emergency brake cable on a 1978 Dodge Magnum XE with 2,649 miles.

While balancing the wheels the shop noted that the cable was caught on the bracket which holds the anti-sway bar, causing the right rear wheel to lock. Pulling on the brake release would not, according to the shop, unlock the wheel. Allegedly, if there is enough slack in the cable, there is a possibility of it becoming snagged on the bracket when traveling on a rough road. The vehicle was still under warranty and was therefore returned to the dealership for service.

### FMVSS 121 ANTI-LOCK BRAKE INVESTIGATION OPENED

An investigation was recently opened by the NHTSA on alleged failures in the wiring harness used to connect the rear wheel speed sensor to the FMVSS anti-lock computer module on certain Ford trucks. The vehicles in question are all Ford Motor Company vehicle series B, C, F, L, W and CL for model years 1975 through March 6, 1978. The case (ODI Case No. C8-26) was opened based upon a petition by the Palmer Transportation Company and information furnished by the Wilson Freight Company.

The wiring harness transmits electrical voltage signals from the wheel speed sensors to the brake anti-lock

computer module. Allegedly, the manufacturer's design does not secure the harness to keep it from flexing during vehicle movement. Flexing apparently causes the wire in the harness to fail. Complete failure or an intermittent open circuit could cause the anti-lock system to be inoperative on the affected axle.

A malfunction should cause the anti-lock warning light to illuminate, warning the driver. This type of malfunction could cause erratic operation of the brake system due to irregular electrical signals from the wheel speed sensor. This could, in turn, cause the driver to have problems with vehicle control.

### Propane Fuel Systems

The NHTSA is seeking information relating to failure and/or malfunction of propane fuel systems used in motorcoaches, normally operated by municipalities or transit districts, that have caused fires, accidents, injuries or property damage.

### LEVERS

The NHTSA has received three reports of the turn signal/dimmer switch/cruise control lever breaking off on 1978 Chevrolet Caprices. Reports of similar failures on late model GM vehicles with cruise control would be of interest.



*Chuck Braderick of AUTOMOTIVE CITY SERVICE CENTER, San Francisco, holds his first Certificate of Appreciation as an outstanding participant in the Parts Return Program. Said Braderick, "We at Automative City are proud to be a part of this worthwhile program and will continue to contribute."*



## OUTSTANDING PARTICIPANTS

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 FELD GARAGE, INC.  
 Kenosha, WI  
 \* FRENCHY'S SERVICE STATION  
 Duluth, MN  
 \* MINNESOTA GAS COMPANY  
 Minneapolis, MN  
 WISCONSIN DEPARTMENT OF  
 TRANSPORTATION  
 Madison, WI

**REGION 8**  
 \* DESERT HILLS PHILLIPS 66  
 Las Vegas, NV  
 \* DOC'S AUTO REPAIR  
 Mesa, AZ  
 DUNCAN'S AUTO REPAIR  
 Phoenix, AZ  
 (2) JOHN'S GARAGE  
 Nampa, ID

**REGION 9**  
 (3) CHUCK AND WAYNE'S GARAGE  
 Eugene, OR  
 L.A.D. AUTO ELECTRIC  
 Spokane, WA

**REGION 9a**  
 (10) AUTOMOTIVE CITY SERVICE CENTER  
 San Francisco, CA  
 \* JASON'S AUTO PARTS  
 Van Nuys, CA

**REGION 6**  
 \* DON HERMAN'S QUALITY SERVICE  
 Chicago, IL  
 \* HIGHLAND CREST 66  
 Kansas City, KS  
 \* STEEL'S GARAGE  
 Rockford, IL  
 \* TIM'S IMPORT SALES AND SERVICE  
 Hutchinson, KS

**REGION 7**  
 \* MOONEY'S WHEEL ALIGNMENT AND  
 BRAKE SERVICE  
 Oklahoma City, OK

**REGION 0**  
 FAIRVIEW SERVICE STATION  
 Lakeside, CT  
 (2) FRANK'S FRONT END SERVICE  
 Manchester, NH  
 (10) HARRY'S AUTO SERVICE  
 Great Barrington, MA

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 A. RUTH'S GARAGE  
 Colonie, NY  
 \* KOLESNIK'S SERVICE STATION  
 Rochester, NY

**REGION 2**  
 (10) AUTO BRAKE CORPORATION  
 Norfolk, VA  
 \* UNIVERSAL IMPORTS  
 Rockville, MD

**REGION 3**  
 \* IKE'S AUTOMOTIVE MAINTENANCE  
 Montgomery, AL

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## parts return program

# news

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

Vol. 3, No. 11

June 1978

### FORD RECALLS PINTO FUEL SYSTEMS

Ford Motor Co. has agreed to recall some 1.5 million Pinto and 30,000 Mercury Bobcat passenger cars to correct two aspects of their fuel system design, which can cause fires in the event of a rear-end collision. The cars involved in the recall are all 1971-1976 Pintos and 1975-1976 Bobcats, except station wagons.

An investigation conducted by the National Highway Traffic Safety Administration (NHTSA) revealed that low to moderate speed rear-end collisions of the Pintos produce massive fuel leaks due to puncture or tearing of the fuel tank and separation of the filler pipe from the tank. Although the investigation centered on the Pinto, information received from Ford Motor Co., indicated that Mercury Bobcats have basically the same fuel systems and could thus be subject to the same problem.

A Federal Motor Vehicle Safety Standard for fuel systems integrity (FMVSS 301) became effective in September 1976 and established minimum performance levels in rear-end collisions. The fuel system of the 1977 and later model Pintos and Bobcats was redesigned, and a 1977 Pinto was tested and met the requirements of Standard 301.

Upon confirmation of the agency's findings, Ford agreed to recall all the cars and to remedy the condition free of charge to owners. Owners of the affected vehicles will be notified by the manufacturer and advised when to bring their vehicles in for repair.

### CHEVETTES

In a related development, the NHTSA has announced that the 1977 Chevrolet Chevette fails to comply with Standard 301. Five tests which were conducted on the 1977 Chevette produced evidence that in a 30 mile per hour rear-end impact, the vehicle's fuel system is not secure from rupture and leakage. General Motors has made design changes in its 1978 Chevette fuel system. The NHTSA crash tested a 1978 model and found that it complied with Standard 301.

### REPORTS OF BRAKE PROBLEMS IN 1977 DODGE VANS

Two program participants recently notified the PRP about a recurrent problem in the brake systems of 1977 Dodge B-200 and B-300 vans. The service managers of Volvo of Washington, D.C. and B. W. Riley Front End and Alignment Shop, Springfield, Virginia report that the front brake pistons have become frozen in their calipers, causing wheel lockup when

*(continued on page 2)*



The photo above was taken by the maintenance department of the City of Greensboro, North Carolina. The arrow shows a cracked torsion bar on a 1977 Dodge Monaco with 7,302 miles. According to the maintenance department, the vehicle was placed in service on March 8, 1978, was not involved in an accident, and did not hit anything solid to cause the torsion bar breakage.



**BRAKES**—(con't from page 1)  
the brakes are applied. In the case of the Dodge vans involved, the brake pistons are reportedly made of a lightweight metal alloy anodized with a surface material similar to teflon. This coating is non-corrosive. According to one shop, however, it appears that heat buildup within the caliper can cause the piston to expand. Such expansion inhibits piston travel within the caliper, a scuffing action occurs, gradually exposing the metal alloy base. This reportedly allows corrosion to set in and eventual piston freeze-up.

In a related case, the NHTSA is currently investigating a front brake problem in 1973–1977 Dodge van

models B-300, MB-300, CB-300, MB-400 and CB-400 which involves the deterioration of the steering mechanism stops. This deterioration permits the front wheel to turn too far, producing a caliper "knockback" condition, thus impairing brake performance.

### V6 Stalling

The NHTSA has received reports alleging stalling problems in some General Motors V6 engines. Any information concerning stalling or incidents resulting from stalling of vehicles with these engines is being sought by the PRP.

## SUMMARY OF SOME SIGNIFICANT SAFETY STANDARDS

As mandated by the National Traffic and Motor Vehicle Safety Act of 1966, the first federal motor vehicle safety standards became effective on vehicles manufactured on or after January 1, 1968. Each standard is a minimum standard for motor vehicle or equipment performance which is practicable and meets the need for motor vehicle safety. A selection of standards follows:

- Standard 105: Hydraulic brake systems.
- Standard 108: Lamps, reflective devices and associated equipment.
- Standard 109: New pneumatic tires for passenger cars.
- Standard 110: Tire selection and rims for passenger cars.
- Standard 115: Vehicle Identification Number.
- Standard 116: Hydraulic brake fluids.
- Standard 121: Air brake systems for trucks, buses and trailers.
- Standard 124: Accelerator control systems.
- Standard 201: Occupant Protection in Interior Impact.
- Standard 208: Occupant Crash Protection.
- Standard 214: Side door strength.
- Standard 215: Exterior Protection.
- Standard 216: Roof crush resistance.
- Standard 301: Fuel System Integrity.



The **TECHNICIAN TRAINING SCHOOL**, McKees Rocks, Pennsylvania, forwarded to the PRP the photo shown above. The arrow indicates a missing frame bolt on the left rear of a 1978 Plymouth Trail Duster. According to the school, the vehicle was delivered with three out of the four front frame bolts missing and three out of the four rear frame bolts missing. The problem was reportedly noticed when the vehicle was taken out of service because of adverse body sway.



## THE FORUM

J. GARTNER'S AUTO SERVICE, Chicago, Illinois, has submitted photos of a leaking fuel tank in a 1972 Dodge Dart with 25,698 miles. The fuel tank is located under the spare tire well in the trunk of the vehicle. Both the tank and the spare tire well rusted, allowing gas to enter the trunk. The problem was discovered by the shop before any accident resulted.

The equipment division of HENNEPIN COUNTY, MINNESOTA, reports a split fan pulley in a 1978 Ford F-100 pickup truck with 648 miles. The pulley split completely and rubbed a hole in the timing gear cover. A similar problem was noted in a 1977 Ford LTD by the COUNTY OF DALLAS, TEXAS (See PRP News, March, 1978).

VANOWEN BRAKE AND WHEEL, North Hollywood, California has forwarded to the PRP photos of the left upper control arm and shaft sleeve from a 1978 Chevrolet Chevette with 3,005 miles. The welds holding the shaft sleeve to the crossmember brake off, creating a potentially dangerous situation. Any further observations on this problem would be appreciated.

PUGET SOUND POWER AND LIGHT COMPANY, Renton, Washington, reports a problem with Wagner Lockheed master cylinders installed on a new 1977 Ford F600 medium trucks. The rubber cups on two different cylinders reportedly swelled and seized in the bore, resulting in the failure of the brakes to release. Mileages were 67 and 72 miles respectively.

AUTO HOSPITAL, Lincoln, Nebraska, has informed the PRP of a potential hazard in station wagons equipped with side-mounted fuel tanks. These tanks are positioned in the quarter panel, and an induction weld seam runs longitudinally around each tank. On normal passenger cars this weld is located laterally along the center of the tank. Allegedly, when the tank is induction welded, the accompanying heat de-

strays the lead rust-inhibiting coating all along the seam. In the case of the station wagon, the seam is subject to corrosion due to water settling in the system. Serious gas leakage could result, creating the possibility of a fire or explosion.

---

## Chevette Shifters

Recently the PRP received a report alleging gear shift lever breakage on standard transmission Chevettes. The NHTSA files contain a number of similar complaints indicating a possible problem. Let the PRP know if you have seen a shift-lever failure on these vehicles.

## VOLVO RECALLS 1975 MODELS

Volvo of America has recalled 45,000 of its 1975 model 240 series for correction of a defect that may result in a sticking accelerator pedal or a sudden increase in engine speed.

The NHTSA, which directly influenced this recall, said that the vehicles are to be corrected by replacement of those throttle cables made of a material which has experienced a short life span and by installation of a limiting bracket. The company will also voluntarily install an improved throttle return spring on all of these vehicles.

TELEPHONE CALLS: We want your comments . . . On potential defects . . . On the newsletter . . . On the program . . . CALL US COLLECT at (703) 527-4500. Ask for the Parts Return Program.



Staff of L.A.D. Electric, Spokane, Washington, recipients of 1978 Certificate of Appreciation for outstanding participation in the Parts Return Program.



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- DES MOINES COMMUNITY COLLEGE  
Ankeny, IA
- DOLLAR RENT-A-CAR  
Sioux City, IA
- \* FAIRCHILD'S SERVICE  
Minneapolis, MN
- FRECH'S GARAGE  
Sioux City, IA
- \* HENNEPIN COUNTY MAINTENANCE  
Hennepin County, MN
- \* TOMMY'S AUTO REPAIR  
Sioux City, IA

### REGION B

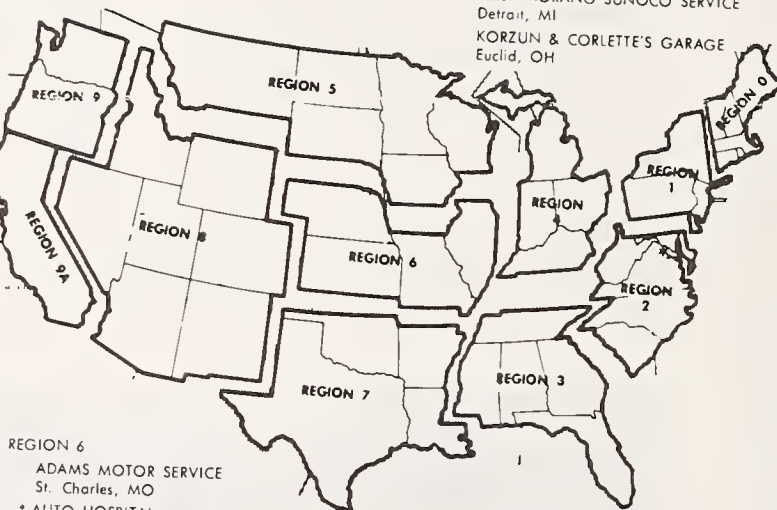
- DUNCAN'S AUTO REPAIR  
Phoenix, AZ
- S & D TIRE AUTO CENTER  
Salt Lake City, UT

### REGION 9

- \* DOYLE AUTOMOTIVE SERVICE  
Seattle, WA
- \* PUGET SOUND POWER AND LIGHT  
COMPANY  
Renton, WA

### REGION 9a

- \* A & E AUTOMOTIVE SERVICE  
Fresno, CA
- (2) AUTOMOTIVE CITY SERVICE CENTER  
San Francisco, CA
- \* SEQUOIA AUTOMOTIVE INST.  
Sunnyvale, CA
- VANOWEN BRAKE AND WHEEL  
North Hollywood, CA



### REGION 4

- \* BOB'S SERVICE STATION  
Hammond, IN
- \* EVAN'S BRAKE & TIRE SERVICE  
Cleveland, OH
- \* KELLY MORANG SUNOCO SERVICE  
Detroit, MI
- KORZUN & CORLETTE'S GARAGE  
Euclid, OH

### REGION 6

- ADAMS MOTOR SERVICE  
St. Charles, MO
- \* AUTO HOSPITAL  
Lincoln, NE
- J. GARTNER'S AUTO SERVICE  
Chicago, IL
- SCIENTIFIC PRODUCTS  
McGaw Park, IL
- THE CAR SHOP  
Chicago, IL

### REGION 7

- \* LAWRENCE GARAGE  
Irving, TX

### REGION 3

- \* AUTO SAFETY SERVICE, INC.  
Oakland Park, FL
- RED LIVERY'S AUTOMOTIVE SERVICE  
Atlanta, GA
- STATE OF FLORIDA DEPARTMENT  
OF GENERAL SERVICE  
Tallahassee, FL

### REGION 0

- \* BABEL'S SERVICE  
Manchester, NH
- CRANE AUTO REPAIR  
Bricktown, NJ
- (11) HARRY'S AUTO SERVICE  
Great Barrington, MA
- NASH ROAD MOTORS  
New Bedford, MA

### REGION 1

- (2) A. RUTH'S GARAGE  
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- BASILE'S EXXON  
Fairview Village, PA
- \* BUREAU OF MOTOR VEHICLES  
Lancaster, PA
- \* DIETERT'S AUTOMOTIVE CENTER  
Wilmington, DE
- \* GOTHAM AUTO LEASE  
New Rochelle, NY
- \* SASSAMAN AND BURDEN AUTO SERVICE  
Temple, PA
- \* TECHNICIAN TRAINING SCHOOL  
McKees Rocks, PA
- \* W & S SERVICE, INC.  
Wilmington, DE
- WOODY'S GARAGE  
Mantonsville, PA

### REGION 2

- \* ARCHIE'S AUTO SERVICE  
Glen Ellyn, VA
- (11) AUTO BRAKE CORPORATION  
Norfolk, VA
- \* AUTOHAUS, INC.  
Herndon, VA
- B. W. RILEY FRONT END AND  
ALIGNMENT SHOP  
Springfield, VA
- \* CITY OF GREENSBORO  
Greensboro, NC

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

OFFICIAL BUSINESS  
PENALTY FOR PRIVATE USE, \$300

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NATIONAL HIGHWAY TRAFFIC  
SAFETY ADMINISTRATION  
DOT 517



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 01 JUL 77 TO 30 JUN 78

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	D RECEIVED	DATE	COMPONENT CLASS	COMPONENT NAME	YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30028	P04477 A	780509	01000000	STEERING ASSEMBLY	76 000305 FORD TRUCK DIV		5200 ECONOLINE SERIES	34	C	058401	003103010
					WORN LOOSE - NOT SPECIFIC.						
20019	P02803 A	770713	01110000	STEERING WHEEL-HANDLEBAR	70 000404 OLDSMOBILE		0300 F-85	03	C	000000	063123002
	E50011				WHEEL IS CRACKED AT SPOKES BY OUTER RIM - EXTENDS THRU PLASTIC & METAL						
	P84459 A	780411	01110000	STEERING WHEEL-HANDLEBAR	75 150301 FIAT DIVISION		0400 128	76	C	015000	094110116
					STEERING WHEEL BUCKED FOR NO APPARENT REASON						
10019	P03116 A	771209	01120000	STEERING COLUMN	74 000203 PLYMOUTH		0600 VALIANT	21	C	000000	008723101
					THREE OF FOUR SCREWS WHICH HOLD ASSEMBLY BROKE, FOURTH IS MISSING. WHEEL CAME LOOSE.						
40005	P03678 A	780227	01150000	STEERING COLUMN SHAFT-UPPER	72 000407 CHEVROLET TRUCK DV		5000 CHEV TRK AND VAN	34	C	083589	023513001
					JOINT HAS GREASE PITTING BUT IS POORLY LUBRICATED BEARINGS SHOW SOME WEAR SHOP STATES BEARING WORN CAUSING LOOSE STEERING						
10019	P03118 A	771214	01160000	STEERING COLUMN COUPLING	74 000301 FORD DIVISION		0700 THUNDERBIRD	28	C	060410	023230031
					FLANGE TO SHAFT BROKE						
40007	P02944 A	770923	01160000	STEERING COLUMN COUPLING	76 000302 LINCOLN		0102 CONTINENTAL	44	C	000000	90027113
					RUBBER PORTION OF COUPLER TORN, ACTION IS LOOSE						
40002	P03003 A	771020	01160000	STEERING COLUMN COUPLING	74 000303 MERCURY		0100 CAPRI	34	B	000000	054911002
					RUBBER COUPLING SEEMS SLIGHTLY WEAK - VEHICLE SHIMMY						
40002	P03002 A	771020	01160000	STEERING COLUMN COUPLING	74 000303 MERCURY		0100 CAPRI	34	B	094757	054911002
					RUBBER COUPLING SEEMS WEAK - VEHICLE SHIMMY - #73E83K708A341385						

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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHDP NUMBER
50033	P04488 A	780507	01210000	MANUAL STEERING GEAR BOX 73 000203 PLYMOUTH EXCESSIVE FORCE CAUSED END OF STEERING GEAR BOX TO BREAK CAUSING LOSS OF STEERING.	0601 VALIANT DUSTER	79	C	105749	075060155
20008	P03909 A	780209	01220000	POWER STEERING GEAR BOX 00 000101 AMERICAN MOTORS DV THREE BOLTS BROKEN OFF ATTACHING PLATE FOR POWER STEERING BOX	0600 JAVELIN	21	C	043267	053140014
50043	P03051 A	771102	01220000	POWER STEERING GEAR BOX 00 000302 LINCOLN RUBBER PORTION OF FLEX- STEER, COUPLING DETERIORATED, HYD. POWER BOOST LEAKED FLUID ON COUPL & CONVERT, CAUSING COUPLER TO BURN OUT	0000 LINCOLN	14	C	034000	090027113
50010	P02884 A	770802	01220000	POWER STEERING GEAR BOX 75 000305 FORD TRUCK DIV WORM GEAR HOUSING CRACKED AFTER HITTING CURB AT LOW SPEED	5115 F350	28	B	008570	022015144
50002	P02904 A	770906	01220000	POWER STEERING GEAR BOX 74 000401 BUICK POWER STEERING GEAR BOX IS CRACKED AT SNAP RING AT END PLATE, HOUSING IS CRACKED 160 AROUND CIRCUMFERENCE	0406 ELECTRA LIMITED	32	C	072943	023181002
20002	P04484 A	780517	01230000	UNKNOWN TYPE STEERING, GEAR BOX 74 000301 FORD DIVISION SHOP STATES BROKE LOOSE CAUSING PLAY IN STEERING.	0800 TORINO	34	C	050634	033308038
50036	P03948 A	780308	01230000	UNKNOWN TYPE STEERING, GEAR BOX 75 000403 CHEVROLET EXTERIOR APPEARS DIRTY AND SHOWS SOME WEAR BUT NO APPARENT DEFECT, SUSPECT INTERNAL MALFUNCTION, EXCESSIVE PLAY.	0000 CHEVROLET	44	C	021200	060626115
10019	P03104 A	771205	01231000	UNKNOWN TYPE STEERING, SHAFT-LOWER WORM 77 000204 DODGE TRUCK DIV BALL BEARINGS SPLIT - CAUSED STEERING LOSS	5308 TRADESMAN VAN	28	C	000000	054912002



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BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20008	P03945 B	780308	01232000	UNKNOWN TYPE STEERING,SHAFT-SECTOR	70 000203 PLYMOUTH	0600 VALIANT	28 C	061230	091605014
				THREADED END OF SHAFT IS BROKEN OFF. TEETH ON GEAR SHOW WEAR.					
20008	P03683 A	780227	01232000	UNKNOWN TYPE STEERING,SHAFT-SECTOR	76 000301 FORD DIVISION	0300 LTD	28 C	015660	008109100
				CENTER TOOTH OF STEERING PITMAN SHAFT SECTOR BROKE OFF					
10004	P03927 A	780313	01232000	UNKNOWN TYPE STEERING,SHAFT-SECTOR	68 000402 CADILLAC	0300 ELDOORADO	28 C	006800	024153006
				SECTOR ARM BROKEN ON END WHICH FITS ON SECTOR SHAFT.					
50008	P04432 A	780405	01232000	UNKNOWN TYPE STEERING,SHAFT-SECTOR	77 000403 CHEVROLET	0000 CHEVROLET	20 C	008420	061104162
				ONE BOLT MISSING. IMPROPERLY INSTALLED. MISSING BOLT PLACED EXCESSIVE STRAIN ON REMAINING BOLTS. BOLTS BROKE.					
50000	P02908 A	770915	01300000	STEERING POWER ASSIST	77 000303 MERCURY	0600 MONARCH	28 C	020179	076012007
				HOLE IS WORN THROUGH VALVE BODY CASING FROM CHAFFING WITH TIE ROD SLEEVE					
40002	P03671 B	780210	01300000	STEERING POWER ASSIST	77 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	28 C	001357	D40216035
				INSIDE PORTION OF PULLEY WHERE THE BELT TRACKS SPLIT AND SEPERATED					
40003	P03671 A	780210	01310000	STEERING POWER ASSIST-PUMP	77 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	28 C	001352	D40216035
				INSIDE PORTION OF PULLEY WHERE THE BELT TRACKS SPLIT AND SEPERATED FROM THE PULLEY					
P83099 A	771207	01310000	STEERING POWER ASSIST-PUMP	74 000305 FORD TRUCK DIV	5201 E100 CARGO VAN		03 C	067480	P52001041
				THE BOLTS AND BRACKETS ON THE POWER STEERING ASSEMBLY HAVE BROKEN 5 TIMES BRACKET THAT IS ATTACHED PUMP TO ENGINE IS DEFECTIVE					
50043	P03052 A	771103	01310000	STEERING POWER ASSIST-PUMP	76 000401 BUICK	9900 BUICK UNKNOWN	28 B	000000	008723101
				INTERNAL CASTING STRUCTURE BROKE AT REAR SNAP RING LOCATION SHAFT IS ALSO BROKEN					

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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
50036	P04751 A	780619	01310000		STEERING POWER ASSIST-PUMP 75 000402 CADILLAC NO APPEARANT EXTERNAL DEFECT, SHOP STATES SHAFT BUSHING WORN OR BLEW FRONT SEAL.	0000 CADILLAC	44	C	040000	068510002
30019	P04711 A	780609	01310000		STEERING POWER ASSIST-PUMP 74 000402 CADILLAC SHOP STATES-VALVE BECAME INSENSITIVE TO NUTRAL POSITION, WOULD CONTINUE TO PULL UNLESS OPPOSITE PRESSURE APPLIED AT WHEEL.	0101 CADILLAC DE VILLE	15	C	060000	076012007
20014	P04440 A	780417	01310000		STEERING POWER ASSIST-PUMP 75 000402 CADILLAC C CLIP CAME OFF END OF SHAFT ALLOWING SHAFT TO DISENGAGE FROM PUMP, THIS CAUSED LOSS OF POWER STEERING.	0101 CADILLAC DE VILLE	15	C	027073	033316118
30000	P02851 A	770808	01310000		STEERING POWER ASSIST-PUMP 70 000407 CHEVROLET TRUCK DV. P/S PUMP PULLEY SPLIT APART AT "V" - BROKEN POWER STEERING	6500 TRUCK AND VAN UNK	28	B	000000	055406051
50043	P03057 A	771104	01330000		STEERING POWER ASSIST-HOSE, FLUID 74 000301 FORD DIVISION HOSE SEPARATED FROM METAL AT CRIMP FITTING ADDITIONAL ID NO 2363A 264E	0300 LTD	03	C	038658	053405004
50026	P03924 A	780313	01330000		STEERING POWER ASSIST-HOSE, FLUID 76 000301 FORD DIVISION HOSE RUPTURED ALLOWING LOSS OF POWER STEERING FLUID RESULTING IN LOSS OF POWER BRAKES AND POWER STEERING, REST OF ID NUMBER A0756	0307 LTD CNTRY SQUIRE	28	C	032901	055406067
50038	P04646 A	780501	01330000		STEERING POWER ASSIST-HOSE, FLUID 74 000301 FORD DIVISION HOSE SERATED AT COUPLING, NOT ENOUGH CRIMP TO KEEP HOSE SECURE.	0313 GALAXIE 500	08	C	095287	068510001
40000	P04424 A	780405	01330000		STEERING POWER ASSIST-HOSE, FLUID 77 000301 FORD DIVISION HOSE APPEARS NOT INSERTED INTO METAL FITTING SECTION FAR ENOUGH CAUSING HOSE AND COUPLING TO SEPERATE.	0400 MAVERICK	03	C	003365	F55419121
30015	P03677 A	780227	01330000		STEERING POWER ASSIST-HOSE, FLUID 73 000302 LINCOLN HOSE IS CRACKED IN A FEW PLACES AND FRAYED AT THE END LEAKS NEAR CENTE THE REST OF ID NUMBER INCHEBG12112A	0000 LINCOLN	32	C	061107	063301003

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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
20002	P04654 A	780512	01330000	01330000	STEERING POWER ASSIST-HOSE,FLUID 74 000305 FORD TRUCK DIV HOSE MOVING IN CONTACT WITH STEERING CYLINDER WEARING A HOLE IN THE CYLINDER CAUSING A LEAK.HOSE APPEARS TO BE IN GOOD CONDITION.	5212 E150 MIN/DIS	32	C	074500	019560055
	P82893 A	770827	01330000	01330000	STEERING POWER ASSIST-HOSE,FLUID 76 000402 CADILLAC SHOP REPORTS HOSES SPLIT AT METAL FITTINGS, SOMETIMES BLOWING APART	0000 CADILLAC	21	C	000000	019020002
10019	P03105 A	771202	01330000	01330000	STEERING POWER ASSIST-HOSE,FLUID 77 000404 OLDSMOBILE HOSE LEAKS AT CRIMP FITTING	0100 CUTLASS	32	C	027147	048152049
20011	P04474 A	780512	01330000	01330000	STEERING POWER ASSIST-HOSE,FLUID 77 000404 OLDSMOBILE FAN BELT RUBBED HOSE UNTIL HOSE RUPTURED.RUB STARTED HIGHER UP THEN HOSE MOVED AND MORE THROUGH AT ANOTHER PLACE.	0109 CUTLASS SUPREME	32	C	026282	F51110044
50036	P04746 A	780619	01330000	01330000	STEERING POWER ASSIST-HOSE,FLUID 75 000406 GMC TRUCK DIV A SPOT ON HOSE IS WORN TO THE INNER FIBERS.SHOP STATES HOSE RUBBING AGAINST INNER FENDER PANEL.LOSS OF POWER ASSIST.ID-7038.	5800 C&M SERIES	28	C	041823	F55419121
50036	P04731 A	780629	01400000	01400000	STEERING GEAR,RACK AND PINION 73 150301 FIAT DIVISION SHOP STATES RACK & PINION STEERING UNIT WAS NOT LUBRICATED FROM FACT- DRY.STEERING 'WENT OUT' WHILE DRIVING CAR.	0401 128SL COUPE	79	C	034554	067501001
50036	P04731 B	780629	01400000	01400000	STEERING GEAR,RACK AND PINION 73 150301 FIAT DIVISION BEARING APPEARS DRY AND DIRTY.SHOP STATES LACK OF LUBRICATION.	0401 128SL COUPE	13	C	034554	067501001
	P83126 A	771206	01430000	01430000	STEERING GEAR,RACK 74 000303 MERCURY SHOP STATES LOCKS ON RACK RETAINER BOLTS DON'T WORK. BOLTS BACK OUT CAUSING RACK TO BECOME LOOSE.RUBBER MOUNTS MAY BE SHRINKING	0100 CAPRI	34	C	000000	012601016
50023	P03445 A	780130	01510000	01510000	STEERING LINKAGES=ARM,PITMAN 77 000202 DODGE NO RUBBER BOOT OVER BALL JOINT,VERY LITTLE LUBRICANT IN JOINT,AND JOINT HAS EXCESSIVE PLAY IN ALL DIRECTION.	0600 MONACO	34	C	016000	F32304114



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BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30023	P03446 A	780130	01510000		STEERING LINKAGES=ARM,PITMAN 77 000202 DODGE NO BOOT OVER BALL JOINT,VERY LITTLE LUBRICANT,JOINT HAS EXCESSIVE PLAY WHICH WILL CAUSE LOOSNESS IN FRONT END.S # 416080G326215.	0600 MONACO	34	C	022000	F32304114
50041	P03893 A	780227	01510000		STEERING LINKAGES=ARM,PITMAN 74 000204 DODGE TRUCK DIV FRACTURED NEAR THE COUNTERSUNK AREA FOR THE AFT BOLT VISUAL INSPECTION SHOWS FAILURE WAS DUE TO FATIGUE	5708 D300 CREW CAB 4X2	03	C	082743	F45 22507
50012	P02983 A	771012	01510000		STEERING LINKAGES=ARM,PITMAN 72 000301 FORD DIVISION PITMAN ARM IS RUSTED BUT SPLINES ARE IN GOOD CONDITION	0300 LTD	53	B	027025	014607007
50043	P03043 A	771027	01510000		STEERING LINKAGES=ARM,PITMAN 69 000301 FORD DIVISION PITMAN ARM BROKEN AT SPLINE WHERE IT JOINS TO PITMAN SHAFT	0700 THUNDERBIRD	03	C	086315	090027012
50045	P03085 A	771121	01510000		STEERING LINKAGES=ARM,PITMAN 72 000302 LINCOLN TAPERED STUD FOR CENTER LINK CONNECTION BROKEN NEAR BASE	0200 MARK IV	03	C	070000	090405016
10001	P03143 A	771214	01520000		STEERING LINKAGES=LINK,DRAG=CONNECTION 76 000305 FORD TRUCK DIV DRAG LINK HAS LOOSE END, ALSO REPLACED TIE ROD END AND SLEEVE. REPLACEMENT PART D5023304A. NO PART RECEIVED.	5203 E100 WINDOW VAN	34	C	021000	044114014
30000	P04655 A	780512	01520000		STEERING LINKAGES=LINK,DRAG=CONNECTION 74 000305 FORD TRUCK DIV PRESSURE HOSE WRAPPED WITH METAL COVERING,IMPROPERLY ADJUSTED,RUBBED AGAINST CONTROL CYLINDER,WEARING THROUGH CAUSING LEAK.	5212 E150 WIN/DIS	08	C	074500	019560055
50042	P03028 A	771025	01530000		STEERING LINKAGES=ARM,IDLER AND ATTACHMENT 00 000000 UNKNOWN IDLER ARM IS LOOSE IN THE FRAME BRACKET EXCESSIVE PLAY, TAG NOT READABLE	0000 UNKNOWN	34	C	000000	083651021

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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YEAR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50040	P04695 A	780609	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 73 000101 AMERICAN MOTORS DV IDLER ARM FROZE AT BUSHING FROM RUST AND LACK OF LUBRICATION.			0500 HORNET	15	C	035143	014607007
50040	P03905 A	780227	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 69 000203 PLYMOUTH BOOT HAS BEEN TORN OFF FROM AROUND STUD STUD IS VERY LOOSE			0402 FURY II	44	C	000000	077640085
10005	P03945 C	780308	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 70 000203 PLYMOUTH STUD IS VERY LOOSE AND POORLY LUBRICATED, DUST BOOT IS MISSING.			0600 VALIANT	57	C	061230	091605014
30022	P03935 A C8004	780313	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 00 000301 FORD DIVISION IDLER ARM BRACKET TEARS LOOSE ON 1968-74 FULL & INTERMEDIATE FORDS.			0000 FORD DIVISION	21	C	000000	050021001
30000	P02836 A	770727	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 70 000301 FORD DIVISION EXCESSIVE PLAY AT ARM/BRACKET BUSHING			0000 FORD DIVISION	34	C	000000	055406051
DOT1	P02886 A E50011	770725	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 70 000301 FORD DIVISION BUSHING AT IDLER ARM/FRAME BRACKET FROZE - ARM AND BRACKET RIPPED AWAY FRAME			0000 FORD DIVISION	09	B	061358	053511008
10005	P03933 A	780308	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 64 000301 FORD DIVISION RUBBER INSERT BECAME UNFASTENED TO INNER BUSHING.			0200 FALCON	11	C	078043	017754007
40007	P04480 A	780517	01530000	STEERING LINKAGES-ARM, IDLER AND ATTACHMENT 70 000301 FORD DIVISION BUSHING IN IDLE ARM COMPLETELY WORN OUT.			0300 LTD	34	C	103000	001230005

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50038	P04645 A	780501	01530000		STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 72 000301 FORD DIVISION IDLER ARM FROZE MOUNT CONTINUED PRESSURE RIPPED MOUNT OUT OF FRAME	0307 LID CNTRY SQUIRE	09	C	052721	050021021
30029	P04658 A	780509	01530000		STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 74 000301 FORD DIVISION WORN BUSHINGS, APPEARS NO LUBRICATION OR VERY LITTLE.	0400 MAVERICK	34	C	057169	053405004
50040	P04690 A	780609	01530000		STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 00 000301 FORD DIVISION IDLER ARM FROZE AT BUSHING AND PULLED AWAY FROM THE FRAME.	9900 FORD UNKNOWN	08	C	000000	055423002
50040	P04689 A	780609	01530000		STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 00 000301 FORD DIVISION IDLER ARM FROZE AT BUSHING AND PULLED AWAY FROM THE FRAME.	9900 FORD UNKNOWN	08	C	000000	055423002
30003	P02927 A	770907	01530000		STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 66 000301 FORD DIVISION EXCESSIVE PLAY AT IDLER ARM=BRACKET HUSHING	9900 FORD UNKNOWN	34	C	000000	055406051
50040	P04694 A	780609	01530000		STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 70 000303 MERCURY IDLER ARM FROZE AT BUSHING FROM RUST AND LACK OF LUBRICATION.	0200 COMET	15	C	000000	014607007
50044	P03066 A	771110	01530000		STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 75 000401 BUICK IDLER ARM IS FROZEN GREASE FITTING IS MISSING ADDITIONAL ID NO 67A	0200 SKYHAWK	28	C	024552	039501021
20021	P04485 A	780517	01530000		STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 77 000401 BUICK IDLER ARM FROZEN FROM LACK OF GREASE, GREASE FITTING APPEARS TO BE BLOCKED, IDLER ARM RIPPED OUT OF FRAME.	0305 CENTURY REGAL	09	C	010400	044132015
50012	P02996 A	771019	01530000		STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 72 000401 BUICK IDLER ARM FROZEN ON MOUNT BRACKET - 6TH CASE	0700 SKYLARK	14	B	000000	044132015



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40008	P04478 A	780517	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT	77 000402 CADILLAC	0400 SEVILLE	09	C	015270	044110013
				APPEARS IDLER ARM FROZEN FROM LACK OF GREASE, RIPPED LOOSE FROM FRAME						
20020	P02814 A	770701	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT	74 000403 CHEVROLET	0000 CHEVROLET	44	B	014151	039501021
				CLAIMS EXCESSIVE SLACK - BUSHING AT BRACKET IDLER ARM IS FROZEN						
20021	P02831 A	770803	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT	75 000403 CHEVROLET	0206 CHEVELLE MALIBU	44	B	029000	039501021
				#GMT18A BUSHING IS FROZEN AT BRACKET						
20010	P04220 A	780321	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT	74 000403 CHEVROLET	0312 IMPALA	03	C	000000	008611102
				ARM BROKEN AT JOINT. BROKE AT A POT HOLE.						
50040	P04691 A	780609	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT	72 000404 OLDSMOBILE	0100 CUTLASS	08	C	000000	055423002
				IDLER ARM FROZE AT BUSHING AND PULLED AWAY FROM THE FRAME.						
40005	P03444 A	780130	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT	75 000404 OLDSMOBILE	0100 CUTLASS	57	C	016316	039501021
				SHOP STATES IDLER ARM WORN OUT. VISUAL INSPECTION SHOWS NO EXCESSIVE PLAY AND IS NOT FROZEN. HAS GREASE FITTING AND WELL LUBRICATED.						
30004	P04427 A	780405	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT	76 000405 PONTIAC	0200 GRAND PRIX	09	C	025897	060609076
				IDLER ARM COMPLETELY DRY, NO APPEARANCE OF HAVING BEEN LUBED. SHOP STATES ES SEIZED UP AND TORE OUT FRAME.						
50000	P02938 A	770921	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT	67 000405 PONTIAC	0612 TEMPEST	21	C	063200	001923003
				IDLER ARM SEPARATED FROM FRAME BRACKET. STUD AND SOCKET OF JOINT ARE RUSTED						
50030	P03455 A	780127	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT	73 000405 PONTIAC	0705 CATALINA	34	C	051000	001230005
				NO EXCESSIVE PLAY APPARENT, JOINT IS WELL LUBRICATED. SHOP STATES LOOSENESS IN STEERING.						

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50030	P03163 A	780116	780116	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 74 000407 CHEVROLET TRUCK DV BOLTS BROKE OFF CRANK PULLEY. RUBBER PORTION OF TWO PIECE BALANCER CRACKED. SUSPECT DAMAGE DUE TO BELT DRIVE SYSTEM IMBALANCE.	5902 C20	58 C	58	C	044951	023513001
50036	P04756 A	780619	780619	01530000	STEERING LINKAGES=ARM, IDLER AND ATTACHMENT 69 150301 FIAT DIVISION MOUNTING LUGS BROKEN, NO APPARENT EVIDENCE THAT PART HAD PREVIOUS FRACTURE.	0301 124 SPIDER	20 C	20	C	127000	P91405159
50002	P04435 B	780405	780405	01550000	STEERING LINKAGES=TIE ROD, INNER 72 200031 INTERNATIONAL TRCK NO VISIBLE DAMAGE.	0101 SCOUT II 4X2	00 C	00	C	034158	006750053
50043	P03046 A	771031	771031	01560000	STEERING LINKAGES=TIE ROD, END 75 000201 CHRYSLER DIV EXCESSIVE PLAY AT BALL STUD SOCKET NO TRACE OF LUBRICATION	0600 CORDOBA	57 C	57	C	022152	003060006
10005	P03945 A	780308	780308	01560000	STEERING LINKAGES=TIE ROD, END 70 000203 PLYMOUTH TIE ROD APPEARS SLIGHTLY BENT, STUD IS BENT AND PARTIALLY TORN OFF. DUST BOOT HAS BEEN TORN, JOINT SLIGHTLY LUBRICATED.	0600 VALIANT	03 C	03	C	061230	091605014
50044	P03069 B	771111	771111	01560000	STEERING LINKAGES=TIE ROD, END 73 000204 DODGE TRUCK DIV BALL STUD SEPARATED FROM SOCKET NO EVIDENCE OF LUBRICATION EQUIPPED WITH GREASE FITTING	5102 D1 CONVENTIONAL	03 C	03	C	033339	017754007
50044	P03069 A	771111	771111	01560000	STEERING LINKAGES=TIE ROD, END 73 000204 DODGE TRUCK DIV DUST COVER SEPARATES DURING LUBE FROM PRESSURE LETTING IN DIRT WATER ACTION OF BALL STUD SOCKET ROUGH	5102 D1 CONVENTIONAL	07 D	07	D	033339	017754007
30000	P02856 A	770804	770804	01560000	STEERING LINKAGES=TIE ROD, END 00 000301 FORD DIVISION EXCESSIVE PLAY AT BALL STUD SOCKET - JOINT NOT EQUIPPED WITH GREASE FITTING & DRY OF LUBRICATION - DID NOT PASS INSPECTION	0603 PINTO WAGON	34 B	34	B	045821	004104003
50000	P02928 A	770907	770907	01560000	STEERING LINKAGES=TIE ROD, END 64 000303 MERCURY BALL STUD ACTION ROUGH. DUST BOOT SPLIT	0200 COMET	57 C	57	C	000000	055406051

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5000	P02929	A 770907	01560000		STEERING LINKAGES-TIE ROD,END 72 000401 BUICK BALL STUD SEPARATED FROM SOCKET. TIE ROD IS BENT	0000 BUICK	03	C	000000	055406051
3000	P02860	A 770804	01560000		STEERING LINKAGES-TIE ROD,END 64 000401 BUICK TIE ROD HOUSING IS RUSTED - BALL STUD HAD SEPARATED FROM SOCKET	0500 LA SABRE	21	B	078000	004104003
2000	P02811	A 770711	01560000		STEERING LINKAGES-TIE ROD,END 70 000402 CADILLAC BALL STUD SOCKET GOOD - THREADS WORN AND STRIPPED	0000 CADILLAC	20	B	076737	011204002
5000	P02913	A 770902	01560000		STEERING LINKAGES-TIE ROD,END 68 000405 PONTIAC BALL STUD SEPARATED FROM SOCKET. JOINT IS RUSTED. NO EVIDENCE OF LUBRICANT. DUST BOOT IS SPLIT	0600 LE MANS	21	C	062429	003060006
50038	P04638	A 780505	01560000		STEERING LINKAGES-TIE ROD,END 72 000407 CHEVROLET TRUCK DV PART SEPERATED DUE TO LACK OF LUBRECAE.	5000 CHEV TRK AND VAN	03	C	045976	061108013
20021	P02832	B 770802	01560000		STEERING LINKAGES-TIE ROD,END 72 130401 RENAULT DIVISION BALL STUD SOCKET INTACT ON LEFT - SEE RIGHT	0600 RENAULT 17	00	D	038464	095051060
20021	P02832	A 770802	01560000		STEERING LINKAGES-TIE ROD,END 72 130401 RENAULT DIVISION BALL STUD SEPARATED FROM SOCKET ON RIGHT TIE ROD	0600 RENAULT 17	03	B	038464	095051060
40003	P04435	A 780405	01560000		STEERING LINKAGES-TIE ROD,END 72 200031 INTERNATIONAL TRCK APPEARS END WAS CRACKED FIRST, THEN COMPLETELY BROKEN LATER.	0101 SCOUT II 4X2	03	C	034158	006750053
	P83100	A 771201	01570000		STEERING LINKAGES-SLEEVE, TIE ROD-ADJUSTABLE 00 000301 FORD DIVISION CHAFFS OVER BUMPS OR WHEN SHOCKS ARE WEAK CAN ALSO OCCUR ON BRACKING RUBS AGAINST POWER STEERING CONTROL VALVE	0400 MAVERICK	32	C	000000	014221008



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20020	P02811 B	770711	01570000		STEERING LINKAGES-SLEEVE, TIE ROD-ADJUSTABLE 70 000402 CADILLAC SLEEVE THREADS ARE WORN AND STRIPPED	0000 CADILLAC	20	B	076737	011204002
50000	P02941 A	770921	01580000		STEERING LINKAGES-KNUCKLE-SPINDLE-ARM 69 000303 MERCURY SPINDLE BROKE NEAR OUTER WHEEL BEARING LOCATION. NO EXCESSIVE HEAT BUILD UP MARKINGS ON SPINDLE SHAFT	0300 COUGAR	03	C	000000	084107017
50012	P02982 A	771012	02000000		SUSPENSION 73 200031 INTERNATIONAL TRUCK SHOCK MOUNT BROKEN OFF METAL SPRING PAD - HANGS FREE	0100 SCOUT SERIES	03	C	060465	055407066
50000	P03161 A	780116	02110000		SUSPN INDP.FT. ATTACHING MECHANISMS 72 000203 PLYMOUTH TORSION BAR SUPPORT HAS RUSTED FROM CROSSMEMBER. CAR STOPPED, MOUNT BROKE, SUSPENSION COLLAPSED.	0601 VALIANT DUSTER	76	C	000000	044132015
30028	P04437 A	780405	02111000		SUSPN, INDP.FT. ATTACH, MECHANISMS=STRUT ROD 69 000101 AMERICAN MOTORS DV PART LOOKS LIKE A TORSION BAR OR STRUT ROD. BROKEN IN A SPIRAL MANDR. NO COMMENTS FROM SHOP, HOWEVER SHOP IDENTIFIES PART AS BALL JOINT LOWER.	0100 AMBASSADOR	28	C	000000	053140005
50012	P02981 A E80013	771006	02111000		SUSPN, INDP.FT. ATTACH, MECHANISMS=STRUT ROD 71 000101 AMERICAN MOTORS DV STRUT ROD IS BROKEN AT BASE OF THREADS	0600 JAVELIN	03	B	065982	075701037
30025	P04450 A	780417	02111000		SUSPN, INDP.FT. ATTACH, MECHANISMS=STRUT ROD 68 000203 PLYMOUTH ROD BROKEN APPROX. 3 INCHES FROM END.	0607 VALIANT SIGNET	03	C	091307	097405004
50014	P04226 A	780327	02112000		SUSPN, INDP.FT. ATTACH, MECH.=STABILIZER BAR 73 000202 DODGE BOTH METAL AND RUBBER PORTION OF STABILIZER LINKAGE ARE BROKEN.	0000 DODGE	03	C	038368	090027012
50037	P04447 A	780405	02112000		SUSPN, INDP.FT. ATTACH, MECH.=STABILIZER BAR 77 000203 PLYMOUTH BAR BROKE AT END WHERE ANCHOR BOLTS ATTACHED BAR TO FRONT END.	0700 VOLARE	14	C	019748	F53702100



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	P84726 A	780612	02141000	SUSPN,INDP,FT. CTRL ARM,UPPER-SHAFT,INNER 78 000403 CHEVROLET WELD FOR LEFT UPPER CONTROL ARM SHAFT DID NOT HOLD.	1000 CHEVETTE	59	C	003005	091605014
30001	P02939 B	770921	02142000	SUSPN,INDP,FT. CTRL ARM UPPER-BALL JOINT 72 000301 FORD DIVISION BALL JOINT WORN - BALL STUD SOCKET LOOSE, EXCESSIVE PLAY, POOR ACTION	0500 MUSTANG	34	C	069387	053511008
50000	P02930 A	770907	02142000	SUSPN,INDP,FT. CTRL ARM UPPER-BALL JOINT 73 000301 FORD DIVISION BALL JOINT ACTION ROUGH	0500 MUSTANG	44	C	000000	055406051
50038	P04647 A	780501	02142000	SUSPN,INDP,FT. CTRL ARM UPPER-BALL JOINT 70 000403 CHEVROLET BALL JOINT APPEARS TO HAVE IMPROPERLY SEATED IN A FRAME,STUD SHOWS EVE ADENCE THAT IT HAD CRACKED AT AN EARLIER DATE,JOINT SEEMS TO HAVE BLOW	0000 CHEVROLET	76	C	065905	085021027
40009	P02953 A	770923	02150000	SUSPN,INDP,FT. CONTROL ARM-LOWER 74 000203 PLYMOUTH CONTROL ARM CRACKED IN TWO PLACES AT TORSION BAR ANCHOR / CONTROL ARM SHAFT HOUSING	0000 PLYMOUTH	03	C	000000	007644103
50010	P02891 A E50011	770808	02150000	SUSPN,INDP,FT. CONTROL ARM-LOWER 67 000301 FORD DIVISION LOWER CONTROL ARM IS BROKEN AT BALL JOINT MOUNT	0300 LTD	03	B	000000	055423002
50043	P03053 A	771104	02150000	SUSPN,INDP,FT. CONTROL ARM-LOWER 71 000301 FORD DIVISION LOWER CONTROL ARM IS SEVERELY RUSTED EATEN THROUGH AT OUTER END BALL JOINT IN FAIR CONDITION	0400 MAVERICK	56	C	034166	044310008
30011	P03169 A	780111	02150000	SUSPN,INDP,FT. CONTROL ARM-LOWER 77 000301 FORD DIVISION CONTROL ARM IS RUSTED THROUGH AT SPRING MOUNT. BALL JOINT AND CONTROL ARM BUSHINGS IN GOOD CONDITION.	0600 PINTO	03	C	037872	044131008
20019	P02799 A	770701	02150000	SUSPN,INDP,FT. CONTROL ARM-LOWER 72 000302 LINCOLN CONTROL ARM BUSHING EYE BROKEN OUT - BALL JOINT ACTION GOOD	0102 CONTINENTAL	03	C	059076	085021027



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50033	P03913 A	780207	02150000	SUSPN,INDP,FT, CONTROL ARM-LOWER 68 000303 MERCURY CONTROL ARM BENT APPROX IN MIDDLE OF ARM BOOT AROUND BALL JOINT IN TOR N	0500 MONTEGO	02	C	068351	090027012
30001	P02916 A	770906	02150000	SUSPN,INDP,FT, CONTROL ARM-LOWER 69 000401 BUICK CONTROL ARM BUSHINGS EXCESSIVELY WORN, ARM RUSTED, HUSHING AND ARM WEAKENED ON ONE SIDE, ARM DROPPED FROM SHAFT	0000 BUICK	21	C	007570	053511008
50017	P04420 A	780405	02150000	SUSPN,INDP,FT, CONTROL ARM-LOWER 66 000404 OLDSMOBILE BREAKAGE AT THE BALL JOINT, A-FRAME HAS APPEARANCE OF CRACK FOR SOME TIME.	9900 OLDSMOBILE UNKNOWN	03	C	118000	073127005
30029	P04426 A	780405	02150000	SUSPN,INDP,FT, CONTROL ARM-LOWER 75 150301 FIAT DIVISION DRY BALL SOCKET, PROBABLE CAUSE - LOSS OF GREASE DUE TO BROKEN BOOT.	0100 X 1/9	21	C	000000	012205080
20006	P02979 A	771005	02150000	SUSPN,INDP,FT, CONTROL ARM-LOWER 74 170201 SAAB DIVISION WELD BROKE ON MAIN BODY OF ARM AT OUTER BRACKET - CAUSED LOSS OF CNTRL	0100 99	03	B	057600	012054098
50044	P03076 B	771114	02152000	SUSPN,INDP,FT, CTRL ARM, LOWER-BALL JOINT 75 000202 DODGE BALL STUD ACTION GOOD	0500 DART	00	D	033820	039501021
50044	P03076 A	771114	02152000	SUSPN,INDP,FT, CTRL ARM, LOWER-BALL JOINT 75 000202 DODGE SOME VERTICLE ACTION AT BALL STUD SOCKET	0500 DART	34	D	033820	039501021
20016	P03672 A	780210	02152000	SUSPN,INDP,FT, CTRL ARM, LOWER-BALL JOINT 76 000203 PLYMOUTH BALL JOINT STUD BROKE AND SEPERATED APPROXIMATELY 1/4 OF AN INCH FROM BALL NO DUST BOOT VERY LITTLE LUBRICANT IN JOINT AND NO LUBE PLUG	0401 FURY I	03	C	027578	F55901116
50042	P03030 B	771025	02152000	SUSPN,INDP,FT, CTRL ARM, LOWER-BALL JOINT 72 000203 PLYMOUTH EXCESSIVE VERTICLE TRAVEL AT BALL STUD SOCKET ROAD WANDER	0415 GRAN FURY	34	C	063000	001230005

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50042	P03030 A	771025	02152000	SUSPN,INDP,FT. CTRL ARM,LOWER-BALL JOINT	0415	GRAN FURY	34	C	063000	001230005
			72 000203	PLYMOUTH EXCESSIVE PLAY LOOSE ROAD WANDER						
30011	P03176 A	780111	02152000	SUSPN,INDP,FT. CTRL ARM,LOWER-BALL JOINT	0705	CATALINA	55	C	052000	001230005
			72 000405	PONTIAC BALL JOINT ACTION ROUGH, SHOP CLAIMS LOOSENESS AND VIBRATION.						
40000	P02970 B	770926	02152000	SUSPN,INDP,FT. CTRL ARM,LOWER-BALL JOINT	5700	PICK UP MODELS	34	C	015038	039501021
			76 000407	CHEVROLET TRUCK DV SHOP CLAIMS EXCESSIVE SLACK, SLIGHT WEAR IN BALL JOINT, GREASE ROOT SPLIT.						
40000	P02970 A	770926	02152000	SUSPN,INDP,FT. CTRL ARM,LOWER-BALL JOINT	5700	PICK UP MODELS	34	C	015038	039501021
			76 000407	CHEVROLET TRUCK DV SHOP CLAIMS EXCESSIVE SLACK, SLIGHT WEAR IN HALL JOINT						
20019	P02801 B	770701	02152000	SUSPN,INDP,FT. CTRL ARM,LOWER-BALL JOINT	5704	C30	34	C	020082	089104010
			76 000407	CHEVROLET TRUCK DV CLAIMS JOINT WORN TOO BAD FOR PROPER ALIGNMENT - SOME VERTICLE PLAY PRESENT - EQUIPT WITH GREASE FITTING						
20019	P02801 A	770701	02152000	SUSPN,INDP,FT. CTRL ARM,LOWER-BALL JOINT	5704	C30	34	C	020082	089104010
			76 000407	CHEVROLET TRUCK DV CLAIMS JOINT WORN TOO BAD FOR PROPER ALIGNMENT - SOME VERTICE PLAY PRESENT - EQUIPPED WITH GREASE FITTING						
40007	P03171 A	780111	02152000	SUSPN,INDP,FT. CTRL ARM,LOWER-BALL JOINT	0000	OPEL DIVISION	21	C	027320	044131008
			73 100401	OPEL DIVISION SEPARATION OF BALL STUD,FRUM SOCKET, SOCKET IS LIGHTLY RUSTED,NO EVIDENCE OF LUBRICATION,GREASE BOOT IS SPLIT, NO GREASE FITTING.						
50014	P03945 D	780308	02160000	SUSPN,INDP,FT. SPINDLE-KNUCKLE,STEERING	0600	VALIANT	44	C	061230	091605014
			70 000203	PLYMOUTH SPINDLE IS SLIGHTLY BENT.						
50033	P04222 B	780321	02160000	SUSPN,INDP,FT. SPINDLE-KNUCKLE,STEERING	0200	CHEVELLE	28	C	050492	068510002
			73 000403	CHEVROLET END OF SPINDLE BROKEN OFF.						

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50029	P04222 A	780321	02160000	SUSPN,INDP,FT. SPINDLE=KNUCKLE,STEERING	73 000403 CHEVROLET	0200 CHEVELLE	03	C	050942	510002
				SPINDLE SUPPORT SHREADED.						
30015	P03155 B	780104	02170000	SUSPN,INDP,FT. -BEARING WHEEL	76 000202 DODGE	0500 DART	34	C	019252	055421026
				BEARING HAS EXCESSIVE PLAY,ROLLERS WORN,INNER RACE SURFACE SCORED.INDICATIONS OF HEAT BUILD UP.SHOP CLAIMS FROZE TO SPINDLE.						
50014	P03155 A	780104	02170000	SUSPN,INDP,FT. -BEARING WHEEL	76 000202 DODGE	0500 DART	44	C	019252	055421026
				ROLLERS SLIGHTLY WORN, BEARING IN GOOD CONDITION.						
10019	P03109 A	771205	02170000	SUSPN,INDP,FT. -BEARING WHEEL	73 000404 OLDSMOBILE	0200 DELTA 88	32	C	045000	001230005
				SEAL IS INTACT, SHOP CLAIMS SEAL LEAKS ON DISC.						
10019	P03109 B	771205	02170000	SUSPN,INDP,FT. -BEARING WHEEL	73 000404 OLDSMOBILE	0200 DELTA 88	33	C	045000	001230005
				BEARING ACTION GOOD, NO EXCESSIVE WEAR. SHOP CLAIMS NOISE FROM WHEEL, LOCKS UP.BEARINGS APPEAR GOOD, SUSPECT HUB WEAK OR INCORRECT TORQUE						
10019	P03109 C	771205	02170000	SUSPN,INDP,FT. -BEARING WHEEL	73 000404 OLDSMOBILE	0200 DELTA 88	33	C	045000	001230005
				SOME WEAR ON OUTER SURFACE OF RACE,BEARING ACTION GOOD.SHOP CLAIMS WHEEL LOCKS UP. I.O.- RACE, NDHLM48548=BEARING						
40007	P04425 A C8028	780405	02170000	SUSPN,INDP,FT. -BEARING WHEEL	75 150301 FIAT DIVISION	0401 128SL COUPE	37	C	074474	012205080
				BEAR-RACE PITTED.PROBABLE CAUSE - HALL-BEARING DEVELOPED FLAT SPOT AND DAMAGED RACE.						
50000	P02918 A	770919	02224000	SUSPN,I BEAM,SLD,FT;U BULT-SPRNG TO I BEAM	68 000407 CHEVROLET TRUCK DV	5000 CHEV TRK AND VAN	03	C	008836	076103004
				U BOLT IN TWO PLACES AT BOTTOM OF U. SHINEY SURFACE INDICATES SOME CHAFFING						
50045	P03094 A	771127	02224000	SUSPN,I BEAM,SLD,FT;U BOLT-SPRNG TO I BEAM	66 000407 CHEVROLET TRUCK DV	5600 P SERIES	03	C	089620	080916086
				U BOLT IS BROKEN AT TOP OF "U"						



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50044	P83101 A	771201	02230000		SUSPN,I BEAM,SLD,FT: SPRING, COIL 77 000204 DODGE TRUCK DIV CENTER COIL OF LEFT FRONT SPRING BROKE CAUSING TIRES TO RUB FENDERS LOSS OF CONTROL	5304 R300	28	A	039000	055433054
50044	P03065 A	771110	02250000		SUSPN,I BEAM,SLD,FT: SPINDLE = KNUCKLE 64 000407 CHEVROLET TRUCK DV SPINDLE BROKE AT BASE OF STEERING KNUCKLE BODY=WHEEL FELL OFF. BUSHING IN GOOD CONDITION	6002 C60	03	B	087455	091401026
20020	P02815 A	770718	02340000		SUSPN-TWIN-I-BEAM,SLD,FRONT-SPRING COIL 74 000305 FORD TRUCK DIV SPRING BROKE TWO COILS FROM END = CLAIMS METAL FATIGUE	5200 ECONOLINE SERIES	03	C	029564	039501021
40000	P02963 A	770926	02340000		SUSPN-TWIN-I-BEAM,SLD,FRONT-SPRING COIL 76 000305 FORD TRUCK DIV COIL SPRING IS BROKEN IN TWO PLACES, FIRST COIL FROM BOTTOM AND FOURTH COIL FROM TOP. ID= 05UA-5310-FA,FAX,450/1840	5200 ECONOLINE SERIES	28	C	025241	075701042
20006	P02990 A	771005	02420000		SUSPN,SGL AXL R-CONTROL ARM 71 000303 MERCURY REAR CONTROL ARM SEVERELY RUSTED AND BROKEN = BUSHING HAS WORN AND DETERIORATED	0407 MERCURY=MARQUIS	03	B	070000	004105019
	P84717 A	780612	02430000		SUSPN,SGL AXL R-TORSION BAR 77 000202 DODGE TORSION BAR BROKE,METAL FATIGUE BELIEVED TO BE CAUSE.	0600 MONACO	03	C	007302	F27402050
20002	P04438 A	780417	02430000		SUSPN,SGL AXL R-TORSION BAR 74 160101 SUBARU DIVISION TORSION BARS BROKE CAUSING REAR SUSPENSION TO COLLAPSE, ID=HOWL.	0102 SUBARU GL	76	C	000000	020800002
20002	P04438 B	780417	02430000		SUSPN,SGL AXL R-TORSION BAR 74 160101 SUBARU DIVISION TORSION BAR BROKE CAUSING REAR SUSPENSION TO COLLAPSE, ID=RHWL.	0102 SUBARU GL	76	C	000000	020800002
50022	P04473 A	780512	02460000		SUSPN,SGL AXL R-SHOCK ABSORBER 72 000403 CHEVROLET ARM ON BRACKET CRACKED,ELONGATED HOLE IN ARM,POSSIBLE LOOSE OR UNDER- SIZED BOLT USED.	0402 NOVA	56	C	000000	019409113

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BIN NUMBER	PRP I NUMBER D RECEIVED	DATE	COMPONENT CLASS	COMPONENT YR MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	MDL	YR	SHOP NUMBER
10020	P03017 A	771013	02482000	SUSPN,SGL AXL R-NON-POWER AXLE , AXLE ASM. 00 000305 FORD TRUCK DIV STRANDED AXLE SPLINE OF LOADED WHEEL BROKE TWO INCHES FROM SLIGHTLY ROUGH BEARING - TWISTING FORCE	5700 F SERIES(MEDIUM)	03 C	000000			036037023
10020	P03016 A	771013	02482000	SUSPN,SGL AXL R-NON-POWER AXLE , AXLE ASM. 00 000305 FORD TRUCK DIV STRANDED AXLE SPLINE OF LOADED WHEEL BROKE ONE INCH FROM GOOD BEARING	5700 F SERIES(MEDIUM)	03 C	000000			036037023
10020	P03015 A	771013	02482000	SUSPN,SGL AXL R-NON-POWER AXLE , AXLE ASM. 00 000305 FORD TRUCK DIV STRANDED AXLE SPLINE OF LOADED WHEEL BROKE ONE INCH FROM GOOD BEARING	5700 F SERIES(MEDIUM)	03 B	000000			036037023
10020	P03018 A	771013	02482000	SUSPN,SGL AXL R-NON-POWER AXLE , AXLE ASM. 00 000407 CHEVROLET TRUCK DV STRANDED AXLE SPLINE OF LOADED WHEEL BROKE TWO INCHES FROM GOOD CONDITION BEARING - TWISTING FORCE	6000 C50-65 M65 SERIES	03 C	000000			036037023
40002	P04214 A	780321	02615000	WHEELS LUGS-NUTS-BOLTS 70 000403 CHEVROLET LUG STUDS BROKEN WHILE DRIVING 25 TO 30 MILES PER HOUR, APPEARS ONE STU D PARTIALLY BROKEN PRIOR.	0200 CHEVELLE	03 C	072995			051108008
20019	P02796 A E70027	770711	02621000	WHEELS SNGL-RIM BASE 73 140202 WHEEL IS CRACKED AT CENTER OF RIM UNDERNEATH TIRE SO WOULD LOSE AIR #5643E 4 1/2 JX14HZ 80360125 - FROM OWNER TO ODI	0300	44 C	015269			000000000
	P82959 A	770919	02700000	TIRES 00 000000 UNKNOWN VIBRATION PROBLEM, AFTER CHECKING FRONT END, FOUND TIRES OUT OF ROUND	0000 UNKNOWN	42 C	000000			006750053
	P84720 A	780612	02700000	TIRES 77 000402 CADILLAC SLIPPED STEEL BELTS.	0000 CADILLAC	57 C	011449			094110116
	P84720 B	780612	02700000	TIRES 77 000402 CADILLAC SLIPPED BELTS WITH STEEL PROTRUDING.	0000 CADILLAC	57 C	011449			094110116

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 CUMULATIVE PARTS RECEIVED FY 78  
 01 JUL 77 TO 30 JUN 78

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
	P83179 A	780105	02700000		TIRES		55	C	017000	060659011
					75 000403 CHEVROLET	0300 CAPRICE				
					SEVERE DISTORTION AROUND 1/3 OF TREAD AREA CAUSING VIBRATION.					
					OTHER I.D. - VDVYEL184(A7N) (SL70) DEM.					
	P84672 A	780531	02700000		TIRES		55	C	017894	F10801145
					76 000403 CHEVROLET	0407 NOVA CONCOURS				
					FRONT END VIBRATES BADLY,VEERS TO LEFT,NOT CONTROLLABLE AT HIGHWAY SPEEDS,REPLACED TIRE.					
50019	P02952 A	770923	03200000		BRAKES HYDRAULIC SYSTEM		07	C	027000	093301046
					76 000407 CHEVROLET TRUCK DV	5704 C30				
					SHOP CLAIMS HYDRA BOOST UNIT LEAKED POWER STEERING FLUID INTO MASTER CYLINDER. SUSPECT DAMAGED SEAL					
50000	P02909 A	770914	03213000		BRAKES HYDRAULIC-SWITCH,BRAKE LIGHT		28	C	007032	055407053
					77 000403 CHEVROLET	0200 CHEVELLE				
					COLLAR AND RIBBING FAILED TO HOLD SWITCH IN PLACE					
50031	P03668 A	780210	03214000		BRAKES HYDRAULIC-OTHER		32	C	010000	D40216035
					77 000301 FORD DIVISION	0000 FORD DIVISION				
					SOME SMALL PITTED AREA IN CENTER OF CYLINDER SURFACE OF CYLINDER AT EA CH END APPEAR TO BE LOWER THAN CENTER AS IF EXCESSIVELY WORN 461					
30001	P02906 A	770915	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	029898	076012007
					74 000305 FORD TRUCK DIV	5101 F100				
					COVER AND SPRING SEPARATED FROM MAIN BODY OF PLASTIC VALVE					
50003	P03684 A	780210	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	048000	092104022
					68 000401 BUICK	0700 SKYLARK				
					PLASTIC VALVE IS BROKEN AT BASE SHOP STATES WHEN VALVE BREAKS POWER ASSIST IS LOST IN BRAKING					
30003	P03922 A C7021	780313	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	C	045408	055406067
					76 000403 CHEVROLET	0316 IMPALA STATION WGN				
					NO VISIBLE EXTERNAL DEFECTS,POSSIBLE INTERNAL MALFUNCTION.SHOP STATES THAT ON COLD MORNINGS IT WOULD CORK & NOT ALLOW VACUM INTO THE BRAKE.					
30000	P02861 A	770808	03223000		BRKS.HYDRAULIC-PWR ASSIST-CHECK VALVE		28	B	060120	054130001
					68 000404 OLDSMOBILE	0100 CUTLASS				
					END PLATE HAD FALLEN OFF PLASTIC CHECK VALVE - POWER BOOST FAILURE					



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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50045	P03090	A 771123	03223000	BRKS, HYDRAULIC-PWR ASSIST-CHECK VALVE		0100 CUTLASS	28	B	090072	085004002
				70 000404 OLDSMOBILE						
				CAP CAME OFF PLASTIC VALVE VACUM LEAK						
50030	P03907	A 780227	03224000	BRKS, HYDRAULIC-PWR ASSIST-BOOSTER		0312 IMPALA	28	C	000000	060609104
	C7021			74 000403 CHEVROLET						
				NO VISUAL DEFECTS SHOP STATES COMPLETE VACUM ASSIST LOSS						
				THE REST OF THE ID NO 00313083698						
50042	P03032	A 771026	03230000	BRKS, HYDRAULIC-MSTR CYL		0000 UNKNOWN	00	C	000000	095820123
				00 000000 UNKNOWN						
				NO VISIBLE EXTERNAL DEFECTS CYLINDER HAS PLASTIC RESEVOIR DUAL CHAMBER						
				TYPE CYLINDER ITS ID LOCKHEED, TAG NOT READABLE						
50012	P02989	A 771006	03230000	BRKS, HYDRAULIC-MSTR CYL		0000 UNKNOWN	00	C	000000	063109037
				00 000000 UNKNOWN						
				NO VISIBLE EXTERNAL DEFECTS - SUSPECT INTERNAL LEAKAGE						
50036	P04766	A 760609	03230000	BRKS, HYDRAULIC-MSTR CYL		0000 UNKNOWN	44	C	000000	090027012
				00 000000 UNKNOWN						
				DEFECT UNKNOWN, POSSIBLE INTERNAL MALFUNCTION, INFORMATION CARD UNREAD-						
				ABLE.						
50036	P04768	A 780609	03230000	BRKS, HYDRAULIC-MSTR CYL		0000 UNKNOWN	44	C	000000	090027012
				00 000000 UNKNOWN						
				NO VISIBLE DEFECTS, POSSIBLE INTERNAL MALFUNCTION, INFO CARD UNREADABLE.						
P83182	A 780123		03230000	BRKS, HYDRAULIC-MSTR CYL		0000 UNKNOWN	44	C	000000	080906093
				00 000000 UNKNOWN						
				SHOP STATES THAT MASTER CYLINDERS FAIL MOST OFTEN, AS A RESULT OF						
				IMPROPER OR NO MAINTINANCE.						
50039	P03902	A 780227	03230000	BRKS, HYDRAULIC-MSTR CYL		0500 HORNET	32	C	042000	055423002
				73 000101 AMERICAN MOTORS DV						
				EXTERIOR IS CORRODED NO OTHER VISIBLE DEFECTS SHOP STATES FLUID LEAK						
				AT PLUNGER END OF CYLINDER						
20002	P03947	A 780308	03230000	BRKS, HYDRAULIC-MSTR CYL		0500 HORNET	44	C	006452	023513001
				74 000101 AMERICAN MOTORS DV						
				NO VISIBLE EXTERNAL DEFECTS, SOME FORGIEN DEBRIS IN RESIVOIR, POSSIBLE						
				INTERNAL MALFUNCTION.						

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 01 JUL 77 TO 30 JUN 78

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50000	P02903 A	770906	03230000	BRKS, HYDRAULIC-MSTR CYL 75 000101 AMERICAN MOTORS DV SHOP CLAIMS PRESSURE LOSS - SUSPECT INTERNAL LEAKAGE	0500 HURNET	44	C	032750	031204004
20015	P03890 A	780227	03230000	BRKS, HYDRAULIC-MSTR CYL 75 000101 AMERICAN MOTORS DV NO VISUAL DEFECTS SUSPECT INTERNAL MALFUNCTION SHOP STATES PEDAL GOES DOWN	0500 HORNET	44	C	037936	023513001
50014	P03687 A	780227	03230000	BRKS, HYDRAULIC-MSTR CYL 73 000101 AMERICAN MOTORS DV ONE RESIVOIR WAS ONLY HALF FULL ALTHOUGH NO EXTERNAL LEAKAGE APPARENT SUSPECT INTERNAL MALFUNCTION	0700 MATADOR	28	C	056272	014607007
50001	P02887 A	770808	03230000	BRKS, HYDRAULIC-MSTR CYL 69 000201 CHRYSLER DIV CLAIMS INTERNAL LEAKAGE	0500 NEWPORT	19	B	033292	055103001
50011	P04229 A	780327	03230000	BRKS, HYDRAULIC-MSTR CYL 70 000202 DODGE SUSPECT INTERNAL MALFUNCTION, BRAKE PEDAL WENT TO THE FLOOR BOARD, BRAKE FAILURE	0500 DART	28	C	016502	090027012
50042	P03038 A	771027	03230000	BRKS, HYDRAULIC-MSTR CYL 72 000202 DODGE NO VISIBLE EXTERNAL DEFECTS SUSPECT INTERNAL LEAKAGE PAST SEALS	0500 DART	44	C	067521	090027012
50036	P04733 A	780629	03230000	BRKS, HYDRAULIC-MSTR CYL 73 000203 PLYMOUTH NO VISIBLE DEFECTS, APPEARANT INTERNAL MALFUNCTION, SHOP STATES LEAK AND PEDAL SINKS.	0000 PLYMOUTH	44	C	057216	090027012
50036	P04760 A	780525	03230000	BRKS, HYDRAULIC-MSTR CYL 72 000203 PLYMOUTH MASTER CYLINDER SEALS WORN CAUSING CYLINDER TO LEAK AND BRAKE FAILURE.	0601 VALIANT DUSTER	32	C	022555	023513001
50036	P04759 A	780619	03230000	BRKS, HYDRAULIC-MSTR CYL 72 000203 PLYMOUTH MASTER CYLINDER SEALS WORN CAUSING CYLINDER TO LEAK AND BRAKE FAILURE.	0601 VALIANT DUSTER	32	C	053705	090027012

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CUMULATIVE PARTS RECEIVED FY 78  
01 JUL 77 TO 30 JUN 78

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	SHOP NUMBER
50002	P03951 A	780313	03230000	BRKS, HYDRAULIC-MSTR CYL	73 000203 PLYMOUTH	0606 VALIANT SCAMP	28	C	034864	019401090
				NO EXTERNAL DEFECTS, POSSIBLE INTERNAL MALFUNCTION. CAR LOST ALL BRAKES WITH-OUT WARNING CAUSING ACCIDENT.						
50001	P02889 A	770802	03230000	BRKS, HYDRAULIC-MSTR CYL	00 000300 FORD MOTORS CO	0000 FORD MOTORS CO	19	B	000000	095820123
				SUSPECT INTERNAL LEAK - FOREIGN MC						
50045	P83475 A C2053	780124	03230000	BRKS, HYDRAULIC-MSTR CYL	70 000301 FORD DIVISION	0100 FAIRLANE	49	C	000000	031204007
				RUSTING CYLINDER BORE, DETERIORATING ALUMINUM PISTON, DETERIORATING RUBBER SEAL.						
50045	P03088 A C2053	771123	03230000	BRKS, HYDRAULIC-MSTR CYL	73 000301 FORD DIVISION	0313 GALAXIE 500	28	C	042416	023513001
				NO VISIBLE EXTERNAL DEFECTS SUSPECT INTERNAL MALFUNCTION SHOP CLAIM PEDAL GOES TO FLOOR SUSPECT LEAKAGE PAST SEALS						
20017	P03891 A C2053	780227	03230000	BRKS, HYDRAULIC-MSTR CYL	72 000301 FORD DIVISION	0400 MAVERICK	44	C	045186	023513001
				INSIDE OF RESERVOIR HAS SOME SLUDGE IN IT NO OTHER VISUAL DEFECTS SHOP STATES PEDAL GOES TO FLOOR						
50040	P04687 A	780609	03230000	BRKS, HYDRAULIC-MSTR CYL	73 000301 FORD DIVISION	0500 MUSTANG	14	C	023218	014607007
				NO VISIBLE REASON FOR BRAKE FAILURE. MASTER CYLINDER MALFUNCTIONED INTERNALLY, POSSIBLE FAULTY CHECK VALVE.						
10001	P03147 A C2053	771202	03230000	BRKS, HYDRAULIC-MSTR CYL	70 000301 FORD DIVISION	0804 GRAN TORINO	44	C	038222	095820123
				SHOP CLAIMS 'BLEEDING OFF. JUST HAD REPLACED YEAR AGO.' SUSPECT INTERNAL LEAKAGE.						
50042	P03031 A C2053	771026	03230000	BRKS, HYDRAULIC-MSTR CYL	72 000301 FORD DIVISION	9900 FORD UNKNOWMN	44	C	094355	095820123
				NO VISIBLE EXTERNAL DEFECTS SUSPECT INTERNAL LEAKAGE PAST SEALS PEDAL SINKS						
50000	P02915 A	770830	03230000	BRKS, HYDRAULIC-MSTR CYL	75 000302 LINCOLN	0200 MARK IV	28	C	042000	055423002
				SHOP CLAIMS REAR BRAKES DID NOT WORK. REPLACED MASTER CYLINDER. SUSPECT DIRT IN CYLINDER OR FAULTY VALVE/PORT. - HENDIX						



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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	SHOP NUMBER
50036	P04736 A	780629	03230000	BRKS, HYDRAULIC-MSTR CYL	74 000303 MERCURY	0100 CAPRI	44	C	000000	090027012
				UNABLE TO READ TAG, SUSPECT INTERNAL MALFUNCTION.						
50036	P04735 A	780629	03230000	BRKS, HYDRAULIC-MSTR CYL	76 000303 MERCURY	0100 CAPRI	44	C	019714	090027012
				NO VISIBLE DEFECTS, SHOP STATES MASTER CYLINDER LEAKS.						
50001	P02888 A	770808	03230000	BRKS, HYDRAULIC-MSTR CYL	71 000305 FORD TRUCK DIV	5200 ECONOLINE SERIES	19	H	025114	055103001
				CLAIMS INTERNAL LEAKAGE						
30014	P03151 A	780120	03230000	BRKS, HYDRAULIC-MSTR CYL	00 000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO	00	C	000000	030501001
				NO VISIBLE EXTERNAL DEFECTS, MASTER CYLINDER IS BENDIX UNIT, TAG NOT READABLE.						
DOT1	P02898 A	770901	03230000	BRKS, HYDRAULIC-MSTR CYL	76 000401 BUICK	0000 BUICK	44	C	028627	090027012
				SHOP CLAIMS FLUID LOSS						
50036	P04769 A	780609	03230000	BRKS, HYDRAULIC-MSTR CYL	66 000402 CADILLAC	0000 CADILLAC	32	C	028867	090027012
				NO VISIBLE DEFECT, SHOP STATES LEAKING.						
40004	P03915 A	780227	03230000	BRKS, HYDRAULIC-MSTR CYL	70 000402 CADILLAC	0000 CADILLAC	44	C	085363	090027012
				NO APPARENT VISUAL DEFECTS PROBABLE INTERNAL MALFUNCTION SHOP STATES PEDAL WENT TO FLOOR						
50036	P04734 A	780629	03230000	BRKS, HYDRAULIC-MSTR CYL	77 000402 CADILLAC	0400 SEVILLE	44	C	025249	090027012
				NO VISIBLE DEFECTS, SHOP STATES PEDAL SINKS, ID=1125.						
50045	PC3080 A	771118	03230000	BRKS, HYDRAULIC-MSTR CYL	77 000403 CHEVROLET	0206 CHEVELLE MALIBU	00	C	017847	039501021
				NO VISIBLE EXTERNAL DEFECTS SUSPECT INTERNAL MALFUNCTION						

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 CUMULATIVE PARTS RECEIVED FY 78  
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SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50036	P04732 A 780629	03230000	BRKS, HYDRAULIC-MSTR CYL 77 000403 CHEVROLET NO VISIBLE DEFECTS, NO COMMENTS FROM SHOP.	0800 MONTE CARLO	44 C	022840	039501021
50025	P03174 A 780111	03230000	BRKS, HYDRAULIC-MSTR CYL 74 000404 OLDSMOBILE SHOP CLAIMS INTERMITTENT BRAKE LOSS, SUSPECT INTERNAL MALFUNCTION - NO VISIBLE EXTERNAL DEFECTS.	0100 CUTLASS	44 C	060998	023513001
20019	P02804 A 770711	03230000	BRKS, HYDRAULIC-MSTR CYL 74 000404 OLDSMOBILE CLAIMS MASTER CYLINDER LEAKS AT PUSH ROD END	0800 OMEGA	44 B	020000	055423002
50018	P03910 A 780227	03230000	BRKS, HYDRAULIC-MSTR CYL 77 000406 GMC TRUCK DIV INSPECTION SHOWS NO SEVERE EXTERNAL LEAKING ALL THOUGH SHOP CLAIMS FLUID LEAKING POSSIBLE INTERNAL MALFUNCTION	5100 GMC TRUCK	32 C	011000	060638110
50002	P02994 A 771018	03230000	BRKS, HYDRAULIC-MSTR CYL 76 000407 CHEVROLET TRUCK DV PART SEEMS OK - CLAIMS OCCASIONAL PEDAL FADES AND LOW	5702 C20	14 C	038272	095820123
50036	P04757 A 780619	03230000	BRKS, HYDRAULIC-MSTR CYL 73 110206 MG DIVISION SEAL IN MASTER CYLINDER WORN ALLOWING MASTER CYLINDER TO LEAK AND BRAKE FAILURE.	0101 MGB	32 C	057414	097303038
40000	P02977 A 771005	03230000	BRKS, HYDRAULIC-MSTR CYL 75 140501 VOLKSWAGEN DIVISION SHOP CLAIMS NO BRAKES, CYLINDER COLLAPSED INSIDE, PISTON ACTION GOOD #9459 115	0600 RABBIT	28 C	031619	030060087
50036	P04737 A 780629	03230000	BRKS, HYDRAULIC-MSTR CYL 00 170101 VOLVO DIVISION NO VISIBLE DEFECT, SHOP STATES LOSS OF FLUID.	0000 VOLVO DIVISION	44 C	000000	090027012
P84463 A E70027	780411	03233000	BRKS, HYDRAULIC-MSTR CYL, PISTONS=CUPS=SPRNG 64 000303 MERCURY LEAKING AT PISTON AT REAR	0404 MERCURY MONTCLAIR	32 C	000000	085021027

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SORTED BY COMPONENT,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
	P84462 A E70027	780411	03233000	BRKS, HYDRAULIC-MSTR CYL, PISTONS=CUPS=SPRNG 64 000303 MERCURY FLUID IS LEAKING INTERNALLY		0404 MERCURY MONTCLAIR	32	C	000000	085021027
	P84718 A	780612	03233000	BRKS, HYDRAULIC-MSTR CYL, PISTONS=CUPS=SPRNG 77 000305 FORD TRUCK DIV MASTER CYLINDER RUBBERS SWELLED AND SEIZED IN THE BORE RESULTING IN BRAKES NOT RELEASING.		5702 F600	53	C	000067	F98009130
	P84718 B	780612	03233000	BRKS, HYDRAULIC-MSTR CYL, PISTONS=CUPS=SPRNG 77 000305 FORD TRUCK DIV MASTER CYLINDER RUBBERS SWELLED AND SEIZED IN THE BORE RESULTING IN BRAKES NOT RELEASING.		5702 F600	53	C	000072	F98009130
20009	P03462 A	780127	03233000	BRKS, HYDRAULIC-MSTR CYL, PISTONS=CUPS=SPRNG 76 000403 CHEVROLET PRIMARY CUP HAS TWO UNUSUAL INDENTIONS, POSSIBLY OCCURRED DURING MOLDING.		0402 NOVA	14	C	022165	083201068
50045	P03082 A	771118	03234000	BRKS, HYDRAULIC-MSTR CYL, OTHER 71 000404 OLDSMOBILE NO CHECK VALVE OR SPRINGS INSTALLED AT FACTORY THESE PARTS ARE ALL THAT WAS REMOVED FROM THE MASTER CYLINDER WHICH HAD NEVER BEEN REPAIRED.		0100 CUTLASS	44	C	061740	051108008
20002	P03925 A	780308	03234000	BRKS, HYDRAULIC-MSTR CYL, OTHER 71 000404 OLDSMOBILE LEAK RESULTING IN FAILURE OF BRAKES NO WARNING LIGHT, SUSPECT INTERNAL MALFUNCTION.		0600 98	28	C	000000	055432049
50040	P04693 A	780609	03240000	BRKS, HYDRAULIC-LINES, FITTINGS, 75 000203 PLYMOUTH HOSE WAS POOR FIT, HOSE CRACKED AND LEAKED.		0600 VALIANT	08	C	035000	014607007
50040	P04693 B	780609	03240000	BRKS, HYDRAULIC-LINES, FITTINGS, 75 000203 PLYMOUTH HOSE WAS POOR FIT, HOSE CRACKED AND LEAKED.		0600 VALIANT	08	C	035000	014607007
40001	P04421 A	780405	03240000	BRKS, HYDRAULIC-LINES, FITTINGS, 75 000203 PLYMOUTH HOSE RUPTURED 1/2 IN, FROM METAL END, HOSE APPEARS TO HAVE BEEN RUBBED WITH ANOTHER OBJECT CAUSING HOSE TO WEAR AND WEAKEN.		0601 VALIANT DUSTER	03	C	052000	055802136



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 01 JUL 77 TO 30 JUN 78

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBFR
50000	P02935 A	770921	03241000	BRKS, HYDRAULIC-LINES, METALLIC 75 000101 AMERICAN MOTORS DV METAL BRAKE LINE FLATTENED BY TAIL PIPE. TAIL PIPE HAD BEEN HITTING LINE	0500 HORNET		76	C	000000	015063169
	P82935 A	771025	03241000	BRKS, HYDRAULIC-LINES, METALLIC 76 000101 AMERICAN MOTORS DV METAL BRAKE LINE WAS CRUSHED BY EXHAUST LINE. REROUTED NEW BRAKE LINE	0500 HORNET		76	C	006000	015063169
	P83070 A	771114	03241000	BRKS, HYDRAULIC-LINES, METALLIC 74 000204 DODGE TRUCK DIV EMERGENCY CABLE WORE THROUGH METAL LINE DUE TO POSITIONING OF REAR BRAKE LINE HRACKET	5100 DRW SERIES-PICK UP		06	C	011684	054911002
10001	P03145 A	771214	03241000	BRKS, HYDRAULIC-LINES, METALLIC 77 000305 FORD TRUCK DIV SHOP CLAIMS LINE LEAKING AT END	5111 F250		32	C	034803	022201004
	P84677 A	780531	03241000	BRKS, HYDRAULIC-LINES, METALLIC 70 140501 VOLKSWAGEN DIVISN BRAKE LINE RUSTED INSIDE OF CAR DUE TO WATER ACCUMULATION. LINE BROKEN. LOSS OF STOPPING POWER.	0100 TYPE I		03	C	076000	060632062
30003	P02914 A	770830	03241000	BRKS, HYDRAULIC-LINES, METALLIC 70 160501 MAZDA DIVISION STEEL BRAKE LINE SPLIT AT FITTING. LINE RAN FROM PROPORTIONING VALVE TO BRAKE HOSE. LINE IS NOT RUSTED	0700 MAZDA UNKNOWN		03	C	000000	098106082
50044	P03078 A	771114	03241000	BRKS, HYDRAULIC-LINES, METALLIC 71 200031 INTERNATIONAL TRCK METAL BRAKE LINE IS RUSTED AND BROKEN AT FITTING	1200 INTERNATIONAL UNK		03	C	049609	001230005
40000	P02976 A	771003	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 00 000000 UNKNOWN HOSE IS SPLIT AROUND CIRCUMFERENCE 3/16 INCH FROM FITTINGS AT BOTH ENDS	0000 UNKNOWN		08	C	000000	023513001
40000	P02976 B	771003	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 00 000000 UNKNOWN HOSE IS SPLIT AROUND CIRCUMFERENCE 3/16 INCH FROM FITTINGS AT BOTH ENDS	0000 UNKNOWN		08	C	000000	023513001

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OFFICE OF DEFECTS INVESTIGATION  
 CUMULATIVE PARTS RECEIVED FY 78  
 01 JUL 77 TO 30 JUN 78

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
20017	P03911 A	780227	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000101 AMERICAN MOTORS DV	0400 GREMLIN	HOSE IS WEATHERED AND CRACKED AT END NEAR FITTING	08	C	000000	002746004
20017	P03911 B	780227	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000101 AMERICAN MOTORS DV	0400 GREMLIN	HOSE IS WEATHERED AND CRACKED AT END NEAR FITTING	08	C	000000	002746004
50020	P03686 A	780227	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 75 000101 AMERICAN MOTORS DV	0400 GREMLIN	BRAKE HOSES ARE WEATHERED AND CRACKED WITH ENDS BROKEN OFF FROM FITTING REST OF ID NUMBER H1	03	C	034128	014607007
30001	P02921 B	770826	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000101 AMERICAN MOTORS DV	0402 GREMLIN X	HOSE IS CRACKED 180 AROUND CIRCUMFERENCE 1/8" FROM FITTING. SHOP SUSPECTS HOSE TOO SHORT	08	C	038607	023513001
30001	P02921 A	770826	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000101 AMERICAN MOTORS DV	0402 GREMLIN X	HOSE IS SPLIT 250 AROUND CIRCUMFERENCE 1/4" FROM FITTING. SHOP SUSPECTS HOSE TOO SHORT	08	C	038607	023513001
20020	P02813 A	770705	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 72 000201 CHRYSLER DIV	0100 TOWN AND COUNTRY	.804031-SAE-J1401 HOSE SPLIT 360 DEGREES AROUND & 180 DEGREES AT ENDS OF HOSE 1/8 INCH FROM FITTINGS	08	B	063900	019047004
20020	P02813 B	770705	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 72 000201 CHRYSLER DIV	0100 TOWN AND COUNTRY	HOSE IS SPLIT 360 DEGREES AROUND & 180 DEGREES AT ENDS OF HOSE 1/8 INCH FROM FITTINGS	08	B	063900	019047004
20008	P03932 A E80053	780308	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000202 DODGE	0000 DODGE	HOSE IS CRACKED AT ENDS NEAR FITTING. HOSE IS TOO SHORT FOR THIS TYPE OF BRAKE, PART ID NO 011	08	C	030030	017754007
20008	P03932 B E80053	780308	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000202 DODGE	0000 DODGE	HOSE IS CRACKED AT ENDS NEAR FITTINGS. HOSE IS TOO SHORT FOR THIS TYPE OF BRAKE.	08	C	030030	017754007

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CUMULATIVE PARTS RECEIVED FY 78  
01 JUL 77 TO 30 JUN 78

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YEAR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50036	P04763 A	780629	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 00 000202 DODGE BRAKE HOSE CRACKED THROUGH NEAR METAL FITTINGS, ID- 2034J.			0500 DART	03	C	000000	F53702100
50012	P02986 B	771012	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000202 DODGE #HL HOSE IS SPLIT 90 DEGREES AROUND 1/4 INCH FROM FITTING ENDS (CUT)			0500 DART	08	C	031220	014607007
50012	P02986 A	771012	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000202 DODGE #5011-H20054H-SAE-J1401 HOSE SPLIT 120 DEGREES AROUND 1/4 INCH FROM FITTINGS ON BOTH ENDS (CUT)			0500 DART	08	C	031220	014607007
50027	P04434 B E80053	780405	03242000	HRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000202 DODGE HOSE BADLY CRACKED AT ONE END 1/2 INCH FROM METAL END.			0500 DART	56	C	067570	012205080
50027	P04434 A E80053	780405	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000202 DODGE HOSE BADLY CRACKED AT ONE END 1/2 INCH FROM METAL END.			0500 DART	56	C	067570	012205080
50036	P04762 A	780629	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000202 DODGE BRAKE HOSE IS CRACKED THROUGH NEAR FITTINGS AT BOTH ENDS.			0500 DART	03	C	065549	F53702100
50036	P04765 B	780629	03242000	HRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000202 DODGE BRAKE HOSE CRACKED AT BOTH ENDS NEAR FITTINGS.			0500 DART	08	C	070023	F53702100
50036	P04765 A	780629	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000202 DODGE BRAKE HOSE IS CRACKED AT BOTH ENDS NEAR FITTINGS.			0500 DART	08	C	070023	F53702100
20008	P03918 A E80053	780315	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000202 DODGE HOSE CRACKED AT ENDS NEAR FITTINGS, REST OF PART ID NUMBER 1113YSAEJ140			0500 DART	08	C	030621	054130001



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 01 JUL 77 TO 30 JUN 78

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
50036	P04764	A 780629	03242000	BRKS. HYDRAULIC-LINES=HOSE, NON-METALLIC	75 000202 DODGE	0500 DART	08	C	046173	F53702100
				HOSE IS CRACKED ON BOTH ENDS NEAR METAL FITTINGS.						
50042	P03024	A 771025	03242000	BRKS. HYDRAULIC-LINES=HOSE, NON-METALLIC	63 000202 DODGE	9900 DODGE UNKNOWN	03	C	039197	084117016
				BRAKE HOSE BROKE 1/4 FROM FITTING AT FRAMES END						
30000	P02858	B 770720	03242000	BRKS. HYDRAULIC-LINES=HOSE, NON-METALLIC	69 000203 PLYMOUTH	0401 FURY I	08	B	102391	004104003
				CLAIMS HOSE IS AT TOO GREAT AN ANGLE AT FRAME END - HAS SERIES OF CRACK NEAR FITTING AT WHEEL END & FRAME END FITTING MISSING FROM HOSE						
30000	P02858	A 770720	03242000	BRKS. HYDRAULIC-LINES=HOSE, NON-METALLIC	69 000203 PLYMOUTH	0401 FURY I	08	B	102391	004104003
				CLAIMS HOSE AT TOO GREAT AN ANGLE AT FRAME BRACKET - BROKE AT FITTING JOINT AT FRAME BRACKET END						
30000	P02857	A 770804	03242000	BRKS. HYDRAULIC-LINES=HOSE, NON-METALLIC	71 000203 PLYMOUTH	0402 FURY II	08	B	078163	004104003
				CLAIMS HOSE AT TOO GREAT AN ANGLE AT FRAME BRACKET - HOSE IS SEVERELY CRACKED - OUTER LAYERS SPLIT 360 DEGREES AROUND NEAR BOTH FITTINGS						
30000	P02857	B 770804	03242000	BRKS. HYDRAULIC-LINES=HOSE, NON-METALLIC	71 000203 PLYMOUTH	0402 FURY II	08	B	078163	004104003
				CLAIMS HOSE AT TOO GREAT AN ANGLE AT FRAME BRACKET - HOSE IS SEVERELY CRACKED - OUTER LAYERS SPLIT 360 DEGREES AROUND NEAR BOTH FITTINGS						
40000	P02971	B 770926	03242000	BRKS. HYDRAULIC-LINES=HOSE, NON-METALLIC	74 000203 PLYMOUTH	0600 VALIANT	08	C	028112	012054098
	E80053			#5011 HOSE IS SPLIT 180 DEGREES AROUND 3/16 INCH FROM FITTING						
40000	P02971	A 770926	03242000	BRKS. HYDRAULIC-LINES=HOSE, NON-METALLIC	74 000203 PLYMOUTH	0600 VALIANT	08	C	028112	012054098
	E80053			HOSE IS SPLIT 180 DEGREES AROUND 1/8 INCH FROM FITTING #5011-A2802411						
20008	P03946	B 780308	03242000	BRKS. HYDRAULIC-LINES=HOSE, NON-METALLIC	74 000203 PLYMOUTH	0600 VALIANT	08	C	023780	023513001
	E80053			RUBBER PORTION OF HOSE IS CRACKED THROUGH NEAR FITTING, PART ID NUMBER 2024SAE11404						

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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
20008	P03946 A E80053	780308	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 74 000203 PLYMOUTH RUBBER PORTION OF HOSE IS CRACKED THROUGH NEAR FITTING, PART ID NO 2024 YSAE 31401.	0600 VALIANT	08 C	023780	023513001
50000	P02879 A E80053	770808	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT 360 DEGREES AROUND 3/16 INCH FROM BOTH FITTINGS	0601 VALIANT DUSTER	08 B	040000	054130001
50000	P02874 B E80053	770808	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH CLAIMS ENDS CRACKED AND HOSE TOO SHORT - ONE END OF #5011, HOSE SPLIT 180 DEGREES AROUND 1/4 INCH FROM FITTING - HAS BEEN CUT	0601 VALIANT DUSTER	08 B	031825	014607007
50000	P02874 A E80053	770808	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH CLAIMS #4, SAEJ1401-2, HOSE CRACKED AT BOTH ENDS AND TOO SHORT - ONE END OF HOSE CUT - CRACKED 360 DEGREES AROUND 3/16 INCH FROM FITTING	0601 VALIANT DUSTER	08 B	031825	014607007
20013	P03459 A E80053		03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE CRACKED AND SPLIT APPRX. 1/4 INCH FROM EACH END, BELOW FITTINGS.	0601 VALIANT DUSTER	32 C	060581	083201068
50038	P04649 B	780501	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE BROKEN AT METAL COUPLING APPEARS TO BE TO SHORT.	0601 VALIANT DUSTER	32 C	052598	051106004
20008	P03921 A E80053	780315	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE CRACKED BADLY AT ENDS NEAR FITTINGS, SHOP STATES VEHICLE LOST BRAKES.	0601 VALIANT DUSTER	28 C	073010	054130001
50038	P04649 A	780501	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE BROKEN AT METAL COUPLING, APPEARS TO BE TO SHORT.	0601 VALIANT DUSTER	32 C	052598	051106004
20008	P03921 B E80053	780315	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE HAS SEVERAL DEEP CRACKS IN IT, SHOP STATES VEHICLE LOST BRAKES	0601 VALIANT DUSTER	28 C	000000	054130001

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OFFICE OF DEFECTS INVESTIGATION  
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 01 JUL 77 TO 30 JUN 78

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
50012	P02985 B E80053	771012	03242000		BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000203 PLYMOUTH #74-1/8 HL HOSE IS SPLIT 270 DEGREES AROUND 1/4 INCH FROM FITTING END	0601 VALIANT DUSTER	08	C	028634	014607007
50012	P02985 A E80053	771012	03242000		BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000203 PLYMOUTH #5011-G22034H-SAE J1401 HOSE IS SPLIT 240 DEGREES AROUND 1/4 INCH FROM FITTING AT ONE END	0601 VALIANT DUSTER	08	C	028634	014607007
50012	P02984 B E80053	771012	03242000		BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000203 PLYMOUTH HOSE IS SPLIT 340 DEGREES AROUND 1/4 INCH FROM FITTING AT ONE END: CUT	0601 VALIANT DUSTER	08	C	029350	014607007
50012	P02984 A E80053	771012	03242000		BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000203 PLYMOUTH #5011-C3004. HOSE IS SPLIT 180 DEGREES AROUND 3/8 INCH FROM FITTING AT ONE END (BEEN CUT) - LINE BROKEN OFF IN FITTING - TOO SHORT	0601 VALIANT DUSTER	08	C	029350	014607007
20019	P02797 A E80053	770705	03242000		BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000203 PLYMOUTH HOSE IS CRACKED AT BOTH ENDS 180 DEGREES AROUND 1/8 INCH FROM FITTING - DISC BRAKE APPLICATION HOSE TOO SHORT, FOUND AT INSPECTION	0601 VALIANT DUSTER	08	B	039253	014607007
50017	P03889 A E80053	780227	03242000		BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000203 PLYMOUTH HOSES CRACKED NEAR FITTING REST OF ID NUMBER 3034HSAEJ140	0601 VALIANT DUSTER	08	C	024028	023513001
40001	P04421 B	780405	03242000		BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 75 000203 PLYMOUTH HOSE REPLACED BECAUSE OF CRACKS & SPLITS PLACING HOSE IN WEAKENED CONDITION.	0601 VALIANT DUSTER	56	C	052000	055802136
50000	P02875 A E80053	770808	03242000		BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT 360 DEGREES AROUND 3/16 INCH FROM FITTING - CLAIM HOSE IS TOO SHORT	0606 VALIANT SCAMP	08	B	033220	014607007
50000	P02875 B E80053	770808	03242000		BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE IS SPLIT 180 DEGREES AROUND 1/8 INCH FROM FITTING - CLAIMS HOSE IS TOO SHORT	0606 VALIANT SCAMP	08	B	033220	014607007



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 01 JUL 77 TO 30 JUN 78

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	SHOP NUMBER
20008	P03931 B E80053	780308	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE CRACKED AT END NEAR FITTING. HOSE BROKEN COMPLETELY THROUGH APPROX 2 INCHES FROM END.	0606 VALIANT SCAMP	03	C	016493	014607007
20008	P03931 A E80053	780308	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 73 000203 PLYMOUTH HOSE CRACKED AT END NEAR FITTING. HOSE BROKEN COMPLETELY THROUGH APPROX 2 INCHES FROM THE END. PART ID NO. 9102HSAE1140	0606 VALIANT SCAMP	03	C	016493	014607007
50000	P02876 A E80053	770808	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000203 PLYMOUTH #75-1/8 H HOSE. SPLIT 350 DEGREES AROUND 1/4 INCH FROM WHEEL END FITTING & 180 DEGREES AROUND 1/8 INCH FROM FRAME END FITTING - BEEN CUT	0606 VALIANT SCAMP	08	B	028518	014607007
20021	P02823 B	770726	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 75 000203 PLYMOUTH #75-1/8HL, 5011.19035HSAEJ1404 HOSE IS SPLIT 180 DEGREES AROUND 1/4-INCH FROM FITTINGS	0606 VALIANT SCAMP	08	C	035060	004105019
20021	P02823 A	770726	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 75 000203 PLYMOUTH #75 1/8HL, 1/8 5011-J03035Y HOSE IS SPLIT 180 DEGREES AROUND 1/8 INCH FROM FITTING AT FRAME END	0606 VALIANT SCAMP	08	C	035060	004105019
	P84669 A	780531	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 76 000203 PLYMOUTH 2 FRONT BRAKE HOSES BROKE BY BRACKETS RETURNED TO DEALER.	0700 VOLARE	03	C	024400	046327016
20019	P02810 B	770708	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000204 DODGE TRUCK DIV HOSE IS SPLIT 360 DEGREES AROUND 3/16 INCH FROM FITTINGS & 180 DEGREES NEAR CENTER OF HOSE	5202 AW 100	08	B	034395	012054098
20019	P02810 A	770708	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000204 DODGE TRUCK DIV #5011-G11034Y-SAEJ1401 HOSE IS SPLIT 360 DEGREES AROUND 3/16 INCH FROM FITTING & 180 DEGREES NEAR CENTER OF HOSE - ALSO OTHER CRACKS	5202 AW 100	08	B	034395	012054098
30000	P02833 A	770727	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 67 000204 DODGE TRUCK DIV HOSE IS SPLIT 1/4-INCH FROM FITTING 360 DEGREES AROUND AT WHEEL END - RUBBER LAYER AT FRAME END AND CLOTH LAYERS SPLIT	5301 B1 VAN COMPACT	08	B	000000	055406051

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BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YR MANUFACTURER	MAKE=MODEL	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50036	P04747 B	780619	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 72 000204 DODGE TRUCK DIV	5303 B200		28 C	062500	055802136
				HOSE IS CRACKED AT END NEAR FITTING, LOSS OF BRAKES.					
50036	P04747 A	780619	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 72 000204 DODGE TRUCK DIV	5303 B200		28 C	062500	055802136
				HOSE CRACKED AT END NEAR FITTING, LOSS OF BRAKES.					
20009	P03461 A E70031	780127	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 73 000204 DODGE TRUCK DIV	5600	DGE TRK AND VN UNK	32 C	022416	083201068
				BREAK IN HOSE RIGHT BELOW MALE FITTING, SHDP STATES BREAK WAS DUE TO HOSE BEING TOO SHORT FOR MAKING SHARP RIGHT TURNS, I.D.SAE J1401.					
50038	P04657 B	780509	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000301 FORD DIVISION	0400 MAVERICK		57 C	062984	053405004
				HOSE CRACKED 1/4 IN. FROM METAL COUPLING THE CONTINUED TURNING SIDE TO SIDE CAUSES HOSE TO DETERIATE AT THE SAME PLACE ON BOTH HOSES.					
30012	P04657 A	780509	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 74 000301 FORD DIVISION	0400 MAVERICK		57 C	062984	053405004
				HOSE CRACKED 1/4 IN. FROM METAL COUPLING THE CONTINUED TURNING SIDE TO SIDE CAUSES HOSE TO DETERIORATE AT SAME PLACE ON BOTH HOSES.					
50013	P04441 A	780417	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 73 000301 FORD DIVISION	0600 PINTO		08 C	040349	014607007
				HOSE CRACKED AT EACH END NEAR METAL CONNECTORS, ONE END BROKEN OFF.					
40000	P02966 A	770926	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 76 000303 MERCURY	0104 CAPRI II		08 C	018350	006855010
				BRAKE HOSE IS CRACKED 360 DEGREES AROUND CIRCUMFERENCE 1/8 INCH FROM FITTING. PART ID= PE 1/8 D98074-23SAE J1401					
20008	P03471 A	780127	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 70 000305 FORD TRUCK DIV	5111 F250		06 C	080000	037209003
				HOSE CHAFED APPROXIMATELY 6 INCHES DOWN FROM FEMALE FITTING. CAUSED BY CONTACT WITH TIRE.					
50000	P02919 A	770907	03242000	BRKS, HYDRAULIC-LINES=HOSE, NON-METALLIC 77 000305 FORD TRUCK DIV	5115 F350		57 C	023462	019020002
				HOLE IS WORN AT MIDPOINT OF HOSE THROUGH CORD FROM RUBBING TIRE					

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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50003	P04470 A	780512	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC	76 000401 BUICK	BUICK	44	C	000000	008723101
				HOSE IS BLOCKED, RESTRICTS FLUID TRAVEL.						
D0T1	P83020 A	771109	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC	76 000401 BUICK	ELECTRA	28	B	012000	021218014
				SHOP CLAIMS DAMAGE FROM RUBBING?						
10019	P03117 A	771212	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC	70 000401 BUICK	ELECTRA 225	44	C	084026	039501021
				HOSE IS DRY ON OUTSIDE. SHOP CLAIMS COLLAPSED ON INSIDE						
20001	P04469 A	780509	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC	75 000403 CHEVROLET	CAMARO	03	C	049719	055422043
				HOSE IMPROPERLY ALIGNED. HOSE RUBBED AGAINST FRAME UNTIL IT RUPTURED.						
20008	P03460 A	780127	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC	73 000407 CHEVROLET TRUCK DV	CHEVROLET TRUCK DV	32	C	068929	083201068
				MALE FITTING PULLED APART FROM HOSE BY TREE STUMP, ALSO HAS SPLIT APPROX. 9 INCHES FROM SAME FITTING.						
10019	P03120 A	771219	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC	75 000407 CHEVROLET TRUCK DV	G20	04	C	041830	084111015
				HOSE WAS BURNED THROUGH IN TWO PLACES FROM RUBBING ON CUSTOM DUAL EXHAUST PIPE. LOSS OF BRAKES EXPERIENCED. I.D. 1/8-6396-006114						
40000	P02969 A	770926	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC	73 110202 TRIUMPH DIVISION	SPIRIFIRE	08	C	040039	098105017
				FRONT FLEX LINE CRACKED AT ANCHOR FITTING						
30024	P03162 A	780116	03242000	BRKS, HYDRAULIC-LINES-HOSE, NON-METALLIC	74 140501 VOLKSWAGEN DIVISION	TYPE I	32	C	000000	097405004
				HOSE WAS RUBBING AGAINST TIRE, MORE HOLE IN HOSE THROUGH RUBBER AND CORD. I.D. - ATE 1/8 3.5399-1 + 73						
30000	P02859 A	770804	03243000	BRKS, HYDRAULIC-FITTINGS, METALLIC	00 000000 UNKNOWN	UNKNOWN	16	C	000000	004104003
				SHOP WARNS AGAINST HEATING BRAKE HOSE FITTINGS - HOSE WILL EXPLODE						



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BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40004	P04216 A	780327	03245000	BRKS.HYDRAULIC=DIFFERENTIAL-PROPORTION.VLV 75 000405 PONTIAC NO VISIBLE DEFECTS.EXTERNAL LEAKAGE CAUSING BRAKE FAILURE.PART ID NUMB ER 963WZ4234	0200 GRAND PRIX	28	C	086124	063301003
50042	P03025 B	771025	03261000	BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS 70 000203 PLYMOUTH BLEEDER SCREW HOUSING BROKEN=INSIDE CYLINDER PITTED RUSTED	0400 FURY	03	C	000000	084117016
50042	P03025 A	771025	03261000	BRKS.HYDR-SHOE AND DRUM WHEEL CYLINDERS 70 000203 PLYMOUTH BLEEDER SCREW HOUSING BROKEN CYLINDER BORE RUSTED AND PITTED	0400 FURY	03	C	000000	084117016
50014	P03950 B	780315	03262000	BRKS.HYDR-SHOE AND DRUM SYSTEM-SHOES 69 000405 PONTIAC SHOE IS EXCESSIVELY WORN.LINING HAS WORN OFF OF CENTER OF SHOE.	0705 CATALINA	57	C	001829	089104010
50043	P03044 A	771027	03262000	BRKS.HYDR SHOE AND DRUM SYSTEM-SHOES 71 000405 PONTIAC BOTTOM WELD OF RIB TO PLATE BROKEN	9900 PONTIAC UNKNOWN	44	C	052300	040503002
30000	P02839 A	770726	03263000	BRKS.HYDR-SHOE AND DRUM SYSTEM-LININGS 67 000203 PLYMOUTH BONDED LINING SEPARATED FROM BOTH SHOES & ONLY HALF WORN - CLAIMS DRUM WITHIN SPECS	0403 FURY III	28	B	091070	030313006
20021	P02822 A E70030	770728	03263000	BRKS.HYDR-SHOE AND DRUM SYSTEM-LININGS 67 000403 CHEVROLET HALF-WORN LINING SEPARATED FROM SHOE - FRAGMENTS - SHOE SCORED AND DRUM RUINED	0316 IMPALA STATION WGN	44	B	043455	030313006
	P02935 C	770921	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 75 000101 AMERICAN MOTORS DV BRAKE DRUM DAMAGED DUE TO RESTRICTED FLUID LINE	0500 HORNET	57	C	000000	015063169
10024	P03137 A	771221	03264000	BRKS.HYDR-SHOE AND DRUM SYSTEM-DRUM 73 000202 DODGE DRUM ONLY SENT. EXCESSIVE WEAR ON SHOE FACING. DRUM FACING IS CRACKED ON OUTER EDGE IN ONE TWO INCH SECTION.	0500 DART	57	C	049650	089104010

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20021	P02818 A	770801	03264000	BRKS, HYDR-SHOE AND DRUM SYSTEM-DRUM	0500 DART	55	B	000000	008723101	
				76 000202 DODGE						
				9-INCH DIAMETER FLARED TYPE DRUM - CLAIMS PULSATION FROM TOO LARGE LUG AND HUB HOLES - NO WEAR MARKS VISIBLE						
00000	P02818 B	770801	03264000	BRKS, HYDR-SHOE AND DRUM SYSTEM-DRUM	0500 DART	55	B	000000	008723101	
				76 000202 DODGE						
				CLAIMS PULSATION FROM TOO LARGE LUG AND HUB HOLES						
50036	P03888 A	780202	03264000	BRKS, HYDR-SHOE AND DRUM SYSTEM-DRUM	0600 VALIANT	03	C	063717	002746004	
				69 000203 PLYMOUTH						
				EXTERIOR OF DRUM IS BADLY RUSTED OUTER EDGE IS CRACKED AND BREAKING OF						
50034	P03888 B	780202	03264000	BRKS, HYDR-SHOE AND DRUM SYSTEM-DRUM	0600 VALIANT	13	C	063717	002746004	
				69 000203 PLYMOUTH						
				EXTERIOR OF DRUM BADLY WEATHERED AND CORRODED INTERIOR IS WORN SMOOTHLY BUT DIRTY						
50032	P03888 C	780202	03264000	BRKS, HYDR-SHOE AND DRUM SYSTEM-DRUM	0600 VALIANT	08	C	063717	002746004	
				69 000203 PLYMOUTH						
				EXTERIOR BADLY CORRODED WITH OUTER EDGES CRACKING AND BREAKING OFF INTERIOR DIRTY						
50031	P03888 D	780202	03264000	BRKS, HYDR-SHOE AND DRUM SYSTEM-DRUM	0600 VALIANT	58	C	063717	002746004	
				69 000203 PLYMOUTH						
				EXTERIOR BADLY CORRODED WITH OUTER EDGES BREAKING OFF INTERIOR UNEVENLY WORN						
P83454 A	780127	03264000	BRKS, HYDR-SHOE AND DRUM SYSTEM-DRUM	0300 LTD	12	C	005000	F75216153		
				77 000301 FORD DIVISION						
				DRUM BECAME DISTORTED DUE TO BEING TOO THIN. THIS PROBLEM OCCURED ON 4 VEHICLES.						
20006	P02992 A	771005	03264000	BRKS, HYDR-SHOE AND DRUM SYSTEM-DRUM	5200 ECONOLINE SERIES	03	C	084936	004104003	
				71 000305 FORD TRUCK DIV						
				DRUM IS SEPARATED COMPLETELY WHERE FACING JOINS AREA - FACING HAS CRACK ACROSS WIDTH - NOT EXCESSIVELY SCORED/NO HEAT MARKS/RUST						
10030	P03134 A	771229	03264000	BRKS, HYDR-SHOE AND DRUM SYSTEM-DRUM	0600 RIVIERA	57	C	089280	089104010	
				70 000401 BUICK						
				INNER SURFACE OF DRUM EXCESSIVELY WORN.						

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BIN NUMBER	PRP I DATE	COMPONENT CLASS	COMPONENT YR	COMPONENT NAME	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10030	P03950 A	03264000	BRKS, HYDR=SHOE AND DRUM SYSTEM=DRUM	69 000405 PONTIAC	0705 CATALINA	58	C	001829	089104010
				INNER SURFACE OF DRUM IS UNEVENLY WORN, BOTH INSIDE AND OUT SHOW SIGNS OF RUST.					
10024	P03139 A	03264000	BRKS, HYDR=SHOE AND DRUM SYSTEM=DRUM	71 000407 CHEVROLET TRUCK DV	5200 EL CAMINO	57	C	000000	089104010
				DRUM IS WORN ON BRAKE SHOE FACING.					
10030	P03133 A	03264000	BRKS, HYDR=SHOE AND DRUM SYSTEM=DRUM	76 000407 CHEVROLET TRUCK DV	5200 EL CAMINO	57	C	022810	089104010
				INNER SURFACE OF DRUM SCORED AT BRAKE CONTACT AREA.					
10024	P03140 A	03264000	BRKS, HYDR=SHOE AND DRUM SYSTEM=DRUM	62 000407 CHEVROLET TRUCK DV	5700 PICK UP MODELS	03	C	000000	089104010
				DRUM IS BROKEN, SIDES ARE BROKEN AWAY FROM FRANGE AND RIM, SUSPECT DRUM HAD BEEN MACHINED BEYOND LIMITS OR EXCESSIVELY WORN.					
50044	P03063 B	03265000	BRKS, HYDR=SHOE AND DRUM SYSTEM=OTHER	71 000203 PLYMOUTH	0403 FURY III	03	C	098000	001230005
				ADJUSTER BROKEN AND WORN FROM ABRASIVE ACTION ADJUSTER SPRING HAD BROKEN					
50044	P03063 A	03265000	BRKS, HYDR=SHOE AND DRUM SYSTEM=OTHER	71 000203 PLYMOUTH	0403 FURY III	57	C	098000	001230005
				SPRING IS BROKEN AT BOTH ENDS CAUSED EXCESSIVE DAMAGE IN DRUM					
50000	P02901 A	03265000	BRKS, HYDR=SHOE AND DRUM SYSTEM=OTHER	00 000400 GENERAL MOTORS CO	0000 GENERAL MOTORS CO	03	C	000000	090027012
				BACKING PLATE IS CRACKED FROM WHEEL CYLINDER MOUNTING BOLT HOLE TO EDGE					
30019	P04713 A	03270000	BRKS, HYDR=SHOE=DISC BRAKE SYSTEM	77 000203 PLYMOUTH	0902 B200 VOYAGER	53	C	019000	020012007
				ANODIZED TEFLON COATING ON PISTON WEARS=PISTON FREEZES WITHIN CALIPER.					
P94712 A	780612	03270000	BRKS, HYDR=SHOE=DISC BRAKE SYSTEM	76 000203 PLYMOUTH	0903 B300 VOYAGER	53	C	027966	022150182
				'PLASTIC-LIKE' COATING ON PISTON EXPANDS IN CYLINDER, PISTON FREEZES IN CALIPER.					



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BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MANUFACTURER	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P94712 B	780612	03270000	BRKS, HYDR-SHOE-DISC BRAKE SYSTEM 76 000203 PLYMOUTH 'PLASTIC-LIKE' COATING ON PISTON EXPANDS IN CYLINDER, PISTON FREEZES IN CALIPER.		0903 B300 VOYAGER	53	C	027966	022150182
	P84233 B	780315	03270000	BRKS, HYDR-SHOE-DISC BRAKE SYSTEM 77 000305 FORD TRUCK DIV BRAKES SCREECHED AT 3000 MILES, COUPLERS HAD METAL SHAVINGS CAUSING WEAR AND NOT ALLOWING PADS TO RELEASE COMPLETELY.		5113 F250 4X4 PU	57	C	003000	095820123
50044	P03073 A	771114	03271000	BRKS HYDRAULIC-DISC-CALIPER 74 000202 DODGE OUTER DUST BOOT IS SPLIT SHOP CLAIMS CALIPER LOCKED UP		0600 MONACO	14	C	040000	001230005
40000	P02975 A	771003	03271000	BRKS HYDRAULIC-DISC-CALIPER 75 000203 PLYMOUTH CALIPER PISTON IS PITTED ALONG LINE AROUND CIRCUMFERENCE		0601 VALIANT DUSTER	44	C	006851	023513001
	P84236 A	780324	03271000	BRKS HYDRAULIC-DISC-CALIPER 76 000204 DODGE TRUCK DIV SHOP STATES THAT THE PLASTIC MATERIAL THAT THE PISTONS ARE MADE OF CAUSED THE RIGHT FRONT CALIPER TO FREEZE.		5304 B300	53	C	027966	022150182
30004	P04224 A	780321	03271000	BRKS HYDRAULIC-DISC-CALIPER 76 000204 DODGE TRUCK DIV RIGHT FRONT CALIPER FROZEN.		5304 B300	53	C	027966	002215018
30004	P04224 B	780321	03271000	BRKS HYDRAULIC-DISC-CALIPER 76 000204 DODGE TRUCK DIV LEFT SIDE CALIPER STICKING, EDGE OF PISTON IS CHIPPED, POSSIBLY FROM MAILING.		5304 B300	53	C	027966	002215018
	P83453 A	780127	03271000	BRKS HYDRAULIC-DISC-CALIPER 77 000301 FORD DIVISION INSIDE OF CYL. NOT MACHINED CORRECTLY, SURFACE ROUGH CAUSING PISTON TO BIND.		0300 LTD	53	C	004000	F75216158
50011	P03152 B	780120	03271000	BRKS HYDRAULIC-DISC-CALIPER 73 000301 FORD DIVISION BRAKE PAD EDGE OF PISTON WORN FROM CONTACT WITH ROTOR, PAD HAD FALLEN OFF.		0600 PINTO	57	C	041120	055805004

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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YEAR	MANUFACTURER	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	MDL	YR	SHOP NUMBER
50015	P031166	A	780116	03271000	BRKS HYDRAULIC-DISC-CALIPER		0600 PINTO	28	A	023995			017109006
				74 000301	FORD DIVISION								
					PISTON IS FROZEN IN CALIPER BORE, FAILURE CAUSED OPERATOR TO WRECK, \$350 DAMAGE, CAR WAS STATE INSPECTED 2000 MILES AGO.								
	P84233	A	780315	03271000	BRKS HYDRAULIC-DISC-CALIPER		5113 F250 4X4 PU	53	C	003000			095820123
				77 000305	FORD TRUCK DIV								
					BRAKES SCHREECHEED AT 3000 MILES, COUPLERS HAD METAL SHAVINGS CAUSING WEAR AND NOT ALLOWING PADS TO RELEASE COMPLETELY.								
20010	P031177	A	780111	03271000	BRKS HYDRAULIC-DISC-CALIPER		0705 CATALINA	33	C	052000			001230005
				72 000405	PONTIAC								
					PISTON LIGHTLY RUSTED. SHOP CLAIMS WHEEL LOCKS UP, VIBRATION.								
20010	P031177	B	780111	03271000	BRKS HYDRAULIC-DISC-CALIPER		0705 CATALINA	08	C	052000			001230005
				72 000405	PONTIAC								
					METAL PORTION OF BOOT IS RUSTED, RUBBE PORTION SPLIT.								
10019	P031113	A	771205	03271000	BRKS HYDRAULIC-DISC-CALIPER		0705 CATALINA	33	C	052000			001230005
				73 000405	PONTIAC								
					CALIPER SEAL SHOWS SLIGHT TRACES OF RUST								
	P02935	B	770921	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES		0500 HORNET	57	C	000000			015063169
				75 000101	AMERICAN MOTORS DV								
					BRAKE SHOES WORE OUT DUE TO RESTRICTED LINE								
50040	P04685	A	780609	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES		0801 ASPEN SW	58	C	035301			F60085155
				77 000202	DODGE								
					FOREIGN MATTER IN ONE PAD CAUSED EXTENSIVE DAMAGE TO ROTOR AND UNEVEN WEAR ON PAD.								
50042	P03029	A	771025	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES		0415 GRAN FURY	44	C	063000			001230005
				72 000203	PLYMOUTH								
					PADS ARE WORN EVENLY TO POINT OF REPLACEMENT LININGS ARE BONDED TO PLATE								
30013	P031166	B	780116	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES		0600 PINTO	57	A	023995			017109006
				74 000301	FORD DIVISION								
					BRAKE LINING EXCESSIVELY WORN INTO RIVETS, CALIPER HAD FROZE, ACCIDENT. STATE INSPECTION 2000 MILES PREVIOUS.								

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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50014	P03949 B	780308	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000301 FORD DIVISION PADS WORN EXCESSIVELY CAUSED EXCESSIVE WEAR TO ROTOR.	0800 TORINO	58	C	050540	089104010
50014	P02942 B	770923	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000301 FORD DIVISION EXCESSIVE WEAR OF PADS. WORN TO RIVETS WHICH SCARRED DISC	0807 GRAN TORINO WAGON	50	C	000000	046219002
50038	P03004 B	771013	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000301 FORD DIVISION PADS WORN UNEVENLY	0807 GRAN TORINO WAGON	37	B	000000	046219002
50040	P04692 A	780609	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 75 000401 BUICK RIVETS APPEAR TO HAVE CRACKED THE LINING AND THE PAD BROKE IN PIECES.	0300 CENTURY	03	C	055000	P75240172
40008	P02999 A	771020	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 70 000401 BUICK INSIDE PADS WORN TO BACKING - SUSPECT BOTH FRONT CALIPERS FROZE IN SLIDES. 1/2 TO 3/4 PAD LEFT ON BOTH OUTER PADS	0600 RIVIERA	50	B	034455	001230005
30024	P04221 A	780321	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 75 000402 CADILLAC LEFT FRONT PADS EXCESSIVELY WORN. LINING COMPLETELY WORN OFF.	0300 ELDORADO	57	C	000000	089104010
40008	P02955 A	770907	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 75 000403 CHEVROLET SHOP CLAIMS GRINDING IN FRONT WHEELS. PADS ARE WORN EVENLY, NO CRACKS. WEAR IS DOWN TO WEAR INDICATOR ALERT LEVEL	0100 CAMARO	37	C	045000	001230000
50000	P02873 A	770815	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 72 000403 CHEVROLET PAD IS PARTIALLY SEPARATED FROM PLATE - NOT WORN EXCESSIVELY - BONDED	0300 CAPRICE	40	B	010000	048152049
50000	P02877 A	770808	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES 73 000403 CHEVROLET INBOARD PADS EXCESSIVELY WORN - ONE TO PLATE AND OTHER TO RIVETS	0300 CAPRICE	50	B	080000	001230005



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50038	P04642	A 780501	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES	70 000403 CHEVROLET	0800 MONTE CARLO RIVETS LOOSE FASTENING PADS TO METAL BACKING, I.D. NUMBER 7288	37	C	000000	051106004
30000	P02847	A 770808	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES	70 000405 PONTIAC	0610 TEMPEST LE MNS GTO LINING COMPLETELY WORN AWAY - METAL TO METAL CONTACT WITH ROTOR	50	B	071600	055406051
20011	P03177	C 780111	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES	72 000405 PONTIAC	0705 CATALINA INBOARD AND OUTBOARD PADS SHOW UNEQUAL WEAR, BOTH RIGHT AND LEFT. SHOP CLAIMS WHEEL VIBRATION AND WHEEL LOCK UP.	55	C	052000	001230005
30000	P02848	A 770808	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES	76 000407 CHEVROLET TRUCK DV	5700 PICK UP MODELS LINING EXCESSIVELY WORN - DOWN TO PLATE AT ONE END	44	B	051000	055406051
D 30008	P02931	A 770907	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES	70 100401 OPEL DIVISION	0000 OPEL DIVISION LINING WORN FROM PLATE	44	C	000000	055406051
30000	P02846	A 770808	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES	73 160601 TOYOTA DIVISION	0000 TOYOTA DIVISION #M33SEE LINING WORN TO PLATE	44	B	065414	055406051
30000	P02834	A 770727	03272000	BRKS HYDRAULIC-DISC-PADS AND SHOES	76 160601 TOYOTA DIVISION	0000 TOYOTA DIVISION BRAKE PAD SHOWS NORMAL WEAR, PAST WEAR INDICATORS	57	B	026432	055406051
50040	P04686	A 780609	03273000	BRKS HYDRAULIC-DISC=ROTOR=DISC HUB	77 000202 DODGE	0801 ASPEN SM FOREIGN MATTER IN BRAKE PAD CAUSED EXTENSIVE DAMAGE TO ROTOR, PADS APPEAR TO BE A REPLACEMENT RATHER THAN ORIGINAL EQUIPMENT.	57	C	035301	F60085155
10030	P03132	A 771229	03273000	BRKS HYDRAULIC-DISC=ROTOR=DISC HUB	75 000204 DODGE TRUCK DIV	5000 DODGE TRK AND VAN INNER AND OUTER FACES OF ROTOR EXCESSIVELY WORN. INNER FACE SCORED. ROTOR IS EIGHT LUG TYPE.	57	C	042111	089104010

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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
10024	P03138	A 771220	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 76 000204 DODGE TRUCK DIV ROTOR IS EXCESSIVELY WORN ON INNER AND OUTER FACINGS, ROTOR HUB HAS EIGHT LUG WHEEL BOLT PATTERN.		5104 D300 SWPT,UTLNE	57	C	047269	089104010
50034	P03152	A 780120	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000301 FORD DIVISION INBOARD ROTOR FACING EXCESSIVELY SCORED FROM CONTACT WITH CALIPER PISTON, PADS HAD FALLEN OUT.		0600 PINTO	50	C	041120	055805004
50014	P03166	C 780116	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION BOTH INNER AND OUTER FACINGS OF ROTOR ARE SCORED FROM CONTACT WITH METAL PORTION OF PAD,CALIPER HAD FROZE,ACCIDENT.		0600 PINTO	50	A	023995	017109006
10030	P03949	A 780308	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 72 000301 FORD DIVISION BOTH INNER AND OUTER SURFACES OF ROTOR APPEAR RUSTED,INNER FACE HAS TWO GROOVES APPROX.1/4 INCH WIDE AND 1/32 1/16 INCH DEEP RUNNING AROUND.		0800 TORINO	58	C	050540	089104010
50010	P02890	A 770802	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000301 FORD DIVISION INNER FACE OF ROTOR SCORED FROM METAL TO METAL CONTACT		0800 TORINO	50	B	073361	095820123
10024	P03142	B 771221	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION ROTOR IS WORN ON BOTH INNER AND OUTER FACINGS, I.D.=06AB.		0800 TORINO	57	C	028460	089104010
10024	P03142	A 771221	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 000301 FORD DIVISION ROTOR LIGHTLY RUSTED. WEAR ON INNER FACING. HUB IN GOOD CONDITION. I.D.= 06AB.		0800 TORINO	57	C	028460	089104010
30006	P02993	A 771017	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 76 000301 FORD DIVISION ROTOR FACES SPLIT APART - SUSPECT CALIPER ASSEMBLY FROZE IN SLIDE		0800 TORINO	08	C	000000	050265003
50038	P03004	A 771013	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 000301 FORD DIVISION CALIPER ASSEMBLY STICKING IN SLIDE		0807 GRAN TORINO WAGON	50	B	000000	046219002

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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	YEAR	MANUFACTURER	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50014	P02942 A	770923	03273000	BRKS HYDRAULIC-DISC=ROTOR=DISC HUB 73 000301 FORD DIVISION EXCESSIVE WEAR OF PADS. WORN DOWN TO RIVETS. DISC SCORED			0807 GRAN TORINO WAGON	50	C	000000	046219002
30001	P02941 B	770921	03273000	BRKS HYDRAULIC=DISC=ROTOR=DISC HUB 69 000303 MERCURY DISC BRAKE ROTOR IS BROKEN, FELL OFF WHEN SPINDLE BROKE. ROTOR IS RUSTED. INNER FACE IS THIN			0300 COUGAR	03	C	000000	084107017
50038	P02995 A	771019	03273000	BRKS HYDRAULIC=DISC=ROTOR=DISC HUB 73 000303 MERCURY INSIDE ROTOR FACE BADLY WORN DUE TO PAD BACKING CONTACT			0500 MONTEGO	50	B	023000	015697025
10030	P03141 A	771212	03273000	BRKS HYDRAULIC=DISC=ROTOR=DISC HUB 74 000303 MERCURY OUTER FACING OF ROTOR SCORED, EXCESSIVELY WORN. HUB IS IN GOOD CONDITION. I. D. = 93101			9900 MERCURY UNKNOWN	57	C	035265	019002026
10030	P03141 B	771212	03273000	BRKS HYDRAULIC=DISC=ROTOR=DISC HUB 74 000303 MERCURY ONE PAD EXCESSIVELY WORN, THROUGH RIVETS DOWN TO METAL. SUSPECT STICKING CALIPER.			9900 MERCURY UNKNOWN	44	C	035265	019002026
50040	P03473 A	780127	03273000	BRKS HYDRAULIC=DISC=ROTOR=DISC HUB 75 000305 FORD TRUCK DIV INSIDE OF ROTOR IS WORN TWICE AS MUCH AS OUTSIDE. SHOP SAYS OWNER WAS RIDING BRAKE ALTHOUGH THERE COULD BE PROBLEMS WITH CALIPER.			5205 E150 ECON	57	C	022380	002140002
30025	P04221 B	780321	03273000	BRKS HYDRAULIC=DISC=ROTOR=DISC HUB 75 000402 CADILLAC BRAKE ROTOR SURFACE HAS MANY GROOVES WORN IN IT.			0300 ELDORADO	58	C	000000	089104010
20019	P02802 A E70062	770708	03273000	BRKS HYDRAULIC=DISC=ROTOR=DISC HUB 71 000403 CHEVROLET OUTER FACE OF ROTOR HAS 1 1/2 INCH CRACK EXTENDING TOWARD HUB FROM OUTER EDGE			0100 CAMARO	08	B	086000	050021021
20021	P02820 A E70062	770727	03273000	BRKS HYDRAULIC=DISC=ROTOR=DISC HUB 75 000404 OLDSMOBILE .3996157: OUTER SURFACE OF ROTOR EXCESSIVELY WORN			0900 STARFIRE	50	B	020686	089104010



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40008	P03930 A	780308	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 76 000405 PONTIAC RADIAL HEAT CRACKS ON SURFACE OF DISC, POOR BRAKING, PART ID NO 63396A19		0000 PONTIAC	57 C	039462	019380005
50036	P03153 A	780104	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 71 140501 VOLKSWAGEN DIVISION ROTOR BROKE AWAY FROM HUB COMPLETELY. ROTOR DOES NOT SHOW EXCESSIVE WEAR OR RUST.		0107 KARMAN GHIA	03 C	080071	054216069
20006	P02991 B	771013	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 140502 AUDI DIVISION ROTOR FACING IS NOT SCORED - CLAIMS WORN BEYOND LIMITS OF NORMAL USE		0102 AUDI FOX	44 C	064000	083651069
20006	P02991 A	771013	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 140502 AUDI DIVISION ROTOR IS NOT EXCESSIVELY SCORED - CLAIMS WORN BEYOND LIMITS OF USE		0102 AUDI FOX	44 C	064000	083651069
50045	P03083 A	771121	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 77 140502 AUDI DIVISION NO WEAR FROM SCORING ROTOR IS RUSTED. SHOP CLAIMS PREMATURELY WORN.		0102 AUDI FOX	49 C	019000	090405016
30013	P04487 A	780517	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 160201 HONDA DIVISION PART OF THE DISC BRAKE ROTOR AND ASSEMBLY FELL OFF, MAKING BRAKES INOPERATIVE.		0100 CIVIC	28 C	029026	022070085
30027	P04487 B	780517	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 160201 HONDA DIVISION PART OF THE DISC BRAKE ROTOR AND ASSEMBLY FELL OFF MAKING BRAKE INOPERATIVE		0100 CIVIC	28 C	029026	022070085
50045	P03079 A	771115	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 73 160501 MAZDA DIVISION OUTBOARD FACE OF ROTOR SCORED SUSPECT FROM METAL TO METAL CONTACT		0400 MAZDA RX-2	50 C	046168	089104010
20021	P02821 A E70062	770727	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB 74 160501 MAZDA DIVISION OUTER FACE OF ROTOR SCORED - INNER FACE SHOWS INDICATIONS OF HEAT BUILD-UP		0500 MAZDA RX-4	50 B	000000	089104010

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50045	P03084 A	771121	03273000	BRKS HYDRAULIC-DISC-ROTOR-DISC HUB	76	160601	TOYOTA DIVISION	COROLLA WAGON	50	D	022000	090405016
				OUTBOARD SURFACE OF ROTOR IS EXCESSIVELY SCORED								
	P84466 A	780411	04150000	PRKNG EMRG BRK MECH-LINKAGES AND CABLES	78	000202	DODGE	MAGNUM XE	30	C	002649	003103002
				PARKING BRAKE CABLE GETS CAUGHT ON SWAY BAR BRACKET CAUSING RIGHT REAR WHEEL LOCKED								
40008	P02957 A	770907	04150000	PRKNG EMRG BRK MECH-LINKAGES AND CABLES	75	000403	CHEVROLET	CAMARO	28	C	045000	001230005
				SHOP CLAIMS CABLE WILL NOT HOLD CAR ON HILL. CABLE IS BROKEN, RUST AIDED IN WEAKENING OF CABLE								
10002	P03936 B	780313	05110000	ENGINE MOUNTS	71	000102	JEEP DIV	JEEP WAGONEER	21	C	067578	083651021
				RUBBER PORTION OF MOUNT HAD TORN APART, THIS CAUSED EXTENSIVE RADIATOR DAMAGE.								
10002	P03936 A	780313	05110000	ENGINE MOUNTS	71	000102	JEEP DIV	JEEP WAGONEER	21	C	067578	083651021
				RUBBER PORTION OF MOUNT HAD TORN APART THIS CAUSED EXTENSIVE RADITOR DAMAGE.								
50042	P03026 A	771025	05110000	ENGINE MOUNTS	68	000201	CHRYSLER DIV	NEW YORKER	03	C	109936	083651021
				ENGINE MOUNT BROKE RUBBER METAL SEPARATED								
30000	P02869 A	770802	05110000	ENGINE MOUNTS	72	000201	CHRYSLER DIV	NEWPORT	03	B	085058	017754007
				RUBBER PORTION OF MOUNT SPLIT IN TWO NEAR METAL #DCPD - RAISED UP AND STUCK THROTTLE ON LEFT SIDE								
20016	P04678 A	780509	05110000	ENGINE MOUNTS	73	000202	DODGE	DODGE	03	C	056446	053405004
				MOTOR MOUNT BROKE, MOTOR LIFTED HIT FAN SHROUD, NO VISIBLE DEFECT.								
50043	P03040 A	771027	05110000	ENGINE MOUNTS	71	000202	DODGE	DODGE	03	C	000000	090027012
				ENGINE MOUNT BROKEN RUBBER METAL SEPARATION MOUNT FROM 6 CYL ENGINE								

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50043	P03041 A	771027	05110000	ENGINE MOUNTS 72 000202 DODGE ENGINE MOUNT BROKEN RUBBER METAL SEPARATION MOUNT FROM 8 CYL ENGINE	9900 DODGE UNKNOWN	03	C	048226	090027012
P83127 A	771128	05110000	ENGINE MOUNTS 73 000203 PLYMOUTH RUBBER TO METAL BOND FAILED, ENGINE LIFTED AND PULLED VACUUM BRAKE HOSE OFF OF POWER BRAKE UNIT, PART NOT AVAILABLE	0400 FURY	44	C	000000	091720015	
30008	P02924 A	770908	05110000	ENGINE MOUNTS 73 000203 PLYMOUTH LEFT MOUNT. RUBBER PORTION OF MOUNT SPLIT COMPLETELY. FAN HITS RADIA-TOR SHROUD. RUBBER PORTION OF MOUNT WEAK	0400 FURY	03	C	063240	023513001
50045	P03906 A	780227	05110000	ENGINE MOUNTS 71 000301 FORD DIVISION RUBBER CUSHION RIPPED APART FROM BRACKET THE REST OF ID NO 475FDMDC0	0000 FORD DIVISION	21	C	062307	060609104
10001	P03149 A	771209	05110000	ENGINE MOUNTS 68 000301 FORD DIVISION SEPERATION OF RUBBER PORTION FROM METAL. I.D.- 8CAU	0313 GALAXIE 500	03	C	087793	083651021
20019	P02798 B C4018	770705	05110000	ENGINE MOUNTS 69 000301 FORD DIVISION RIGHT MOUNT IS CRACKED WHERE RUBBER PORTION JOIN METAL #C9AA6038F AV25	0313 GALAXIE 500	08	B	076302	014607007
20019	P02798 A C4018	770705	05110000	ENGINE MOUNTS 69 000301 FORD DIVISION RUBBER PORTION OF LEFT MOUNT SPLIT AT METAL - ENGINE TORQUED UP DAMAGE TRANSMISSION LINKAGE AND FAN SHROUD	0313 GALAXIE 500	03	B	076302	014607007
30002	P02912 A C4018	770913	05110000	ENGINE MOUNTS 65 000301 FORD DIVISION RUBBER PORTION OF MOUNT SEPARATED FROM METAL- #K1213	0500 MUSTANG	03	C	120000	083651021
50000	P03010 A	771014	05110000	ENGINE MOUNTS 71 000301 FORD DIVISION SEPERATION OF RUBBER FROM METAL, VIBRATION ON ACCELERATION, PART ID NO DIZA--038-AD	0600 PINTO	55	C	000000	023513001



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10001	P03148 B	771209	05110000		ENGINE MOUNTS 64 000303 MERCURY SEPERATION OF RUBBER PORTION FROM METAL	0200 COMET	03	C	074911	083651021
10001	P03148 A	771209	05110000		ENGINE MOUNTS 64 000303 MERCURY SEPERATION OF RUBBER PORTION FROM METAL. I.D.=6038HRH	0200 COMET	03	C	074911	083651021
50044	P03067 A	771110	05110000		ENGINE MOUNTS 77 000305 FORD TRUCK DIV RUBBER PORTION SEPERATE FROM METAL CLEAN SEPERATION BONDING FAILURE ADDITIONAL ID NUMBERS 6R032 AA	5115 F350	03	C	005267	075701042
50000	P02925 A	770908	05110000		ENGINE MOUNTS 73 000401 BUICK LEFT MOUNT RUBBER PORTION OF MOUNT SPLIT COMPLETELY. FAN HITS RADIATOR SHROUD = BLACK	0305 CENTURY REGAL	03	C	047690	023513001
50000	P02900 A	770901	05110000		ENGINE MOUNTS 67 000402 CADILLAC RUBBER PORTION OF MOUNT SEPERATED FROM METAL	0000 CADILLAC	03	C	000000	090027012
30008	P02897 A	770901	05110000		ENGINE MOUNTS 72 000402 CADILLAC RUBBER PORTION OF MOUNT SEPERATED FROM METAL. RUBBER PORTION CRACKING AND WEAK	0101 CADILLAC DE VILLE	08	C	029188	090027012
10002	P04442 A	780417	05110000		ENGINE MOUNTS 72 000402 CADILLAC MOTOR MOUNT BROKEN, MOTOR LIFTED ON ACCELERATION.	0101 CADILLAC DE VILLE	03	C	053452	014607007
50045	P04436 A	780405	05110000		ENGINE MOUNTS 70 000403 CHEVROLET RUBBER BONDING MOUNT TOGETHER SEPERATED.	0000 CHEVROLET	03	C	075689	083651021
50045	P04436 B	780405	05110000		ENGINE MOUNTS 70 000403 CHEVROLET RUBBER BONDING MOUNT TOGETHER SEPERATED.	0000 CHEVROLET	03	C	075689	083651021

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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
20013	P03914	A 780207	05110000	ENGINE MOUNTS	69 000403 CHEVROLET	0100 CAMARO	21	C	058170	090027012
					RUBBER CUSHION SEPERATED FROM METAL BRACKET					
50043	P03042	B 771027	05110000	ENGINE MOUNTS	66 000403 CHEVROLET	0200 CHEVELLE	03	C	078421	090027012
					ENGINE MOUNT BROKEN=RUBBER PORTION SEPERATED FROM METAL					
50043	P03042	A 771027	05110000	ENGINE MOUNTS	66 000403 CHEVROLET	0200 CHEVELLE	03	C	078421	090027012
					ENGINE MOUNT BROKEN RUBBER=METAL SEPARATION					
50039	P03912	A 780207	05110000	ENGINE MOUNTS	72 000403 CHEVROLET	0300 CAPRICE	03	C	069532	090027012
					RUBBER PORTION DETERIORATED AND PULLED AWAY FROM METAL					
40000	P02964	C 770926	05110000	ENGINE MOUNTS	71 000403 CHEVROLET	0402 NOVA	03	C	028231	039501021
					RUBBER PORTION OF MOUNT SEPERATED FROM METAL. MOUNT IS SAFETY LATCH TYPE. PART ID NO.= 3991271					
40000	P02964	B 770926	05110000	ENGINE MOUNTS	71 000403 CHEVROLET	0402 NOVA	03	C	028231	039501021
					RUBBER PORTION OF MOUNT SEPERATED FROM METAL. MOUNT IS SAFETY LATCH TYPE. PART ID NO. 3991271					
40000	P02964	A 770926	05110000	ENGINE MOUNTS	71 000403 CHEVROLET	0402 NOVA	03	C	028231	039501021
					RUBBER PORTION OF MOUNT SEPERATED FROM METAL. RUBBER SPLIT ALONG SIDES PART ID NO.= 3913498					
50038	P04662	A 780524	05110000	ENGINE MOUNTS	64 000403 CHEVROLET	9900 CHEVROLET UNKNOWN	03	C	000000	098126073
					MOUNT SHOWS NOTHING VISIBLE TO THE EYE.					
50000	P03009	B 771014	05110000	ENGINE MOUNTS	70 000405 PONTIAC	0700 BONNEVILLE	55	C	074389	023513001
					RUBBER PORTION OF MOUNT SEPERATED FROM METAL. VIBRATION AT HIGHWAY SPEED.					

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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50000	P03009 A	771014	05110000	ENGINE MOUNTS 70 000405 PONTIAC RUBBER PORTION OF MOUNT SEPERATFD FROM METAL. VIBRATION AT HIGHWAY SPEED.	0700 BONNEVILLE	55	C	074389	023513001	
50042	P03022 B	771025	05110000	ENGINE MOUNTS 71 000405 PONTIAC RUBBER PORTION OF MOUNT CRACKED DETERIORATED RUBBER PORTION SEPARATED FROM METAL ADDITIONAL ID NUMBER 4786678	0702 GRAND VILLE	03	C	066690	054130001	
50042	P03022 A	771025	05110000	ENGINE MOUNTS 71 000405 PONTIAC RUBBER PORTION OF MOUNT CRACKED DETERIORATED RUBBER PORTION SEPARATED SUSPECT OIL CONTAMINATION	0702 GRAND VILLE	03	C	066690	054130001	
10001	P03150 A	771209	05110000	ENGINE MOUNTS 71 000405 PONTIAC SEPERATION OF RUBBER PORTION FROM METAL. SHOP CLAIMS ENGINE TIPPED TO ONE. I.D.= BLUE	0706 CATALINA SAFARI	03	C	081961	054130001	
10001	P03150 B	771209	05110000	ENGINE MOUNTS 71 000405 PONTIAC RUBBER PORTION OF MOUNT IS SPLIT NEAR METAL BASE, RUBBER PARTIALLY SEPERATED FROM BASE. I.D.= BLUE	0706 CATALINA SAFARI	56	C	081961	054130001	
50042	P03039 B	771027	05110000	ENGINE MOUNTS 67 170101 VOLVO DIVISION ENGINE MOUNT BROKEN RUBBER METAL SEPARATION ADDITIONAL ID NO 92020=SBC	0800 VOLVO UNKNOWN	03	C	086324	090027012	
50042	P03039 A	771027	05110000	ENGINE MOUNTS 67 170101 VOLVO DIVISION ENGINE MOUNT BROKEN RUBBER METAL SEPARATION ADDITIONAL ID NO 92020=SBC	0800 VOLVO UNKNOWN	03	C	086324	090027012	
P83452 A	780127	05130000	ENGINE PULLEY, CRANKSHAFT 77 000301 FORD DIVISION PULLEY SPLIT 7/8 AROUND THE DIAMETER AT THE ALTERNATOR BELT POSITION.	0300 LTD	08	C	004000	004000	F75216158	
P84721 A	780612	05130000	ENGINE PULLEY, CRANKSHAFT 78 000305 FORD TRUCK DIV FAN PULLY COMPLETELY SPLIT OPEN, RUBBED TIMING GEAR COVER AND OPENED HOLE IN COVER.	5101 F100	57	C	000648	000648	F55343118	



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20019	P02800	A	770701	05130000	ENGINE PULLEY, CRANKSHAFT	77 000407 CHEVROLET TRUCK DV	5704 C30	37	C	012604	019409097
					HUB IS CRACKED ON THREE BELT PULLEY - NOISE & LOOSE BOLTS						
30004	P03163	B	780116	05130000	ENGINE PULLEY, CRANKSHAFT	74 000407 CHEVROLET TRUCK DV	5902 C20	20	C	044951	023513001
					ONE OF THREE BOLTS BROKEN AT MIDDLE OF THREADED PORTION, BOLT DOES NOT HAVE CLEAN BREAK, SUSPECT EXCESSIVE LATERAL STRESS CAUSED BOLT TO BREAK						
40003	P04228	A	780327	05130000	ENGINE PULLEY, CRANKSHAFT	00 150301 FIAT DIVISION	0000 FIAT DIVISION	03	C	000000	090027012
					CENTER OF PULLEY BROKEN OUT, FAILED PART TAG UNREADABLE.						
10019	P03119	A	771219	05140000	ENGINE FLYWHEEL	77 000204 DODGE TRUCK DIV	5308 TRADESMAN VAN	44	C	017116	092103122
					FLYWHEEL FLEXPLATE BROKE AT BOLT HOLE ON ONE EAR.						
50010	P02882	A	770808	05140000	ENGINE FLYWHEEL	76 000401 BUICK	0305 CENTURY REGAL	55	C	032514	045404009
					HUB IS CRACKED IN TWO PLACES ON A/T FLYWHEEL						
50030	P04472	A	780509	05140000	ENGINE FLYWHEEL	74 000401 BUICK	0500 LA SABRE	03	C	041001	063301003
					RING GEAR PLATE APPEARS TO HAVE BEEN DAMAGED AT AN EARLIER DATE EVIDENCE OF RUST IN SECTIONS OF BREAK.						
50033	P04433	A	780405	05140000	ENGINE FLYWHEEL	76 000401 BUICK	0600 RIVIERA	03	C	044122	012205080
					FLYWHEEL BROKE IN HALF, REASON UNKNOWN, FLYWHEEL SAWED IN TWO PIECES? ATTEMPT TO WELD?						
50010	P02880	A	770808	05140000	ENGINE FLYWHEEL	72 000403 CHEVROLET	0200 CHEVELLE	03	C	030128	054130001
					HUB IS CRACKED OUT OF A/T FLYWHEEL						
50043	P03055	A	771104	05140000	ENGINE FLYWHEEL	74 000403 CHEVROLET	0206 CHEVELLE MALIBU	44	C	021599	012205076
					FLYWHEEL IS CRACKED AT TWO LOCATIONS AT OUTSIDE OF HUB						

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50043	P03056 A	771104	05140000	ENGINE FLYWHEEL 74 000403 CHEVROLET FLYWHEEL IS CRACKED AT TWO LOCATIONS AT OUTSIDE OF HUB	0206 CHEVELLE MALIBU	44	C	021599	012205076
	P84460 A	780418	05140000	ENGINE FLYWHEEL 76 000403 CHEVROLET EXCESSIVE WEAR ON FACE OF FLYWHEEL IN CONTACT WITH CLUTCH DISC	1000 CHEVETTE	57	C	030000	090405159
	P84234 A	780324	05140000	ENGINE FLYWHEEL 77 000404 OLDSMOBILE BAD WELD, NOT SPECIFIC. VEHICLE NOT IN MOTION.	0109 CUTLASS SUPREME	59	C	014440	076015012
50034	P03443 A	780127	05140000	ENGINE FLYWHEEL 76 000404 OLDSMOBILE APPEARS AS IF STARTER PINION FAILED TO DISENGAGE PROPERLY AND STRIPPED THE TEETH ON THE FLYWHEEL.	0600 98	03	C	040032	075701042
50012	P02987 A	771006	05150000	ENGINE=OTHER PARTS 00 000000 UNKNOWN SOME RUST IN WEIGHT AREA AND PLATE IS BENT - DELCO-REMY DISTRIBUTOR	0000 UNKNOWN	44	C	000000	063109037
50012	P02987 B	771006	05150000	ENGINE=OTHER PARTS 00 000000 UNKNOWN SUSPECT DIAPHRAM SPLIT - DISTRIBUTOR VACUUM ADVANCE	0000 UNKNOWN	00	C	000000	063109037
	P84675 A	780531	05150000	ENGINE=OTHER PARTS 00 000000 UNKNOWN SHOP COMPLAINS OF POOR QUALITY OF BELTS FOR POWER STEERING, FANS, ETC.	0000 UNKNOWN	44	C	000000	051105009
30019	P04706 A	780609	05150000	ENGINE=OTHER PARTS 72 000203 PLYMOUTH SWITCH DEVELOPED LEAK AT PLASTIC INSULATION.	0000 PLYMOUTH	28	C	062000	001230005
50031	P04422 A	780405	05150000	ENGINE=OTHER PARTS 72 000204 DODGE TRUCK DIV FOREIGN OBJECT IN PUMP JAMS IMPELLER AND BREAKS DRIVE SHAFT.	5600 DGE TRK AND VN UNK	03	C	072281	053140005

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50045	P03087 A	771121	05150000	ENGINE-OTHER PARTS 75 000301 FORD DIVISION ALL CAM LOBES ARE EXCESSIVELY WORN BEARING RACES IN GOOD CONDITION			0600 PINTO	44	C	028250	023513001
50045	P03087 B	771121	05150000	ENGINE-OTHER PARTS 75 000301 FORD DIVISION ALL ROCKERS ARE WORN ON CAM CONTACT SURFACE ADDITIONAL ID NUMBER (1)131,(1)143,(1)145,(1)167,(1)178,(1)141,(1)163,(1)165			0600 PINTO	44	D	028250	023513001
50000	P02907 A	770915	05150000	ENGINE-OTHER PARTS 75 000301 FORD DIVISION PRESSURE RELIEF VALVE FROZEN-180 PSI AT IDLE-HLEW OFF TWO OIL FILTERS			1000 ELITE	44	C	027444	076012007
20020	P02806 A	770706	05150000	ENGINE-OTHER PARTS 74 000301 FORD DIVISION ALL CAM LOBES SHOW GREAT WEAR - OHC ENGINE			1500 MUSTANG II	44	C	040210	053140005
20020	P02808 B	770706	05150000	ENGINE-OTHER PARTS 74 000301 FORD DIVISION CAM RIDING SURFACE OF ROCKER ARMS SHOW EXCESSIVE WEAR - OHC ENGINE			1500 MUSTANG II	44	C	027450	022203030
20020	P02808 A	770706	05150000	ENGINE-OTHER PARTS 74 000301 FORD DIVISION CAM LOBES SHOW EXCESSIVE WEAR - OHC ENGINE			1500 MUSTANG II	44	C	027450	022203030
40002	P04452 A	780412	05150000	ENGINE-OTHER PARTS 73 000302 LINCOLN OIL SENDING UNIT FAILURE NO OIL PRESSURE READING			0102 CONTINENTAL	73	C	040000	001230005
30019	P04707 C	780609	05150000	ENGINE-OTHER PARTS 73 000303 MERCURY OIL PRESSURE SWITCHED DEVELOPED LEAK AROUND PLASTIC INSULATOR, SWITCH FAILED.			0000 MERCURY	28	C	012000	001230005
50045	P03092 A	771123	05150000	ENGINE-OTHER PARTS 75 000305 FORD TRUCK DIV SHOP CLAIMS CHECK VALVE FAILURE-400 PSI, OIL PUMP FAILURE			5000 FRD TRUCK AND VAN	28	D	038459	004104003



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BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
5000	P02917 A	770907	05150000	ENGINE-OTHER PARTS 73 000305 FORD TRUCK DIV END OF CAMSHAFT BROKE. CAM LOBES ARE NOT EXCESSIVELY WORN. NO HOT MARKS ON CAM BEARING SURFACES	5600 COURIER(MINI PU)	28	C	040000	039501021
40005	P03007 A	771011	05150000	ENGINE-OTHER PARTS 73 000401 BUICK POSSIBLE INTERFERENCE BETWEEN FLEXPLATE AND ENGINE FLOCK - BROKE AT CONVERTOR BOLT	0000 BUICK	03	C	06065B	053405004
50043	P03047 A	771031	05150000	ENGINE-OTHER PARTS 74 000403 CHEVROLET VALVE SPRING IS BROKEN	0103 CAMARO Z28	03	C	029203	003060006
20021	P02829 A	770718	05150000	ENGINE-OTHER PARTS 76 000404 OLDSMOBILE HYDRAULIC LIFTER IS COLLAPSED - CLAIMS CAUSED BY LOSS OF OIL PRESSURE	0200 DELTA 8B	28	C	016000	027101002
20021	P02828 A	770728	05150000	ENGINE-OTHER PARTS 70 140501 VOLKSWAGEN DIVISN CLAIMS WATER IN GAS CAUSED ENGINE TO LOCK UP - RUST EVIDENT ON WRIST PIN- PISTON	0107 KARMAN GHIA	33	C	071423	070002033
	P84725 A	780612	05150030	ENGINE VALVES, VALVE TRAIN 77 000405 PONTIAC SHOP STATES- SOMETHING HAPPENED-WAS TAKEN TO DEALER-DO NOT KNOW IF CAMSHAFT FAILED OR LIFTERS FAILED.	0612 TEMPEST	28	C	000000	044312002
	P84724 A	780612	05150030	ENGINE VALVES, VALVE TRAIN 77 000405 PONTIAC CAMSHAFT FAILED,HAD TO REPLACE CAM AND ALL LIFTERS.	0612 TEMPEST	28	C	031256	044312002
50003	P03926 A	780227	05150030	ENGINE VALVES, VALVE TRAIN 76 000407 CHEVROLET TRUCK DV ONE LOBE ON CAMSHAFT IS WORN COMPLETELY DOWN,CAMSHAFT RECEIVED IN TWO PIECES-POSSIBLY BROKEN DURING SHIPPING,A LIFTER WAS SENT WITH SHAFT.	5000 CHEV TRK AND VAN	57	C	044365	027105003
30019	P04697 B	780619	05150030	ENGINE VALVES, VALVE TRAIN 77 000407 CHEVROLET TRUCK DV VALVE SEALS HARDENED AND SPLIT ALLOWING OIL TO PASS INTO CYLINDER AND BURN.	6200 T SERIES	32	C	060000	019805002

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BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBR
20004	P04481 A	780517	05151000	ENGINE - TIMING GEAR & CHAIN 70 000101 AMERICAN MOTORS DV EXCESSIVE WEAR, CHAIN BECAME LOOSE, VEHICLE JUMPED TIME, VEHICLE WILL NOT START.	0500	HORNET	34	C	099000	001230005
20014	P03944 A	780315	05151000	ENGINE - TIMING GEAR & CHAIN 70 000101 AMERICAN MOTORS DV OUTER PART OF CHAIN SHOWS CAKED ON GREASE, THERE IS NO EXCESSIVE OR USUAL WEAR, WILL NOT START.	0500	HORNET	28	C	093000	001230005
20014	P03908 A	780209	05151000	ENGINE - TIMING GEAR & CHAIN 75 000101 AMERICAN MOTORS DV VISUAL INSPECTION SHOWS TEETH ON GEAR WORN UNEVENLY	0600	JAVELIN	58	C	046000	053140014
50042	P03682 A	780207	05151000	ENGINE - TIMING GEAR & CHAIN 73 000301 FORD DIVISION COG CONSTRUCTION BELT HAS SEVERAL TEETH MISSING MANY OTHERS ARE BREAKING LOOSE FROM BELT SHOP STATES BELT SLIPPED CAUSING ENGINE TO STOP	0600	PINTO	51	C	046897	023513001
40000	P02960 A	770926	05151000	ENGINE - TIMING GEAR & CHAIN 75 000301 FORD DIVISION PLASTIC TEETH BROKE OFF CAM TIMING GEAR #69TM6A256A=B AT 55 MPH - TEETH ARE COMPLETELY STRIPPED FROM BELT DRIVEN GEAR	0603	PINTO WAGON	28	C	034000	077640085
20024	P04446 A	780417	05151000	ENGINE - TIMING GEAR & CHAIN 73 000303 MERCURY BROKEN TEETH.	0100	CAPRI	03	C	054425	094110116
20020	P02816 A C5007	770721	05151000	ENGINE - TIMING GEAR & CHAIN 68 000405 PONTIAC TIMING CHAIN BROKE BETWEEN 2 LINKS - DOES NOT HAVE EXCESSIVE WEAR	0612	TEMPEST	03	C	073016	023513001
P84668 A	780531	780531	05210000	ENGINE COOLING SYSTEM=RADIATOR 76 110203 JAGUAR DIVISION SHOP STATES RADIATOR WAS DEFECTIVE, TANK WAS SPLIT AND LEAKING.	0102	XJ=6	32	C	027027	094110116
40000	P02974 A	771003	05220000	ENGINE COOLING SYSTEM=HOSES 74 000401 BUICK HOSE HAS SERIES OF THREE ONE INCH SPLITS ONE INCH FROM HOSE CLAMP	0600	RIVIERA	32	C	046000	060076001

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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MANUFACTURER	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
40000	P02967 A	770928	05220000	ENGINE COOLING SYSTEM=HOSES	73 000403 CHEVROLET	0800 MONTE CARLO	32	C	048000	055433054
				HOSE HAS SEVERAL PINHOLFS THROUGHOUT LENGTH - WATER PUMP OVERHEATED						
40000	P02967 B	770928	05220000	ENGINE COOLING SYSTEM=HOSES	73 000403 CHEVROLET	0800 MONTE CARLO	32	C	048000	055433054
				HOSE HAS SERIES OF PINHOLES THROUGHOUT LENGTH - WATER PUMP OVERHEATED						
30009	P04651 A	780524	05220000	ENGINE COOLING SYSTEM=HOSES	77 000407 CHEVROLET TRUCK DV	5602 P20	32	C	013000	019805002
				PIN HOLE.						
50043	P03058 A	771107	05230000	ENGINE COOLING SYSTEM=PUMP,WATER	69 000403 CHEVROLET	9900 CHEVROLET UNKNOWN	44	D	042000	063109037
				WATER PUMP IS FROM V-8 ENGINE PUMP WAS LEAKING AT SEAL OUT RUNOFF HOLE LEAKAGE RUINED BEARING						
30025	P03164 A	780116	05230000	ENGINE COOLING SYSTEM=PUMP,WATER	69 100401 OPEL DIVISION	0000 OPEL DIVISION	34	C	065000	094022118
				BEARING FAILURE.WATER RUN OFF HOLE BLOCKED WITH GREASE.SUSPECT SEAL FAILURE LET WATER/COOLANT CONTAMINATE BEARING.						
20009	P04448 A	780412	05230000	ENGINE COOLING SYSTEM=PUMP,WATER	75 160401 DATSUN DIVISION	0300 DATSUN B-210	32	C	019265	089121009
				SEALS WORE OUT,PUMP LEAKED.						
50038	P04476 A	780512	05240000	ENGINE COOLING SYSTEM=FAN	76 000203 PLYMOUTH	0600 VALIANT	03	C	042390	F17604203
				FLEX FINN DETERIATED AND BROKE,THERE DOES NOT APPEAR TO BE ANY PREVIOUS DAMAGE.						
P82896 A C7024	770822		05240000	ENGINE COOLING SYSTEM=FAN	00 000301 FORD DIVISION	0000 FORD DIVISION	23	C	000000	036037023
				FLEX FAN BROKE INJURING MECHANIC - ODI NOTIFIED						
10000	P03124 A C7024	771209	05240000	ENGINE COOLING SYSTEM=FAN	71 000301 FORD DIVISION	0300 LTD	44	C	076550	012054098
				ONE BLADE OF FIVE BLADE METAL FLEX FAN CRACKED AT OUTER EDGE, HIT RADIATOR, BENT. I.D.- FOMOCO G-2						



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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
	P83129 A C7024	771202	05240000	ENGINE COOLING SYSTEM-FAN 71 000301 FORD DIVISION	0300 LTD SHOP STATES FLEX FAN BLADE BROKE OFF , PART NOT AVAILABLE	44 C	000000	012054098		
20020	P02812 A C7024	770713	05240000	ENGINE COOLING SYSTEM-FAN 72 000301 FORD DIVISION	0300 LTD METAL FLEX-FAN BLADE BROKE (CUT BY SHOP): #8600-AA	28 C	072093	063123002		
50000	P02936 B C7024	770921	05240000	ENGINE COOLING SYSTEM-FAN 76 000301 FORD DIVISION	0300 LTD BLADE OF METAL FLEX FAN BROKE	03 B	011102	017104008		
10019	P03122 A C7024	771205	05240000	ENGINE COOLING SYSTEM-FAN 76 000301 FORD DIVISION	0301 LTD WAGON BLADES ARE BENDING AND CRACKING AT OUTER END NEAR RIVETS. CRACK IS ALONG EDGE WITH BRACE. I. D.- AA, P15360	44 C	021580	044646005		
50043	P03050 A C7024	771102	05240000	ENGINE COOLING SYSTEM-FAN 70 000301 FORD DIVISION	0307 LTD CNTRY SQUIRE ONE BLADE OF FIVE BLADE METAL FLEX FAN BROKE ALONG SUPPORT FAN HAS BEEN CUT FOR SHIPPING	44 C	040000	051105009		
50029	P04486 A	780517	05240000	ENGINE COOLING SYSTEM-FAN 72 000301 FORD DIVISION	0313 GALAXIE 500 BLADES APPEAR TO HAVE HIT SOME OBJECT MAKING FAN UNBALANCED,VIBRATION CAUSE EXCESSIVE STRESS AND FAN BREAKS.	03 C	103784	084111015		
20006	P02978 A C7024	771003	05240000	ENGINE COOLING SYSTEM-FAN 73 000301 FORD DIVISION	0800 TORINO ONE BLADE OF FIVE BLADE METAL FLEX FAN IS CRACKED IN RIVET AREA. BLADE IS STILL ATTACHED TO FAN - #CF-D2SE 8600-AA	08 C	052433	011204002		
30008	P02902 A C7024	770906	05240000	ENGINE COOLING SYSTEM-FAN 75 000301 FORD DIVISION	0800 TORINO ONE BLADE OF FIVE BLADE FLEX FAN SPLIT AT END- #8600AA	44 C	000000	011204002		
30019	P04704 A	780525	05240000	ENGINE COOLING SYSTEM-FAN 72 000303 MERCURY	0500 MONTEGO FAN BLADE APPEARS TO HAVE STRUCK ANOTHER OBJECT CAUSING BLADE TO BREAK	14 C	095092	030309023		

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	P83102 A	771227	05240000	ENGINE COOLING SYSTEM=FAN	72 000303 MERCURY	9900 MERCURY UNKNOWN	28	C	000000	053405004
	C7024			RAKE LITE COATING CAME OFF NEW FLEX FAN REPLACEMENT BLADE WENT THROUGH FAN SHROUD						
50039	P04667 A	780524	05240000	ENGINE COOLING SYSTEM=FAN	74 000303 MERCURY	9900 MERCURY UNKNOWN	03	C	067000	006114089
				APPEARS METAL FATIGUE.						
50000	P02937 A	770921	05240000	ENGINE COOLING SYSTEM=FAN	73 000401 BUICK	0300 CENTURY	03	C	073470	063103004
	E80013			BLADE OF METAL FLEX FAN IS BROKEN						
10000	P03123 A	771219	05240000	ENGINE COOLING SYSTEM=FAN	70 000402 CADILLAC	0101 CADILLAC DE VILLE	44	C	065204	046619005
	E80013			ONE BLADE OF FIVE BLADE METAL FLEX FAN BROKE NEAR RIVETS, DAMAGED RADIATOR						
40000	P02961 A	770926	05240000	ENGINE COOLING SYSTEM=FAN	73 000403 CHEVROLET	0206 CHEVELLE MALIBU	08	C	056515	085004002
				ONE BLADE OF SEVEN BROKE ACROSS WIDTH OF BLADE, A SECOND BLADE IS CRACKED 2 1/2 INCHES. PART ID NO. 915054C73						
50038	P04636 A	780505	05240000	ENGINE COOLING SYSTEM=FAN	71 000403 CHEVROLET	0900 VEGA	03	C	053000	002746004
				FAN PARTLY BROKEN AT EARLIER DATE POSSIBLY REVVED MOTOR MORE TORQUE BLADE SNAPPED.						
40007	P02951 A	770923	05240000	ENGINE COOLING SYSTEM=FAN	76 000403 CHEVROLET	0902 VEGA HATCHBACK	44	C	029230	055432055
	E80013			ONE BLADE OF FIVE BLADE HARD RUBBER FAN BROKE OFF TWO INCHES FROM INNER END OF BLADE						
50043	P03049 A	771101	05240000	ENGINE COOLING SYSTEM=FAN	67 000405 PONTIAC	0610 TEMPEST LE MNS GTO	44	C	030000	029405008
	E80013			ONE BLADE OF SEVEN BLADE METAL FLEX FAN BROKE NEAR RIVETS AT SUPPORT						
50022	P03163 D	780116	05250000	ENGINE COOLING SYSTEM=BELTS	74 000407 CHEVROLET TRUCK DV	5902 C20	09	C	044951	023513001
				BELT IS BROKEN BUT NOT EXCESSIVELY WORN, BREAK IS OVER SHORT AREA, SUSPECT RESULT OF CRANK PULLEY BREAKING FROM HARMONIC BALANCER.						

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50000	P02870 A	770819	05260000	ENGINE COOLING SYSTEM-THERMOSTAT 73 000101 AMERICAN MOTORS DV CLAIMS VEHICLE HEATS UP AND BOILS OVER IN TRAFFIC - DOLE THERMOSTAT NOT RUSTED	0400 GREMLIN	41 C	060500	001230005
40002	P04445 A	780417	05260000	ENGINE COOLING SYSTEM-THERMOSTAT 70 000402 CADILLAC THERMOSTAT LOCKED UP CAUSING ENGINE TO OVERHEAT.	0100 CADILLAC CALIAS	41 C	058000	094110116
40008	P02956 A	770907	05260000	ENGINE COOLING SYSTEM-THERMOSTAT 75 000403 CHEVROLET SHOP CLAIMS VEHICLE HEATS UP, THERMOSTAT STICKS OPEN	0100 CAMARO	14 C	041000	001230005
30000	P02842 A	770728	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 69 000201 CHRYSLER DIV TOP OF UNIT BROKEN AWAY - CLAIMS CAR HEATED UP, LIGHT DID NOT COME ON, BLEW RADIATOR	0200 300	28 B	092000	001230005
50000	P02936 A E80013	770921	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 76 000301 FORD DIVISION PLASTIC FAN SHROUD BROKEN BY BROKEN PIECE OF METAL FAN BLADE	0300 LTD	03 C	011102	017104008
20019	P02809 A	770711	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 77 000403 CHEVROLET WATER PUMP PULLEY HAS INNER EDGE OF BELT "V" BROKEN OVER 90 DEGREE	0000 CHEVROLET	28 C	002038	033528036
40006	P03163 C	780116	05270000	ENGINE COOLING SYSTEM-OTHER PARTS 74 000407 CHEVROLET TRUCK DV DOUBLE GROVE PULLEY DAMAGED AT "V" OF INNER PULLEY, BENT. SUSPECT DAMAGE CAUSED BY CONTACT WITH CRANK PULLEY WHEN IT BROKE FROM BALANCER.	5902 C20	02 C	044951	023513001
	P84465 A	780417	06100000	FUEL SYSTEMS 74 150301 FIAT DIVISION FUEL SYSTEM FIRE UNKNOWN ORIGIN	0401 128SL COUPE	24 C	000000	067501001
40003	P03157 B	780116	06112000	FUEL TANK ASSEMBLY-PIPE, FILLER-NECK 74 150301 FIAT DIVISION HOSE HAS SERIES OF SMALL CRACKS THROUGHOUT. HOSES IS RUBBER TYPE. NO VISIBLE CORD. HOSE LEAKS FUEL.	0000 FIAT DIVISION	32 C	022000	027101002



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40003	P03157 A	780116	06112000		FUEL TANK ASSEMBLY-PIPE, FILLER-NECK 74 150301 FIAT DIVISION HOSE HAS SERIES OF SMALL CRACKS THROUGHOUT, LEAKS FUEL, HOSE IS RUBBER TYPE - NO VISIBLE CORD.		0000 FIAT DIVISION	32	C	046000	027101002
50036	P04758 A	780619	06112000		FUEL TANK ASSEMBLY-PIPE, FILLER-NECK 74 170201 SAAB DIVISION HOSE CRACKED AND SPLIT ON SIDE AT BEND IN THE MOLD ALLOWING GASOLINE TO LEAK.		0101 99LE	32	C	033209	0933702030
50000	P02940 B E80018	770921	06112000		FUEL TANK ASSEMBLY-PIPE, FILLER-NECK 74 200031 INTERNATIONAL TRUCK PLASTIC FILLER TUBE HAS MELTED FROM TAIL PIPE HEAT. TUBE IS DISTORTED, FLOW RESTRICTED		0100 SCOUT SERIES	12	C	024899	0125900055
	P84716 A	780612	06113000		FUEL TANK ASSEMBLY-TANK 72 000202 DODGE A HOLE RUSTED IN TOP OF FUEL TANK, GAS LEAKED INTO TIRE WELL IN TRUNK.		0500 DART	32	C	025698	060659011
	P84753 A	780619	06113000		FUEL TANK ASSEMBLY-TANK 73 000301 FORD DIVISION FUEL TANK RUSTED THROUGH.		0000 FORD DIVISION	32	C	000000	068510002
	P94722 A	780616	06113000		FUEL TANK ASSEMBLY-TANK 70 000403 CHEVROLET GAS TANK IS PLACED ON ITS SIDE ALLOWING WATER TO SETTLE AND SATURATE EXPOSED SEAM. TANK LEAKED, FUMES IGNITED CAUSING EXPLOSION.		0000 CHEVROLET	32	C	000000	068510002
	P84754 A	780619	06113000		FUEL TANK ASSEMBLY-TANK 73 000403 CHEVROLET FUEL TANK RUSTED THROUGH.		0000 CHEVROLET	32	C	000000	068510002
50036	P04752 A	780619	06113000		FUEL TANK ASSEMBLY-TANK 73 150301 FIAT DIVISION BOTTOM OF FUEL TANK IS RUSTED AND TORN THROUGH AT SEAM.		0300 124	32	C	035435	068510002
	P84671 A	780531	06113000		FUEL TANK ASSEMBLY-TANK 70 160601 TOYOTA DIVISION MOISTURE ACCUMULATES IN TRUNK CAUSING RUST OUT OF GAS TANK ALLOWING FUEL TO ACCUMULATE IN TRUNK. COULD RESULT IN FIRE.		0304 CORONA DELUXE	32	C	058976	0933725039

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50020	P04225 A	780327	06114000	FUEL TANK ASSEMBLY-GAUGE, FUEL 69 000201 CHRYSLER DIV FLOAT IS CRUSHED, NO OTHER VISIBLE DAMAGE, INCORRECT READING.	0300 NEW YORKER	44	C	000000	090027012
50001	P04227 A	780327	06114000	FUEL TANK ASSEMBLY-GAUGE, FUEL 69 000202 DODGE FLOAT IS CRUSHED, SPILLED BRAKE FLUID MADE FAILED PART TAG DIFFICULT TO READ.	0500 DART	44	C	000000	090027012
20002	P03669 A	780210	06120000	FUEL EMISSION CONTROL 74 000303 MERCURY EXCESSIVE CARBON BUILD UP ON VALVE POSSIBILITY CAUSING RESTRICTION THE REST OF ID NO AFORDLS704049333031	0000 MERCURY	53	C	061675	D40216035
50000	P02940 A E80018	770921	06120000	FUEL EMISSION CONTROL 74 200031 INTERNATIONAL TRCK GAS EVAPORATIVE EXPANSION TANK HAS MELTED FROM TAIL PIPE HEAT, TANK IS DISTORTED	0100 SCOUT SERIES	12	C	024899	012590055
	P83180 A E70021	780123	06123000	FUEL EMISSION CONTROL-CANISTER 75 110202 TRIUMPH DIVISION FUEL VAPOR CANISTER CAUGHT FIRE, BURNED. CAUSE - PART WAS NOT REPLACED UNDER ROUTINE MAINTENANCE.	0100 TRIUMPH	25	C	052000	080906093
50045	P03097 A	771110	06123000	FUEL EMISSION CONTROL-CANISTER 74 150301 FIAT DIVISION FUEL VAPOR CANISTER HAS BURNED, UPPER CHAMBER IS EXTENSIVELY DAMAGED, SHOP CLAIMS MOUNTED TOO CLOSE TO EXHAUST MANIFOLD	0300 124	24	A	027735	090723119
	P84673 A	780531	06130000	FUEL LINES FITTINGS AND PUMP 77 000202 DODGE RIGHT SIDE FRAME WHERE FUEL LINE & EMERGENCY BRAKE ROD INTERSECT RUBS HOLE IN FUEL LINE.	0600 MONACO	57	C	016000	068510002
50011	P02997 A	771020	06131000	FUEL LINES, METALLIC 70 000201 CHRYSLER DIV STEEL LINE RUSTED THROUGH CAUSING LEAKS AND POOR MPG/HARD STARTING	0500 NEWPORT	44	C	072000	001230005
50040	P04681 A	760609	06131000	FUEL LINES, METALLIC 73 000403 CHEVROLET FUEL LINE RUSTED ALLOWING GAS TO LEAK.	0000 CHEVROLET	32	C	043771	003242005

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30019	P04696 A	780619	06131000	FUEL LINES, METALLIC 77 000407 CHEVROLET TRUCK DV CHOKÉ CABLE RUBBING AGAINST GAS LINE.	6202 T65	57 C	055000	019805002
50000	P02905 A	770915	06132000	FUEL LINES, HOSES, NON-METALLIC 70 000301 FORD DIVISION FUEL HOSE IS BRITTLE-SPLIT-SMALL CRACKS-LEAKS. FUEL HOSE IS AT CARB-URETOR FILTER	0100 FAIRLANE	32 C	078680	076012007
50045	P03095 A	771028	06132000	FUEL LINES, HOSES, NON-METALLIC 73 000301 FORD DIVISION 3/8" FUEL LINE HAS FRACTURING TYPE OF BREAK, 7" FROM END. HOSE IS NOT PLIABLE.	0300 LTD	32 C	044037	068510001
30003	P03923 A	780313	06132000	FUEL LINES, HOSES, NON-METALLIC 74 000403 CHEVROLET FUEL HOSE IS SEVERELY CRACKED, SHOP STATES THIS ALLOWED TANK TO DRAIN ON GROUND. HOSE RUPTURED BELOW LEVEL OF FUEL TANK.	0316 IMPALA STATION WGN	32 C	058000	055406067
50040	P04680 B	780609	06132000	FUEL LINES, HOSES, NON-METALLIC 75 000406 GMC TRUCK DIV FUEL LINE CRACKED, LEAKED GAS.	6600 GMC TRUCK UNKNOWN	32 C	018781	003242005
50040	P04680 A	780609	06132000	FUEL LINES, HOSES, NON-METALLIC 75 000406 GMC TRUCK DIV FUEL LINE CRACKED, LEAKED GAS	6600 GMC TRUCK UNKNOWN	32 C	018786	003242005
40001	P03001 A	771020	06132000	FUEL LINES, HOSES, NON-METALLIC 75 000407 CHEVROLET TRUCK DV SUSPECT TOO GREAT AN ANGLE OF DEFLECTION - LEAKED ONTO ENGINE AT CRACK - OWNER: OLD TOWN CAR WASH	5701 C10	08 C	000000	087104018
50022	P03156 A	780116	06132000	FUEL LINES, HOSES, NON-METALLIC 74 150301 FIAT DIVISION SHOP CLAIMS HOSE IS LEAKING FUEL. SUSPECT SPLIT IN CENTER THIRD OF LINE. LINE IS CLOTH COVERED HOSE.	0400 128	32 C	023427	027101002
50036	P04748 A	780619	06132000	FUEL LINES, HOSES, NON-METALLIC 73 170101 VOLVO DIVISION HOSE HAS SEVERAL CRACKS AND SPLITS RUNNING LENGTHWISE.	0400 164	08 C	063443	068510002



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	P84461 A	780411	06135000	FUEL FILTER LINE 75 000101 AMERICAN MOTORS DV FUEL FILTER CLOGGED UP FROM RUST AND RESIDUE IN TANK	0000	AMERICAN MOTORS DV	13	C	027064	066106021
20001	P04444 A	780417	06135000	FUEL FILTER LINE 76 000202 DODGE CRACK IN FUEL OUTLET, LEAKED.	0300	COLT	32	C	039878	094110116
50021	P03158 A	780116	06135000	FUEL FILTER LINE 74 000405 PONTIAC IN TANK FILTER COLLAPSED NEAR FUEL LINE CONNECTION STOPPING FUEL FLOW.	0705	CATALINA	28	C	045000	027101002
30012	P03937 A	780315	06136000	FUEL PUMP 73 000203 PLYMOUTH PUMP IS DIRTY ON OUT SIDE AND GASKET IS TORN. LOSS OF POWER.	0403	FURY III	43	C	060000	001230005
40001	P03000 A	771020	06136000	FUEL PUMP 66 000403 CHEVROLET INLET PIPE IMPROPERLY INSTALLED IN PUMP HOUSING - FELL OUT	0300	CAPRICE	32	B	076400	087104018
	P83130 A C7022	771205	06200000	FUEL CARBURATION 00 000200 CHRYSLER MOTOR CO SHOP STATES THEY HAVE REPAIRED MANY C-P VEHICLES FOR STALLING BY RE-CALIBRATING CARBURETOR. DOES NOT GIVE ADDITIONAL INFO.	0000	CHRYSLER MOTOR CO	77	C	000000	053402040
	P83128 A C7022	771128	06200000	FUEL CARBURATION 74 000200 CHRYSLER MOTOR CO SHOP STATES THAT 1974 C-P PRODUCTS STALL ON PRE-WARM AND ARE EXTREMELY DANGEROUS. 6 CYL CARS MAINLY	0000	CHRYSLER MOTOR CO	77	C	000000	008723101
	P83131 A C7022	771201	06200000	FUEL CARBURATION 75 000203 PLYMOUTH OWNER REPORTS VEHICLE STALLS OR STUMBLES IN LEFT TURN PROCEEDING THROUGH INTERSECTION.	0200	BELVEDERE	77	C	000000	044312002
	P93103 A	771202	06200000	FUEL CARBURATION 77 000204 DODGE TRUCK DIV THE CAR STALLS AFTER THE FIRST 3 4 STARTS STALLS WHEN PUT IN REVERSE STALLS WHEN DRIVING NO POWER WHEN ACCELERATING AFTER DECELERATION	5303	B200	44	C	014800	000000000

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30019	P04705 A	780609	06210000	CARBURETOR, UNKNOWN TYPE 72 000203 PLYMOUTH CARBURETOR LOADING UP WITH GAS.	0402 FURY II	77	C	061000	001230005
20015	P04483 A	780517	06210000	CARBURETOR, UNKNOWN TYPE 74 000203 PLYMOUTH CARB FLOATS MALFUNCTIONED ALLOWING NEEDLE VALVES TO REMAIN OPEN, FLOOD CARB.	0601 VALIANT DUSTER	77	C	000000	001230005
50036	P04761 A	780525	06210000	CARBURETOR, UNKNOWN TYPE 74 000301 FORD DIVISION FLOAT LOADED UP WITH GASOLINE CAUSING NEEDLE VALVE TO STAY OPEN. CARB FLOODS, CAR STALLS.	1500 MUSTANG II	77	C	023745	023513001
30019	P04710 A	780609	06210000	CARBURETOR, UNKNOWN TYPE 74 000301 FORD DIVISION FLOAT LOADS UP WITH GASOLINE AND WOULD NOT LET NEEDLE VALVE CLOSE. CARBURETOR FLOODED.	1500 MUSTANG II	28	C	042000	076012007
30019	P04709 A	780609	06210000	CARBURETOR, UNKNOWN TYPE 73 000303 MERCURY FLOAT LOADED UP WITH GASOLINE, WOULD NOT CLOSE NEEDLE VALVE. CARBURETOR FLOODED.	0100 CAPRI	28	C	056000	076012007
30025	P03897 A	780227	06212100	CARBURETOR, UNKNOWN TYPE=CHOKE 00 000000 UNKNOWN APPARENT INTERNAL MALFUNCTION SHOP STATES PULL OFF IS FAULTY CAUSING ENGINE STALL DURING WARM UP	0000 UNKNOWN	00	C	000000	060632062
30004	P03896 A	780227	06212100	CARBURETOR, UNKNOWN TYPE=CHOKE 00 000000 UNKNOWN APPARENT INTERNAL MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT	0000 UNKNOWN	44	C	000000	060632062
50021	P03901 A	780227	06212100	CARBURETOR, UNKNOWN TYPE=CHOKE 00 000000 UNKNOWN APPARENT INTERNAL MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT	0000 UNKNOWN	44	C	000000	060632062
50013	P03900 A	780227	06212100	CARBURETOR, UNKNOWN TYPE=CHOKE 00 000000 UNKNOWN APPARENT INTERNAL MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT	0000 UNKNOWN	44	C	000000	060632062

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50024	P03894 A	780227	06212100	CARBURETOR, UNKNOWN TYPE=CHOKE 75 000301 FORD DIVISION APPARENT INTERNAL MALFUNCTION PLUNGER MOVES FREELY IN AND OUT	0300 LTD	44 C	000000	060632062
30003	P03898 A	780227	06212100	CARBURETOR, UNKNOWN TYPE=CHOKE 72 000401 BUICK APPARENT MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT	0700 SKYLARK	53 C	000000	060632062
30000	P03895 A	780227	06212100	CARBURETOR, UNKNOWN TYPE=CHOKE 74 000403 CHEVROLET APPARENT INTERNAL MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT	0306 BELAIR	44 C	021000	060632062
50009	P03899 A	780227	06212100	CARBURETOR, UNKNOWN TYPE=CHOKE 73 000403 CHEVROLET APPARENT INTERNAL MALFUNCTION PLUNGER IS DIFFICULT TO MOVE IN OR OUT	0402 NOVA	44 C	000000	060632062
30003	P03919 A	780315	06213000	CARBURETOR, UNKNOWN TYPE=OTHER PART 74 000101 AMERICAN MOTORS DV NO VISIBLE DEFECTS. SHOP STATES FLOAT SOAKS UP GASOLINE AND CAUSES FLOODING.	0500 HURNET	26 C	000000	054130001
30008	P02923 A C7022	770901	06213000	CARBURETOR, UNKNOWN TYPE=OTHER PART 75 000202 DODGE COMPOSITION FLOAT IS SATURATED WITH GAS, FLOODS	0500 DART	26 C	011875	098270095
30031	P03159 A C7022	780116	06213000	CARBURETOR, UNKNOWN TYPE=OTHER PART 75 000203 PLYMOUTH FIBER FLOAT ABSORBS FUEL, CARB FLOODS, HESITATES ON ACCELERATION, I.D.- E58.	0600 VALIANT	26 C	018000	027101002
50045	P03091 A	771123	06213000	CARBURETOR, UNKNOWN TYPE=OTHER PART 76 000203 PLYMOUTH CELLULAR FLOAT IS SATURATED WITH GAS CARB FLOODS ADD ID NO E30	0700 VOLARE	26 C	035747	004104003
	P83450 A	780131	06213000	CARBURETOR, UNKNOWN TYPE=OTHER PART 74 000301 FORD DIVISION FLOAT AND/OR NEEDLE AND SEAT STICKING. AIR LEAKS IN CARB. BODY. THIS IS 3RD CARB REPLACED SINCE 1-4-78.	0400 MAVERICK	44 C	000100	P31201134



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50042	P03023 A	771025	06213000	CARBURETOR, UNKOWN TYPE=OTHER PART 72 000301 FORD DIVISION ENGINE FLOODS GAS LEAKS FROM CARBURETOR CELLULAR PLASTIC FLOAT HAS LOST ITS BOUYANCY		0600 PINTO	26 C	066280	054130001
30003	P03920 A	780315	06213000	CARBURETOR, UNKOWN TYPE=OTHER PART 74 000301 FORD DIVISION EDGES OF FLOAT HAVE A FEW VERY SMALL CHIPS IN THEM, SHOP STATES FLOAT ABSORBS FUEL AND CAUSES CARBURETOR TO FLOOD.		0600 PINTO	26 C	036032	054130001
50036	P04742 A	780525	06213000	CARBURETOR, UNKOWN TYPE=OTHER PART 74 000301 FORD DIVISION FLOAT HAS ONE CORNER CHIPPED OFF, SHOP STATES FLOAT ADJUSTMENTS WOULD NOT PREVENT STALLING SO FLOAT WAS REPLACED.		0600 PINTO	26 C	036090	094110116
10007	P03135 A	771229	06213000	CARBURETOR, UNKOWN TYPE=OTHER PART 74 000301 FORD DIVISION SHOP CLAIMS FLOAT ABSORBS GAS - FLOODING ENGINE		1500 MUSTANG II	26 C	038327	023513001
20008	P04223 A	780321	06213000	CARBURETOR, UNKOWN TYPE=OTHER PART 74 000301 FORD DIVISION FLOAT CHIPPED AROUND EDGES AND LOOSE FROM ATTACHMENT, FLOODING CONDITION WITH STALLING.		1500 MUSTANG II	79 C	055000	068510002
40008	P03675 A	780227	06213000	CARBURETOR, UNKOWN TYPE=OTHER PART 75 000305 FORD TRUCK DIV THE RUBBER PORTION OF THE DIAPHRAM SHOWS EXCESSIVE WEAR CAUSING FUEL LEAKAGE		5702 F600	32 C	007752	063301003
30000	P02862 A C4044	770808	06213000	CARBURETOR, UNKOWN TYPE=OTHER PART 69 000403 CHEVROLET COMPOSITION MATERIAL FLOAT CAUSED CARBURETOR TO FLOOD - SUSPECT FLOAT ABSORBED GASOLINE		0100 CAMARO	26 C	047648	054130001
50000	P03892 A	780227	06213000	CARBURETOR, UNKOWN TYPE=OTHER PART 73 000403 CHEVROLET BOTTOM CORNERS OF FLOAT ARE CHIPPED AWAY SHOP CLAIMS IT IS ABSORBING GAS		0900 VEGA	44 C	030462	002351300
10001	P03146 A C7022	771205	06220000	CARBURETOR, SINGLE 76 000203 PLYMOUTH SOME LEAKAGE AT AIR HORN TO BOWL GASKET, CARB THROAT BLACK-POSSIBLE BACKFIRE CONDITION, STALLING, SUSPECT INTERNAL MALFUNCTION, I.D.- 3		0700 VOLARE	44 C	000000	015697025

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50038	P83019 A C7022	06223000	CARBURETOR, SINGLE-OTHER PART 75 000200 CHRYSLER MOTOR CO CHRYSLER STALL PROBLEM IN 6/8 CYL. 1975-6 DART/ASPEN/VOLARE/VALIANTS: SPRING UNDER LEAD SEAL OF RIGHT REAR CARB LOSES TENSION AT 10,000 M.	0000 CHRYSLER MOTOR CO	28	B	000000	001905029
50038	P04644 A	06223000	CARBURETOR, SINGLE-OTHER PART 75 000202 DODGE FLOAT MATERIAL SEEMS TO BE POROUS AND WOULD HAVE A TENDENCY TO ABSORB GAS AND LOSE ABILITY TO FLOAT PROPERLY AND CLOSE NEEDLE VALVE.	0500 DART	26	C	000000	051106004
10007	P03136 A C7022	06223000	CARBURETOR, SINGLE-OTHER PART 76 000202 DODGE SHOP CLAIMS FLOAT ABSORBS GAS - CARB FLOODS OVER ID - 31.	0800 ASPEN	26	C	016572	023513001
50038	P04641 A	06223000	CARBURETOR, SINGLE-OTHER PART 74 000203 PLYMOUTH FLOAT MATERIAL SEEMS TO BE POROUS AND WOULD HAVE A TENDENCY TO ABSORB GAS LOSE ABILITY TO FLOAT PROPERLY AND CLOSE NEEDLE VALVE, ID=41.	0601 VALIANT DUSTER	77	C	000000	051106004
50044	P03059 A	06223000	CARBURETOR, SINGLE-OTHER PART 70 000301 FORD DIVISION ACCELERATOR PUMP ELONOMIZER DIAPHRAM STIFF BUT NOT SPLIT. SHOP CLAIMS POOR PERFORMANCE	0400 MAVERICK	44	C	061829	001230005
50038	P04639 A	06223000	CARBURETOR, SINGLE-OTHER PART 00 000301 FORD DIVISION FLOAT TO PORIUS, SOAKS UP GAS AND BECOME TO HEAVY TO CLOSE NEEDLE VALVES CAUSING CARBURETOR TO FLOOD.	0603 PINTO WAGON	26	C	040860	012205080
50038	P04640 A	06223000	CARBURETOR, SINGLE-OTHER PART 74 000301 FORD DIVISION FLOAT SOAKS UP GAS BECOMES HEAVY WILL CLOSE NEEDLE VALVE CARBURFTOR FLOODS.	1504 MUSTANG II 2+2 MPG	26	C	047000	012205080
30003	P04451 A	06230000	CARBURETOR, DOUBLE 73 000201 CHRYSLER DIV CARBURETOR DIRTY CAUSING STALLING POOR ACCELERATION AND MILEAGE	0500 NEWPORT	44	C	053000	001230005
30003	P04453 A	06230000	CARBURETOR, DOUBLE 73 000203 PLYMOUTH CARBURETOR FLOODS OUT VEHICLE STALLS POOR MILEAGE	0400 FURY	44	C	060000	001230005

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20007	P03160 A	780104	06233000	CARBURETOR, DOUBLE 74 000403 CHEVROLET SHOP CLAIMS CRACK IN FLOAT CHAMBER, CAUSING FLOODING, HOLLEY.	0902 VEGA HATCHBACK	26 C	044192	012054098
50002	P03178 A	780111	06233000	CARBURETOR, DOUBLE-OTHER PART 72 000201 CHRYSLER DIV VERY SLIGHT WEAR ON NEEDLE AND SEAT. ACCELERATOR PUMP APPEARS GOOD CON- DITION. SHOP CLAIMS STALLING, POOR MILEAGE, HARD STARTING.	0500 NEWPORT	44 C	072000	001230005
30000	P02845 A	770728	06233000	CARBURETOR, DOUBLE-OTHER PART 73 000201 CHRYSLER DIV SOME WEAR ON NEEDLE VALVE - CLAIMS CARB FLOODED & POOR PERFORM	0500 NEWPORT	44 C	055000	001230005
40002	P04454 A C7022	780412	06233000	CARBURETOR, DOUBLE-OTHER PART 75 000201 CHRYSLER DIV CHOKE PULL OFF FAILURE CARB FLOODS CAUSING CAR HARD TO START POOR MILE AGE	0500 NEWPORT	28 C	040000	001230005
50004	P04656 A	780512	06233000	CARBURETOR, DOUBLE-OTHER PART 74 000202 DODGE FLOATS ABSORB GAS, FAILS TO CLOSE NEEDLE VALVE CARBURETOR FLOODS OVER STALLS ENGINE POSSIBLE FIRE HAZARD.	0500 DART	26 C	011389	048224014
50044	P03071 A	771114	06233000	CARBURETOR, DOUBLE-OTHER PART 74 000202 DODGE ACCELERATOR PUMP DIAPHRAM STIFF	0600 MONACO	44 C	040000	001230005
50000	P02872 A	770819	06233000	CARBURETOR, DOUBLE-OTHER PART 74 000202 DODGE CLAIMS CARB FLOODS / POOR MPG / HARD STARTING / STALLS - FLAT SPOT ON TAKE OFF. CARB COMPONENTS APPEAR OK - SUSPECT DIRT.	0600 MUNACU	44 C	028000	001230005
10019	P03114 A	771205	06233000	CARBURETOR, DOUBLE-OTHER PART 72 000203 PLYMOUTH ACCELERATOR PUMP DIAPHRAM HARD, SLIGHTLY DISTORTED, NEEDLE AND SEAT GOOD. SHOP CLAIMS STALLING ON ACCELERATION, POOR MILEAGE	0403 FURY III	44 C	000000	001230005
30003	P03942 A	780315	06233000	CARBURETOR, DOUBLE-OTHER PART 73 000203 PLYMOUTH GASKETS SHOW SOME WEAR. STALLING AT LOW SPEED ACCELERATION.	0403 FURY III	77 C	060000	001230005



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50038	P04679 A	780512	06233000	CARBURETOR,DOUBLE-OTHER PART 74 000301 FORD DIVISION FLOAT ABSORBS GAS WILL NOT CLOSE NEEDLE VALVE,CARBURETOR FLOODS OVER STALLS ENGINE POSSIBLE FIRE HAZARD.		1500 MUSTANG II	26 C	000000	048224014
20011	P03685 A	780210	06233000	CARBURETOR,DOUBLE-OTHER PART 74 000305 FORD TRUCK DIV SPACER PLATE IS BADLY CORRODED AND BRITTLE EXHAUST ATE THROUGH SPACER		5113 F250 4X4 PU	49 C	026327	057754008
30003	P03943 A	780315	06233000	CARBURETOR,DOUBLE-OTHER PART 71 000403 CHEVROLET GASKETS FROM CARB WORN,WEATHERED AND BREAKING.STALLING,POOR MILEAGE AND HARD STARTS RESULTED.		0200 CHEVELLE	77 C	062000	001230005
50044	P03060 A	771109	06233000	CARBURETOR,DOUBLE-OTHER PART 77 000403 CHEVROLET SLIGHT WEAR ON NEEDLE INLET FILTER DIRTY ACCELERATOR PUMP. SHOP CLAIMS POOR PERFORMANCE- FLOODING		0300 CAPRICE	44 D	089000	001230005
40002	P03467 A	780127	06233000	CARBURETOR,DOUBLE-OTHER PART 72 000405 PONTIAC VISUAL INSPECTION SHOWS WEATHERING OF THE GASKETS,NO OTHER VISUAL DE- FACTS.CARB WAS REBUILT BECAUSE OF POOR PERFORMANCE.		0705 CATALINA	44 C	070000	001230005
50000	P02871 A	770819	06233000	CARBURETOR,DOUBLE-OTHER PART 72 000405 PONTIAC CLAIMS VEHICLE FLOODS / HARD STARTING / POUR MPG / STALLS - NEEDLE VALVE TIP WORN AND ACCELERATOR PUMP DIAPHRAM STIFF		0709 GRAND SAFARI	44 C	062000	001230005
50038	P04643 A	780501	06243000	CARBURETOR,FOUR-BARREL-OTHER PART 73 000300 FORD MOTORS CO CARBURETOR BASE PLATE OVER HEATED IN THE EGR VALVE SECTION CAUSING A VERY BAD EXHAUST LEAK.		0000 FORD MOTORS CO	04 C	045428	051106004
50028	P03903 A C4044	780227	06243000	CARBURETOR,FOUR-BARREL-OTHER PART 70 000403 CHEVROLET NO VISIBLE DEFECTS SHOP STATES FLOAT IS SATURATED CAUSING FLOODING		0000 CHEVROLET	26 C	000000	017104008
P84230 A C8001		780310	06310000	FUEL INJECTION,UNKNOWN TYPE 00 000402 CADILLAC POSSIBILITY OF FIRE DUE TO FUEL INJECTION SYSTEM BEING VERY CLOSE TO DISTRIBUTOR,SPARK COULD CAUSE FIRE.		0400 SEVILLE	72 C	000000	011581115

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10019	P03107 C	771205	06327000 FUEL INJECTION, ELECTRIC-INJECTOR			0400 164	32	C	040000	030313097
			74 170101 VOLVO DIVISION							
			SHOP CLAIMS NOZZLE LEAKS AT BASE							
10019	P03107 B	771205	06327000 FUEL INJECTION, ELECTRIC-INJECTOR			0400 164	32	C	040000	030313097
			74 170101 VOLVO DIVISION							
			SHOP CLAIMS LEAKS GASOLINE AT BASE							
10019	P03107 A	771205	06327000 FUEL INJECTION, ELECTRIC-INJECTOR			0400 164	32	C	040000	030313097
			74 170101 VOLVO DIVISION							
			NOZZLE LEAKS GASOLINE AT PLASTIC / METAL BASE. I.D. = 424							
10019	P03106 A	771205	06327000 FUEL INJECTION, ELECTRIC-INJECTOR			0400 164	32	C	029000	030313097
			75 170101 VOLVO DIVISION							
			SHOP CLAIMS NOZZLE LEAKS AT PLASTIC/METAL BASE SPRAYING GASOLINE ON ENGINE. BOSCH INJECTOR. I.D. = 425							
	P84676 A	780531	06400000 THROTTLE LINKAGES AND CONTROL			0400 MAVERICK	44	C	076501	009404056
			70 000301 FORD DIVISION							
			THROTTLE SHAFT LEAK. POSSIBLE MANIFOLD FIRE.							
	P94714 A	780616	06400000 THROTTLE LINKAGES AND CONTROL			0206 CHEVELLE MALIBU	79	C	012660	022152185
			71 000403 CHEVROLET							
			VEHICLE 'TOOK OFF' WHEN PLACED IN DRIVE AND HIT WALL - DUE TO STICKING ACCELERATOR.							
50026	P04663 A	730524	06430000 THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE			9900 FORD UNKNOWN	03	C	078387	098126073
			65 000301 FORD DIVISION							
			CABLE CASING BROKE IN TWO PLACES CAUSING CABLE TO HANG UP.							
20020	P02817 A	770721	06430000 THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE			0102 CONTINENTAL	03	C	061741	023513001
			72 000302 LINCOLN							
			#ACCO RA 8518 13F CABLE BROKE AT PEDAL CONNECTION FITTING							
	P83451 A	780117	06430000 THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE			0600 MONARCH	53	C	008451	063109109
			77 000303 MERCURY							
			ACCELERATOR CABLE MISROUTED AND BINDING - REPLACE AND REROUTE CABLE. (PART NO RETURNABLE - WARRENTY ITEM). FOMOCO.							

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30000	P04661	A 780524	06430000	THROTTLE LINKAGES, ACCELERATOR, FLEXIBLE 75 000405 PONTIAC CABLE IMPROPERLY ROUTED PLACING STRAIN ON CABLE CAUSING CABLE TO BREAK	0600 LE MANS	03	C	034629	023060012
20007	P03168	B 780111	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 75 000101 AMERICAN MOTORS DV METAL TUBE IS BROKEN AT FLARE.	0300 PACER	32	C	023145	095336001
20007	P03168	A 780111	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 75 000101 AMERICAN MOTORS DV EGR SENSOR VALVE HAS HOLE IN BACK PLATE.	0300 PACER	44	C	023145	095336001
40002	P03006	A 771013	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION BURNT OUT EGR PLATE	0000 FORD DIVISION	05	C	077938	063105001
20011	P04218	A 780327	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION PLATE CRUMBLING APART APPEARS CHARRED, SHOP STATES BURNING OUT EXHAUST PASSAGES.	0500 MUSTANG	21	C	055341	090027113
50044	P03068	A 771111	06500000	EXHAUST/CRANKCASE EMISSION CONTROL DEVICES 73 000301 FORD DIVISION EGR PLATE IS CLOGGED WITH DEPOSITS ALUMINUM PLATE EATEN AWAY EXHAUST LEAK	9900 FORD UNKNOWN	32	C	054782	017754007
50005	P04449	A 780412	06510000	EXHST/CRNKCS EMISSION CNTRL-PUMP, AIR 77 000301 FORD DIVISION BEARING SIEZED, NO VISUAL DEFECT.	0900 GRANADA	05	C	024242	023513001
50019	P04665	A 780524	06530000	EXHST/CRNKCS EMISSION CNTRL-CHECK VALVE 73 000301 FORD DIVISION EGR BLOCK OVERHEATED AND BURNED THROUGH ALLOWING GASES TO ESCAPE AND POSSIBLE FIRE HAZARD, ALSO CAUSE ENGINE TO OPERATE POORLY.	0313 GALAXIE 500	05	C	056542	098126073
20007	P04653	A 780524	06530000	EXHST/CRNKCS EMISSION CNTRL-CHECK VALVE 74 000301 FORD DIVISION EGR BLOCK BURN OUT LETTING GASSES ESCAPE POSSIBLE FIRE HAZARD. I.D.- 2A656	0400 MAVERICK	05	C	000000	098126073



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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50038	P04652	A 780528	06530000	EXHST/CRNKCS EMISSION CNTRL-CHECK VALVE	73 000301 FORD DIVISION	0800 TORINO	05	C	063489	098126073
				BLOCK OVERHEATED BURNED HOLE IN SIDE OF BLOCK ALLOWING GAS TO ESCAPE.	I.D. = 47581C034					
50023	P04664	A 780324	06530000	EXHST/CRNKCS EMISSION CNTRL-CHECK VALVE	76 000305 FORD TRUCK DIV	5100 F SERIES(LIGHT)	05	C	043638	098126073
				EGR BLOCK OVERHEATED AND BURNED THROUGH ALLOWING GASES TO ESCAPE AND POSSIBLE FIRE HAZARD, AND CAUSE ENGINE TO OPERATE POORLY.						
50043	P03045	A 771028	06530000	EXHST/CRNKCS EMISSION CNTRL-CHECK VALVE	73 000406 GMC TRUCK DIV	5404 RALLY	44	C	050235	063111009
				CAR BACKFIRE CAUSING DAMAGE TO EXHAUST-INTERNAL DEFECT IN DIVERTER VALVE						
30000	P02866	A 770802	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE	73 000101 AMERICAN MOTORS DV	0000 AMERICAN MOTORS DV	32	C	023901	017754007
				MANIFOLD IS CRACKED ABOVE HEAT RISER - THIN FOUR INCHES LONG - HEAT RISER IS FROZEN - CLAIMS CASTING TOO THIN						
50037	P03167	A 780111	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE	75 000101 AMERICAN MOTORS DV	0300 PACER	32	C	023145	095336001
				MANIFOLD IS CRACKED ONE INCH BELOW AIR INJECTION PORTS AT CYLINDERS 3 AND 4. MANIFOLD LEAKS FUMES, NOISE.						
30000	P02864	A 770818	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE	68 000204 DODGE TRUCK DIV	5600 DGE TRK AND VN UNK	37	C	072857	033577018
				MANIFOLD IS CRACKED AT #4 CYLINDER TUBE AND MAIN COLLECTOR BODY - CRACK IS THIN EXTENDING TWO-PLUS INCHES						
50044	P03077	A 771014	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE	70 000301 FORD DIVISION	0312 CUSTOM 500	03	C	061050	076901005
				RIGHT EXHAUST MANIFOLD FROM V-8 ENGINE CRACKED AT 134 TUBES AT COLLECT MANIFOLD IS BROKEN AT 1 AND 3 EXHAUST DEPOSITS INSIDE ARE DARK COLORED						
50043	P03054	A 771104	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE	73 000303 MERCURY	0300 COUGAR	03	C	083655	095401045
				EXHAUST MANIFOLD IS FROM 8 CYL ENGINE MANIFOLD IS CRACKED AND BROKEN AT 2 PORT ON COLLECTOR AND CRACKED AT 3 AND 4						
50040	P04688	A 780609	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE	72 000303 MERCURY	0407 MERCURY-MARQUIS	08	C	000000	0900004013
				MANIFOLD APPEARS TO HAVE BEEN OVERHEATED CAUSING MANIFOLD TO CRACK.						

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BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30000	P02865 A	770805	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 73 000303 MERCURY SPLIT BETWEEN MIDDLE CYLINDERS - BROKE COMPLETELY IN TWO	0500 MONTEGO	03	C	052395	023513001
50036	P03916 A	780207	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 77 000403 CHEVROLET FRONT EXHAUST PORT MANIFOLD COMPLETELY BROKEN OFF SHOP STATES THIS IS A VERY COMMON PROBLEM THE REST OF ID LH	0312 IMPALA	03	C	022000	090027113
50038	P04659 A	780524	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 75 000405 PONTIAC DEFECT MUST BE INTERNAL NOT APPARENT FROM OUTSIDE INSPECTION.	0600 LE MANS	44	C	034629	023060012
20020	P02805 A	770706	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 73 000407 CHEVROLET TRUCK DV #LH MANIFOLD CRACKED & BROKE IN TWO BELOW #3 CYLINDER PORT	5800 SUBURBAN CARRYALLS	03	C	040931	023513001
40000	P02962 A	770926	06610000	EXHAUST SYSTEM-MANIFOLD,ENGINE 75 110206 MG DIVISION ONE TUBE ON EXHAUST MANIFOLD IS CRACKED 2 1/2 IN. FROM CENTER. MANIFOLD HAS 2 CRACKS 2 IN. FROM PIPE FLANGE, ONE ON EITHER SIDE.	0103 MG MIDGET	03	C	000000	095401045
50030	P04217 A	780327	06620000	EXHAUST SYSTEM-PIPE,EXHAUST 73 000301 FORD DIVISION INTERIOR OF PIPE WARPED AND COMING APART SHOP STATES LOSS OF POWER.	0307 LTD CNTRY SQUIRE	44	C	067785	019409113
50044	P03072 A	771114	06640000	EXHAUST SYSTEM-TAIL PIPE 69 000201 CHRYSLER DIV RUBBER STRAP OF HANGER SPLIT AT RIVET TAIL PIPE FELL	0200 300	03	C	098000	001230005
P84237 A	780313	06651000	CONVERTER 75 000403 CHEVROLET BLOWN CONVERTER,SHOP STATES THAT CHEVROLET SAYS THIS WILL HAPPEN TO VEHICLES WHICH BURN EXCESSIVE OIL.	0000 CHEVROLET	08	C	071000	019020002	
P83181 A	780117	06651000	CONVERTER 76 110206 MG DIVISION EXCESSIVE HEAT TO FUEL LINES LEADING TO CARBURETOR - HOSES MELT. ALSO CAUSES COOLING SYSTEM HOSES TO MELT.	0101 MGB	41	C	000000	033161085	

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BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT YR	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50045	P84235 A	780313	07100000	POWER TRAIN CLUTCH ASSEMBLY 00 500901 AMERICAN HONDA MTR CO VERY UNPREDICTABLE OPERATION, SOME TIMES GRAB QUITE SEVERE. OWNER HAS LOST CONTROL AND DUMPED BIKE ON 2 OCCASIONS.	0000 AMERICAN HONDA MTR		79	C	007000	085202099
50045	P03093 A	771127	07120000	POWER TRAIN CLUTCH ASM-LINKAGE, FLEXIBLE 75 000403 CHEVROLET CLUTCH CABLE SEPARATED PULLED APART AT CRIMPED FITTING CONNECTION	0900 VEGA		03	C	028233	080916086
50045	P03096 A	771110	07120000	POWER TRAIN CLUTCH ASM-LINKAGE, FLEXIBLE 75 000404 OLDSMOBILE CLUTCH CABLE IS BROKEN BETWEEN CASING & CABLE STOP ON PEDAL END. SHOP CLAIMS 4TH CABLE IN 25,000 MILES.	0900 STARFIRE		28	C	002001	094117018
30008	P02926 A	770914	07140000	POWER TRAIN CLUTCH ASM-CROSSHAFT, PIVOT 76 000305 FORD TRUCK DIV CLUTCH FORK BROKE AT MID POINT. SOME WEAR AT FORK TIPS AND PIVOT BUSHING	5205 E150 ECON		03	C	033150	008611102
30008	P02926 B	770914	07150000	PWR TRN CLUTCH ASM-LEVEL, RELEASE, THROW-OUT 76 000305 FORD TRUCK DIV BEARING EXCESSIVELY WORN. ACTION POOR. SOME EVIDENCE OF BINDING ON SHAFT	5205 E150 ECON		44	C	033150	008611102
40004	P03008 A	770929	07160000	PWR TRN CLUTCH ASM-HOUSING, BELL, CLUTCH 74 000406 GMC TRUCK DIV POSSIBLE TRANSMISSION TO ENGINE ALIGNMENT PROBLFM - DIAPHRAM CLUTCH COVER ASSEMBLY RETAINER WELD BROKE SO NO CLUTCH AFTER 12000 MILES	5600 PICK UP MODELS		28	B	026124	046619005
P83447 A E80071		780118	07200000	POWER TRAIN TRANSMISSION, STANDARD-MANUAL 00 000403 CHEVROLET PROBLEMS WITH SHIFTER SHAFTS IN STANDARD TRANSMISSION CHEVETTS. HAS REPLACED SEVERAL - DOES NOT EXPLAIN PROBLEM.	1000 CHEVETTE		44	C	000000	F51110044
P83474 A		780124	07240000	PWR TRN TRNS.-UNK. TYP- 00 000400 GENERAL MOTORS CO FRONT PUMP, 350 TRANSMISSION. PLASTIC (NYLON) SEALING RING SHRINKS (SHOULD USE METAL RING) LOSS OF PRESSURE, CAUSES CLUTCH TO BURN UP.	0000 GENERAL MOTORS CO		05	C	000000	031204007
20015	P04219 A	780327	07240000	PWR TRN TRNS.-UNK. TYP- 76 000403 CHEVROLET HOSE HAS WORN SPOT APPROX MID WAY. IT IS WORN THROUGH TO CENTER OF HOSE CAUSING A POSSIBLE LEAK. HOSES RUB ON THE SWAY BAR AND FAIL. ID NO 6PAMO	1000 CHEVETTE		28	C	018348	002745010



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30008	P02899 A	770901	07241000 PWR TRN TRNS, -UNK, TYP-LVR & LKNG, COL. SHIFT 67 000407 CHEVROLET TRUCK DV BROKEN GEAR SHIFT LEVER			5702 C20	03	C	060021		090027012
50042	P03027 A	771025	07300000 POWER TRAIN TRANSMISSION, AUTOMATIC 68 000201 CHRYSLER DIV HUSHING INSIDE SHAFT EXCESSIVELY WORN - SCORED BUSHING FACE AND SHAFT			0300 NEW YORKER	50	C	109936		083651021
	P84674 A	780531	07300000 POWER TRAIN TRANSMISSION, AUTOMATIC 77 000301 FORD DIVISION VERY ROUGH SHIFTING AND SLIPPAGE RESULTING IN LOSS OF POWER.			1400 LTD II	51	C	036500		F600R5155
40000	P02965 A	770926	07300000 POWER TRAIN TRANSMISSION, AUTOMATIC 71 000403 CHEVROLET FOUR CLUTCH DISCS SHOW EXCESSIVE UNEVEN WEAR. PART REAR SEAL.			0402 NOVA	44	C	028231		039501021
30014	P03904 A	780227	07300000 POWER TRAIN TRANSMISSION, AUTOMATIC 77 000405 PONTIAC TEETH ON PLASTIC GEAR ON GOVERNOR IS WORN EXCESSIVELY SHOP STATES TRAN FAILURE DUE TO POOR GOVERNOR DESIGN			0500 VENTURA	28	C	032053		092103122
50039	P03458 A	780127	07300000 POWER TRAIN TRANSMISSION, AUTOMATIC 72 000405 PONTIAC AUTO-TRANS. CLUTCH. SEALS WERE BENT AND BROKEN DURING REMOVAL. CLUTCH DISCS DO HAVE SOME SCORCHED SPOTS AS IF OPERATED WITHOUT FLUID.			0705 CATALINA	28	C	070000		001230005
30008	P02932 A	770907	07350000 PWR TRN TRNS, AUTO-SWCH-SOLENOID, SHIFT, VAC 70 000401 BUICK PRT ID#3365. SUSPECT DIAPHRAM RUPTURED			0000 BUICK	28	C	000000		055406051
50000	P02933 A	770907	07350000 PWR TRN TRNS, AUTO-SWCH-SOLENOID, SHIFT, VAC 65 000403 CHEVROLET SUSPECT DIAPHRAGM RUPTURED			0000 CHEVROLET	28	C	000000		055406051
50042	P03036 A	771027	07400000 POWER TRAIN DRIVE LINE (IND. F OR R IN LOC.) 77 000301 FORD DIVISION END PLUG FELL OUT OF FRONT DRIVESHAFT YOKE. LEAKED TRANS. FLUID			0700 THUNDERBIRD	32	C	005250		081003001

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BIN NUMBER	PRP I NUMBER	D RECEIVED	DATE RECEIVED	COMPONENT CLASS	YR	COMPONENT NAME MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50036	P04767 A	780609	780609	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 66 000000 UNKNOWN INFORMATION CARD UNREADABLE, POSSIBLE U-JOINT OR MOUNT-RUBBER PORTION BROKEN.		0000 UNKNOWN		57	C	010936	090027012
30019	P04707 B	780609	780609	POWER TRAIN DRIVELINE-UNIVERSAL JOINT 73 000303 MERCURY NO VISIBLE FAULT WITH U-JOINT, SHOP STATES VEHICLE VIBRATION AT ALL SPEEDS.		0000 MERCURY		55	C	062000	001230005
10019	P03111 A	771205	771205	PWR TRN DRIVELINE UNIV, JT, -STANDARD 73 000201 CHRYSLER DIV ONE BEARING CAP MISSING, ONE HAS WORN NEEDLE BEARINGS, JOINT NOT EQUIP -PED WITH GREASE FITTING, SHOP CLAIMS VIBRATION IN REAR.		0500 NEWPORT		55	C	054000	001230005
50044	P03075 A	771114	771114	PWR TRN DRIVELINE UNIV, JT, -STANDARD 73 000201 CHRYSLER DIV BEARING ACTION ROUGH NOISE VIBRATION		0500 NEWPORT		44	D	054000	001230005
50044	P03062 A	771109	771109	PWR TRN DRIVELINE UNIV, JT, -STANDARD 77 000201 CHRYSLER DIV BEARING ACTION ROUGH JOINT IS SMALL CHRYSLER JOINT		0500 NEWPORT		44	D	052000	001230005
10019	P03110 A	771205	771205	PWR TRN DRIVELINE UNIV, JT, -STANDARD 72 000203 PLYMOUTH TWO BEARING CAPS BROKEN, NEEDLE BEARINGS WORN, ACTION POOR, NOISE AND VIBRATION SHOP CLAIMS		0403 FURY III		55	C	061000	001230005
30000	P02835 A	770727	770727	PWR TRN DRIVELINE UNIV, JT, -STANDARD 73 000301 FORD DIVISION NO BEARING OR CAPS SENT WITH JOINT - JOURNALS SHOW RUST, PIT MARKS, WEAR		0000 FORD DIVISION		44	C	000000	055406051
30008	P02934 A	770907	770907	PWR TRN DRIVELINE UNIV, JT, -STANDARD 70 000305 FORD TRUCK DIV SOME WEAR ON U-JOINT JOURNALS, SUSPECT NEEDLE BEARINGS WORN		5200 ECONOLINE SERIES		44	C	000000	055406051
P82894 A	770822	07420000	07420000	PWR TRN DRIV INE-SHFT-CHAIN, PROPELR, DRIV 00 000305 FORD TRUCK DIV SHOP REPORTS CASES OF SPLINE FAILURES ON LARGER TRUCKS, CLAIMS USUALLY OCCURS IN STOPPED SITUATION WHEN VEHICLE IS IN REVERSE		0000 FORD TRUCK DIV		21	C	000000	036037023

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	P82895	A 770822	07420000	PWR TRN DRIV INE-SHFT-CHAIN,PROPELR,DRIV 00 000407 CHEVROLET TRUCK DV DRIVESHAFT SPLINES FAILED, DRIVESHAFT CAME LOOSE AND SEVERED REAR BRAKE LINE. EMG BRAKE WAS BAND TYPE ON REAR OF TRANS	0000	CHEVROLET TRUCK DV	21	C	000000	036037023
50042	P03035	A	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT 76 000202 DODGE RUBBER PLUG IS PARTIALLY DETERIORATED FLUID LEAKS-DIFF BURNED	9900	DODGE UNKNOWN	32	C	072700	083706016
30019	P04707	A 780609	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT 73 000303 MERCURY EXCESSIVE WEAR CAUSED SEAL TO LEAK.	0000	MERCURY	32	C	062000	001230005
10020	P03014	D 771013	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT 74 000403 CHEVROLET RACE IS SLIGHTLY SCORED	0402	NOVA	50	C	087380	046112007
10020	P03014	C 771013	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT 74 000403 CHEVROLET NO ROLLER BEARINGS SENT WITH TAPERED BEARING #M802048, OUTER RACE #M80211 IS LIGHTLY PITTED	0402	NOVA	50	C	087380	046112007
10020	P03014	B 771013	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT 74 000403 CHEVROLET ROLLER BEARINGS LIGHTLY SCORED AND WORN, RACE #14 IS SCORED AND PITTED BEARING #4. CONDITION WOULD PROBABLY PRODUCE NOISE	0402	NOVA	50	C	087380	046112007
10020	P03014	A 771013	07450000	PWR TRN DRIVELINE-DIFFENTIAL UNIT 74 000403 CHEVROLET BEARING #48A ACTION GOOD, ROLLERS NOT EXCESSIVELY WORN, RACE #10 NOT SCORED - SHOP CLAIMS FAIL	0402	NOVA	00	C	087380	046112007
20006	P02980	A 771003	07460000	POWER TRAIN AXLE ASSEMBLY 74 000305 FORD TRUCK DIV WHEEL HUB HAS 3/4 INCH CRACK EXTENDING FROM EDGE TO INNER BEARING RACE CAUSING LUBE TO LEAK AROUND SEAL - EIGHT LUG TYPE	5113	F250 4X4 PU	32	B	027640	083669038
	P84457	B 780423	07460000	POWER TRAIN AXLE ASSEMBLY 77 000405 PONTIAC REAR AXLE BEARING SEALS LEAKED	0600	LE MANS	32	C	020836	003103002



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30008	P03165 A	780120	07462000	PWR TRN AXLE ASSEMBLY-SHAFT, AXLE	72 000301 FORD DIVISION	0307 LTD ENRY SQUIRE		03	C	042940	011204002
				AXLE BROKE AT TAPER NEAR FLANGE, WHEEL STUDS IN GOOD CONDITION, BEARING FOR AXLE NOT SENT BY SHOP.							
10019	P03108 A	771205	07462000	PWR TRN AXLE ASSEMBLY-SHAFT, AXLE	77 000301 FORD DIVISION	1500 MUSTANG II		44	C	020000	095820123
				REAR SEAL DISTURBED DURING REMOVAL. SHOP CLAIMS WRONG SEAL.							
50000	P03005 A	771013	07462000	PWR TRN AXLE ASSEMBLY-SHAFT, AXLE	75 000404 OLDSMOBILE	0100 CUTLASS		03	B	000000	063105001
				POSSIBLE BEARING FAILURE CAUSED AXLE TO SNAP - SLIGHT DISCOLORATION IN METAL - 40 MPH							
	P84457 A	780423	07464000	PWR TRN AXLE ASSEMBLY-SEAL, AXLE SHAFT	77 000405 PONTIAC	0600 LE MANS		32	C	028687	003103002
				REAR AXLE BEARING SEALS LEAKED							
	P84457 A	780423	07464000	PWR TRN AXLE ASSEMBLY-SEAL, AXLE SHAFT	77 000405 PONTIAC	0600 LE MANS		32	C	020836	003103002
				REAR AXLE BEARING SEALS LEAKED.							
	P84457 B	780423	07464000	PWR TRN AXLE ASSEMBLY-SEAL, AXLE SHAFT	77 000405 PONTIAC	0600 LE MANS		32	C	028687	003103002
				REAR AXLE BEARING SEALS LEAKED							
10002	P04419 A	780327	07470000	POWER TRAIN-OTHER PART	66 000302 LINCOLN	0102 CONTINENTAL		28	C	090104	090027012
				RUBBER PORTION OF MOUNTS BROKE APART.							
10026	P03929 A	780313	07470000	POWER TRAIN-OTHER PART	76 000407 CHEVROLET TRUCK DV	5502 G20		14	C	019200	080916086
				ARM ON END OF TUBE SLIPPED WHEN PUT IN THE PARK POS. THE VAN ROLLED BACKWARDS							
50012	P02988 A E80053	771006	08120000	ELECTRICAL SYSTEM BATTERY-CABLE	00 000000 UNKNOWN	0000 UNKNOWN		44	C	000000	063109037
				TERMINAL AND CABLE SEVERELY CORRODED (POSITIVE)							

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50036	P04750	A 780619	08120000	ELECTRICAL SYSTEM BATTERY-CABLE 73 170101 VOLVO DIVISION INSULATION IS BROKEN EXPOSING WIRE. WIRE IS BROKEN, RUSTY AND CORRODED.	0400 164	28	C	063443	068510002
30024	P03681	A 780207	08220000	ELECTRICAL SYSTEM REGULATOR 76 000202 DODGE SHOP STATES CHARGING RATE IS TO HIGH 181/2 VOLTS AND HAS CAUSED THE HE AD LIGHTS TO BURN OUT WITH VERY LOW MILEAGE NO VISUAL DEFECTS	0800 ASPEN	05	C	018068	023513001
20021	P02827	A 770728	08230000	ELECTRICAL SYSTEM STARTER 70 140401 MERCEDES-BENZ DIV CLAIMS STARTER WOULD NOT ENGAGE - ALL TEETH IN GOOD SHAPE - SOME RUST ON SHAFT - SLIGHT WEAR ON COLLAR - #2 006 209 241	0102 M-8 2200	28	C	081425	070002033
30000	P02849	A 770808	08231000	ELECTRICAL SYSTEM STARTER MOTOR 70 000305 FORD TRUCK DIV TEETH ON DRIVE IN GOOD CONDITION - CLAIMS DRIVE IS BROKE	5200 ECONOLINE SERIES	28	C	080170	055406051
30000	P02850	A 770808	08231000	ELECTRICAL SYSTEM STARTER MOTOR 70 000403 CHEVROLET (REBUILT) STARTER DRIVE TEETH ARE CHIPPED AND BROKEN	0000 CHEVROLET	28	C	081740	055406051
50042	P03033	A 771026	08231000	ELECTRICAL SYSTEM STARTER MOTOR 76 000403 CHEVROLET INNER BUSHING WORN SLIPPED CAUSES JAMMING OF STARTER	1000 CHEVETTE	14	C	011076	023513001
30000	P02837	A 770727	08231000	ELECTRICAL SYSTEM STARTER MOTOR 70 000404 OLDSMOBILE SLIGHT WEAR DETECTABLE ON VISUAL EXAMINATION OF STARTER DRIVE	0000 OLDSMOBILE	57	C	000000	055406051
84739	P84739	A 780525	08240000	ELECT. SYS. - ALTRNTR, RGULTR, STRTR - OTHER PART 76 000402 CADILLAC STARTER END FRAME ASSEM. BUSHING LEFT OUT AT MANUFACTURER CAUSING BIND, CREATED STARTED DRAG & CRACKED OR BENT THE FLYWHEEL.	0101 CADILLAC DE VILLE	08	C	000000	094110116
50016	P04467 C8027	A 780405	08310000	ELECT. SYS. WIRING - HARNESS, FRONT - UNDERHOOD 75 000301 FORD DIVISION PROBABLE SHORT IN CONNECTOR. SHOP STATES - CHOKE CONNECTOR, CAR STALLS OUT.	0900 GRANADA	14	C	000000	053140005

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BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50036	P04749 A	780619	08310000	ELECT. SYS. WIRING-HARNESS, FRONT-UNDERHOOD 74 000403 CHEVROLET INSULATION IS CHARRED AND TORN EXPOSING WIRE. WIRE IS BROKEN IN TWO.	0206 CHEVELLE MALIBU	73	C	000000	068510002
30021	P04468 A	780509	08500000	ELECTRICAL SYSTEM-IGNITION 73 000403 CHEVROLET SHAFT BUSHING UNDUELY WORN FOR LOW MILEAGE CAR.	0402 NOVA	44	C	014400	046327016
30019	P04697 A	780619	08500000	ELECTRICAL SYSTEM-IGNITION 77 000407 CHEVROLET TRUCK DV GASKET INCORRECTLY SEATED ON DISTRIBUTOR SHAFT.	6200 T SERIES	03	C	060000	019805002
50000	P02911 A	770916	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 68 000301 FORD DIVISION PLASTIC PORTIONS OF SWITCH HOUSING AND HARNESS BURNT AT TERMINALS-MELTED TOGETHER BURNT SWITCH CAUSED ENGINE TO CUT OFF WHILE DRIVING-SHORT	0313 GALAXIE 500	28	C	086378	029611001
50011	P03680 A	780207	08510000	ELECTRICAL SYSTEM-IGNITION-SWITCH 76 000401 BUICK SHOP STATES IGNITION SWITCH WOULD NOT ALLOW ENGINE TO STAY RUNNING IN THE ON POSITION NO VISUAL DEFECTS	0700 SKYLARK	28	C	013037	023513001
20017	P03466 A	780127	08530000	ELEC. SYS. IGNITION-WIRING, PRIMARY & SECOND. 72 000203 PLYMOUTH SPARK PLUG WIRES - POSSIBLE WEATHERING, NO NOTICEABLE CRACKS OR SPLITS. ID - SUPPRESSION 3-0-73	0403 FURY III	44	C	055000	001230005
30018	P04482 A	780517	08530000	ELEC. SYS. IGNITION-WIRING, PRIMARY & SECOND. 73 000203 PLYMOUTH IGNITION WIRES SHORT OUT WHEN DAMP. WIRES WORN, INSULATION CRACKED.	0403 FURY III	73	C	053000	001230005
50044	P03061 A	771109	08530000	ELEC. SYS. IGNITION-WIRING, PRIMARY & SECOND. 73 000403 CHEVROLET CABLES ARE BRITTLE AND OIL SOAKED. SHOP CLAIMS POOR PERFORMANCE	0300 CAPRICE	44	C	087295	001230005
50044	P03074 A	771114	08530000	ELEC. SYS. IGNITION-WIRING, PRIMARY & SECOND. 72 000403 CHEVROLET WIRE ARE STIFF OLD SHOP CLAIMS POOR PERFORMANCE-ADDITIONAL ID NO. SUPPRESSION	0312 IMPALA	44	C	054000	001230005



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30019	P04697 D	780619	08530000		ELEC.SYS.IGNITION-WIRING,PRIMARY & SECOND. 77 000407 CHEVROLET TRUCK DV PLUG CONNECTORS FAULTY.	6200 T SERIES	44 C	060000	019805002
40007	P04455 A	780412	08540000		ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 73 000203 PLYMOUTH HARD STARTING MOTOR WILL MISS POOR GAS MILEAGE SKIPS HARD TO START	0400 FURY	44 C	060000	001230005
50036	P04738 A	780525	08540000		ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 76 000301 FORD DIVISION NO VISIBLE DEFECT.SHOP STATES SHORTING ON DIST.HOUSING CAUSING UNIT TO BURN UP.ID= A18.	0800 TORINO	05 C	032695	094110116
50043	P03048 A	771031	08540000		ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 75 000301 FORD DIVISION SHOP CLAIM INOPERABLE ADDITIONAL ID NUMBER DSAE 12A199 A18	0900 GRANADA	28 C	000000	080918075
50045	P03081 A	771118	08540000		ELEC.SYS.IGNITION-ELECTRONIC CONTROL UNIT 75 000302 LINCOLN NO VISIBLE EXTERNAL DEFECTS INTERNAL MALFUNCTION UNIT FAILS OVER 35MPH SOMETIMES AT LOWER SPEEDS ADD ID NO DSAE 12A199 A2A	0000 LINCOLN	28 C	021256	060616012
30000	P03464 A	780127	08550000		ELEC.SYS.IGNITION-OTHER PART 70 000101 AMERICAN MOTORS DV ALL CONTACT POINTS ARE WORN EXCESSIVELY,APPEARS TO BE NO CRACKS IN CAP SOME WEATHERING OF WIRES.	0500 HORNET	44 C	065000	001230005
10019	P03115 A	771209	08550000		ELEC.SYS.IGNITION-OTHER PART 68 000101 AMERICAN MOTORS DV TENSION SPRING BROKE AT BEND. CAR STOPPED SUDDENLY. POINTS ARE PITTED. POINT SET FROM 8 CYL. ENGINE.	0601 JAVELIN AMX	28 C	010000	020851020
50000	P03172 A	780111	08550000		ELEC.SYS.IGNITION-OTHER PART 76 000102 JEEP DIV ADVANCE CAUSES CAR TO RUN POORLY, ADVANCE IS MADE FROM PLASTIC,SUSPECT RUPTURED DIAPHRAM.	5300 CHEROKEE	44 C	019448	023513001
20014	P03940 A	780315	08550000		ELEC.SYS.IGNITION-OTHER PART 69 000201 CHRYSLER DIV CAP IS DIRTY WITH CHIPS AND SCRATCHES BOTH INSIDE AND OUT.CAR SKIPS,WI LL NOT START WHEN WET,POOR MILEAGE.	0200 300	14 C	098000	001230005

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BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MANUFACTURER	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30000	P02838 A	770727	08550000	ELEC.SYS.IGNITION-OTHER PART 72 000202 DODGE COIL CASING IS DENTED - TOWER BROKEN. CLAIMS COIL LEAKING & OIL FILLED	DODGE	0000 DODGE	28	C	000000	055406051
20014	P03939 A	780315	08550000	ELEC.SYS.IGNITION-OTHER PART 71 000203 PLYMOUTH DIST.CAP IS DUSTY INSIDE AND OUT.ONE CONTACT HAS AN EDGE CHIPPED OFF IT.THERE IS A SMALL SCRATCH INSIDE CAP.CAP IS CRACKED CAUSING SHORT OU	PLYMOUTH	0403 FURY III	14	C	090000	001230005
10019	P03112 A	771205	08550000	ELEC.SYS.IGNITION-OTHER PART 77 000203 PLYMOUTH TOP TWO TERMINALS SHOW SOME CORROSION. SHOP CLAIMS VEHICLE WILL NOT START.	PLYMOUTH	0700 VOLARE	28	C	002000	001230005
20007	P04456 A	780412	08550000	ELEC.SYS.IGNITION-OTHER PART 77 000203 PLYMOUTH SHORT CIRCUIT IN BALL AST RESISTOR CAR WILL NOT RUN OR START	PLYMOUTH	0700 VOLARE	28	C	000000	001230005
30012	P04213 A	780321	08550000	ELEC.SYS.IGNITION-OTHER PART 77 000301 FORD DIVISION PART OF INTERIOR DISINTEGRATED CAUSING PRINTED CIRCUIT TO SHORT OUT INTERMINTELLY.	FORD DIVISION	0000 FORD DIVISION	73	C	021298	P40218030
50038	P04637 A	780505	08550000	ELEC.SYS.IGNITION-OTHER PART 77 000301 FORD DIVISION APPEARS CAP MOVED, ROTOR STIKING PLUG CONTACTS BREAKING CAP.	FORD DIVISION	0400 MAVERICK	07	C	018575	F32304115
50036	P04743 A	780525	08550000	ELEC.SYS.IGNITION-OTHER PART 74 000301 FORD DIVISION SPARK DELAY VALVE CLOGGED.	FORD DIVISION	0600 PINTO	28	C	070949	094110116
50000	P03011 A	771013	08550000	ELEC.SYS.IGNITION-OTHER PART 74 000301 FORD DIVISION SHOP CLAIMS DIES AT TIMES BUT RESTARTS OK. SUSPECT INTERNAL MALFUNCTION- CN-OVERHEATING - INADEQUATE HEAT SINK. PART #D4AE-12A199-A2A	FORD DIVISION	9900 FORD UNKNOWN	28	C	000000	046112007
50036	P04744 A	780524	08550000	ELEC.SYS.IGNITION-OTHER PART 77 000302 LINCOLN SHOP STATES SHORTING ON DIST.HOUSING - REPLACED CONTROL UNIT, CAUSED IT TO BURN UP.	LINCOLN	0206 MARK V	05	C	018796	094110116

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BIN NUMBER	PRP I NUMBER	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50045	P03089 A	771123	08550000	ELEC.SYS.IGNITION-OTHER PART 68 000303 MERCURY NO VISIBLE EXTERNAL DEFECTS SHOP CLAIMS HAD INTERNAL CONTACT CAUSED ENGINE NOT TO START WHEN COLD ADDITIONAL ID NO C9AF-12300-B	0500 MONTEGO	44	C	034267	085004002
50045	P03089 B	771123	08550000	ELEC.SYS.IGNITION-OTHER PART 68 000303 MERCURY POINTS ARE PITTED DEPOSIT ON OUTER EDGE OF "T" CONTACT SURFACE	0500 MONTEGO	44	D	034267	085004002
20001	P03463 A	780127	08550000	ELEC.SYS.IGNITION-OTHER PART 70 000401 BUICK HOLD DOWN SCREWS APPEAR TOO SHORT, ONLY ABOUT 2 OR 3 THREADS GRIP OR TAKE HOLD. I.D.- PLUS.	0500 LA SABRE	21	C	028000	002745010
40008	P02958 B	770907	08550000	ELEC.SYS.IGNITION-OTHER PART 73 000402 CADILLAC SHOP CLAIMS POOR PERFORMANCE, ESPECIALLY WHEN WET. SIDE CONTACTS HAVE WHITE DEPOSITS, POOR CONDUCTIVITY.	0101 CADILLAC DE VILLE	28	C	032443	001230005
40008	P02958 A	770907	08550000	ELEC.SYS.IGNITION-OTHER PART 73 000402 CADILLAC ENGINE SKIPS - WILL NOT START SHOP CLAIMS. POINTS ARE PITTED AND OUT OF ALIGNMENT	0101 CADILLAC DE VILLE	28	C	032000	001230005
20014	P03465 A	780127	08550000	ELEC.SYS.IGNITION-OTHER PART 72 000403 CHEVROLET NO VISABLE FAILURE, POSSIBLE CRACK IN CAP-CONTACT POINTS SHOW LITTLE WEAR AND WIRES SHOW NO WEATHERING. CAUSES VEHICLE TO SKIP AT ALL SPEEDS	0312 IMPALA	44	C	054000	001230005
50021	P02998 A	771020	08550000	ELEC.SYS.IGNITION-OTHER PART 72 000403 CHEVROLET TOP BUSHING WORN ON DISTRIBUTOR - ERRATIC DWELL	0312 IMPALA	14	C	053000	001230005
20014	P03938 B	780315	08550000	ELEC.SYS.IGNITION-OTHER PART 70 000403 CHEVROLET ROTOR IS CHIPPED AND SCRATCHED. CONTACT HAS SMALL TEAR. SKIPS AT ALL SPE EDS, HARD START, POOR MILFAGE.	0800 MONTE CARLO	14	C	080000	001230005
20014	P03938 A	780315	08550000	ELEC.SYS.IGNITION-OTHER PART 70 000403 CHEVROLET INTERIOR OF CAP SPECKLED BADLY WITH WHITE GREASY DIRT. SKIPS AT ALL SPE EDS, HARD TO START, POOR MILEAGE. PART ID NO T69047	0800 MONTE CARLO	14	C	080000	001230005



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BIN NUMBER	PRP I DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50013	P04475 A 780512	08550000	ELEC.SYS.IGNITION-OTHER PART 75 000403 CHEVROLET COIL SEEMS TO HAVE DETERIATED AND BECOME WEAK.	0900 VEGA	44	C	028090	017754007
40001	P03673 A 780209	08550000	ELEC.SYS.IGNITION-OTHER PART 76 000404 OLDSMOBILE CAPACITOR OR WIRING IN HARNESS SHOTED OUT OR WAS OVER LOADED CAUSING A FIRE WHICH BURNT ALL THREE WIRES IN HARNESS AND CAPACITOR	0000 OLDSMOBILE	44	C	026597	091105033
50000	P03013 A 771013	08550000	ELEC.SYS.IGNITION-OTHER PART 75 000404 OLDSMOBILE DISTRIBUTOR SHAFT WEIGHT PIVOTS WORN	9900 OLDSMOBILE UNKNOWN	44	C	042390	046112007
30000	P03175 A 780111	08550000	ELEC.SYS.IGNITION-OTHER PART 75 000407 CHEVROLET TRUCK DV HOLE BURNT THROUGH CENTER OF CAP UNDER COIL, HEI SYSTEM. - DISTRIBUTOR CAP.	5400 CHEVY VAN SERIES	44	C	037937	F21204032
30000	P03175 B 780111	08550000	ELEC.SYS.IGNITION-OTHER PART 75 000407 CHEVROLET TRUCK DV IGNITION COIL - HOLE BURNT THROUGH BOTTOM OF COIL, H.E.I. SYSTEM.	5400 CHEVY VAN SERIES	44	C	037937	F21204032
30000	P03175 C 780111	08550000	ELEC.SYS.IGNITION-OTHER PART 75 000407 CHEVROLET TRUCK DV DISTRIBUTOR ROTOR - CENTER OF ROTOR BURNT, H.E.I. SYSTEM.	5400 CHEVY VAN SERIES	44	C	037937	F21204032
20008	P03173 A 780111	08550000	ELEC.SYS.IGNITION-OTHER PART 76 000407 CHEVROLET TRUCK DV SHAFT IS EXCESSIVELY WORN AT BUSHINGS,WEIGHT AREA RUSTED,WEIGHT SPRING BROKEN,WEIGHT PIVOT HOLES ELONGATED.	5401 G10	44	C	023069	023513001
30021	P03173 B 780111	08550000	ELEC.SYS.IGNITION-OTHER PART 76 000407 CHEVROLET TRUCK DV COIL TIPS WORN FROM CONTACT DUE TO WORN DISTRIBUTOR SHAFT.	5401 G10	44	C	023069	023513001
30019	P04697 C 780619	08550000	ELEC.SYS.IGNITION-OTHER PART 77 000407 CHEVROLET TRUCK DV EXCESSIVE PLAY IN DISTRIBUTOR SHAFT CAUSING DISTRIBUTOR TO MALFUNCTION	6200 T SERIES	44	C	060000	019805002

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BIN NUMBER	PRP NUMBER	I DATE RECEIVED	CLASS	COMPONENT	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
30000	P02843 A	770728	09101000	SWCH-BUTTON-RING-HIGH/LOW BEAM DIMMER 73 000101 AMERICAN MOTORS DV CLAIMS LIGHTS STAY ON HIGH BEAM - SWITCH IS CORRODED & BUTTON STUCK	0400 GREMLIN	28 D	059890		001230005	
40001	P03941 A	780315	09101000	SWCH-BUTTON-RING-HIGH/LOW BEAM DIMMER 73 000203 PLYMOUTH NO VISIBLE DEFECTS, POSSIBLE INTERNAL SHORT. LIGHTS GO OUT AT TIMES WHILE DRIVING.	0403 FURY III	28 C	060000		001230005	
40001	P03934 A	780308	09102000	SWCH-BUTTON-RING-HEAD LIGHTS 76 000202 DODGE NO CONTACT VERY POOR CONSTRUCTION PART ID NO 33K	0801 ASPEN SW	28 C	029768		017754007	
30019	P04699 A	780609	09106000	SWCH-BUTTON-RING-BRAKE LIGHTS 69 000301 FORD DIVISION FAULTY STOP LIGHT SWITCH.	0200 FALCON	28 C	000000		099206069	
30019	P04698 A	780609	09106000	SWCH-BUTTON-RING-BRAKE LIGHTS 70 000301 FORD DIVISION FAULTY STOP LIGHT SWITCH. AUTOLITE.	0700 THUNDERBIRD	28 C	007604		099206069	
50000	P02920 A	770826	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000201 CHRYSLER DIV NO BRAKE LIGHTS. SUSPECT SHORT IN SWITCH AT WHITE WIRE TERMINALS. SOME SIGNS OF OVERHEAT CONDITION PRESENT	0100 TOWN AND COUNTRY	28 C	043201		023513001	
40007	P02945 A	770923	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000201 CHRYSLER DIV BRAKE LIGHT CONNECTION WAS NOT BEING MADE IN SWITCH. SUSPECT SHORT IN SWITCH AT WHITE WIRE TERMINAL	0300 NEW YORKER	28 C	069881		099206096	
50000	P02910 A	770916	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000201 CHRYSLER DIV NO BRAKE LIGHTS. SUSPECT SHORT IN SWITCH AT PINK WIRE TERMINAL	0500 NEWPORT	28 C	043028		029611001	
30000	P02855 A	770808	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000203 PLYMOUTH CLAIMS NO TURN SIGNAL LIGHTS-HOT TO SWITCH BUT NO CURRENT FROM SWITCH INSULATION IS BURNT ON GREEN AND RED WIRE AT SWITCH	0503 SATELLITE RD RNNR	28 C	000000		099206097	

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30019	P04700 A	780609	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 66 000204 DODGE TRUCK DIV NO VISIBLE FAULT,PROBABLE INTERNAL DAMAGE.			5111 D150 4X2 PU	28	C	000000	099206069
20015	P03154 A	780104	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 76 000204 DODGE TRUCK DIV SHOP CLAIMS NO TURN SIGNALS. PLASTIC TRIP IS BROKEN ON ONE SIDE OF SWITCH PLATE. I.D.- TC.			5300 B SERIES	28	C	012257	055421026
50040	P04682 A	780609	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000204 DODGE TRUCK DIV NO VISIBLE FAULT,INTERNAL SHORT IN SWITCH MOST LIKELY.			5400 M SERIES-MOHILE HM	28	C	025531	099206069
30021	P04431 A	780405	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 000300 FORD MOTORS CO PLASTIC CASE BROKEN CAUSING BAD CONNECTION,NO TURN SIGNAL LIGHTS.			0000 FORD MOTORS CO	73	C	023492	099206096
30000	P02853 A	770808	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION CLAIMS NO SIGNAL & LOOSE HOT WIRE TO HORN ; NO WIRES BURNT OR BARE - SUSPECT LOOSE CONNECTION - REPLACED BATTERY ALSO			0000 FORD DIVISION	28	C	067932	099206097
20014	P03469 A	780127	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION APPEARANCE OF PLASTIC ASSEM,IS GOOD,BLACK WIRE LEADING TO SWITCH HAS 3/4 IN.OF INSULATION RUBBED OFF EXPOSING THE BARE WIRE.ID-13B302BASXCB			0000 FORD DIVISION	73	C	078353	099206096
30019	P04703 A	780609	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION NO VISIBLE DAMAGE OR FAULT,INTERNAL SHORT.			0000 FORD DIVISION	28	C	070088	099206069
30000	P02863 A	770808	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION CLAIMS NO SIGNAL LIGHTS - NO BURNT/BARE/BROKEN WIRES, SUSPECT SHORT #D2AA 13B302-AB SXB TC			0300 LTD	28	C	069558	054130001
30019	P04701 A	780609	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION NO VISIBLE DAMAGE,INTERNAL FAULT,ID - BBSXC.			0300 LTD	28	C	078665	099206069



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40001	P03917 A	780315	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION NO VISIBLE DEFECTS POSSIBLE SHORT NO SIGNAL LIGHTS FRONT OR REAR, REST OF PART ID NUMBER AASXBTC	0300 LTD	28	C	038333	054130001
40007	P02948 A	770923	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 75 000301 FORD DIVISION SHOP CLAIMS NO TURN SIGNAL LIGHTS. SUSPECT SHORT IN SWITCH. WIRES ARE INTACT -HASXCBP	0300 LTD	28	C	023053	099206096
50000	P02922 A	770901	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION SHOP CLAIMS TURN SIGNALS QUIT. SUSPECT SHORT IN SWITCH #13B302-8B	0301 LTD WAGON	28	C	035000	098270095
40000	P02973 A	771003	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000301 FORD DIVISION SHOP CLAIMS NO SIGNALS. SUSPECT SHORT IN SWITCH. PART ID NO.- FORD D2AA 13B302-AB 5XB TC	0313 GALAXIE 500	28	C	044168	063301003
20014	P04429 A	780405	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 66 000301 FORD DIVISION AT TIMES NO LEFT TURN OR BRAKE LIGHTS, SEVERAL WIRES APPEAR MASHED OR BROKEN. COULD CAUSE BAD CONNECTION.	0500 MUSTANG	73	C	021819	099206096
40007	P02946 A	770923	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 67 000301 FORD DIVISION SHOP CLAIMS NO BRAKE LIGHTS. SUSPECT SHORT IN SWITCH -DBP	0500 MUSTANG	28	C	100999	099206096
10019	P03121 A	771204	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000301 FORD DIVISION PLASTIC ON SWITCH AT FLASHER SWITCH IS MELTED. SHOP CLAIMS NO HAZARD, STOP, OR SIGNAL LIGHTS. I.D.- B302-AB 5XB TC	0600 PINTO	28	C	081207	023513001
20009	P03468 A	780127	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION EXTERIOR APPEARANCE OF SWITCH HAS NO CRACKS OR BAD WIRING. SHOP STATES NO REAR SIGNALS, POSSIBLE INTERNAL FAILURE.	0700 THUNDERBIRD	28	C	044642	099206096
40000	P02972 A	771003	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION SHOP CLAIMS NO SIGNAL LIGHTS. SUSPECT SHORT IN SWITCH. PART ID-13B302-CB 5XB TC	0800 TORINO	28	C	058212	063301003

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50040	P04683 A	780609	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION NO VISIBLE DEFECT,POSSIBLE INTERNAL SHORT.ID -8302CBSXBTC.			0800 TORINO	28	C	000000	099206096
50002	P04428 A	780405	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 74 000301 FORD DIVISION PART FAILURE HIDDEN,POSSIBLE INTERNAL SHORT.SHOP STATES NO TURN SIGNAL.			0800 TORINO	28	C	034083	099206096
40007	P02947 A	770923	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000301 FORD DIVISION SUSPECT SHORT AT GREEN/PINK WIRE. SHOP CLAIMS NO FRONT OR REAR TURN SIGNAL LIGHTS -AASXBBP			1500 MUSTANG II	28	C	039233	099206096
40007	P02949 A	770923	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 000302 LINCOLN SHOP CLAIMS NO TURN SIGNAL LIGHTS EITHER SIDE. SUSPECT SHORT IN SWITCH WIRE-AFSXCBP			0200 MARK IV	28	C	064246	099206096
30000	P02854 A	770808	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 000303 MERCURY CLAIMS NO SIGNALS INSULATION MELTED ON GREEN WIRE AT SWITCH			0000 MERCURY	28	C	000000	099206097
40001	P03928 A E80055	780313	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 76 000303 MERCURY RUBBER INSULATION HAS PARTILY COME OFF ONE WIRE POSSIBLY CAUSING A SHO RT.DIRECTIONAL LIGHTS WOULD NOT WORK AND HURN. ID NO.65072ER13335AA.			0100 CAPRI	28	C	038157	080916086
20002	P04215 A	780327	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 72 000303 MERCURY NO VISIBLE DEFECTS,POSSIBLE SHORT,SHOP STATES NO SIGNAL FUNCTION. PART ID NUMBER CBSXBTC.			0500 MONTEGO	28	C	090818	063301003
50040	P04684 A	780609	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 000305 FORD TRUCK DIV WIRE BROKE AT SWITCH CONTACT CAUSING ELECTRICAL SHORT.ID-8302BBPF.			5200 ECONOLINE SERIES	73	C	046746	099206069
40007	P02950 A	770923	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 71 000305 FORD TRUCK DIV SHOP CLAIMS NO TURN SIGNALS. SUSPECT SHORT AT BLUE WIRE TERMINAL			5200 ECONOLINE SERIES	28	C	039859	099206096

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OFFICE OF DEFECTS INVESTIGATION  
 CUMULATIVE PARTS RECEIVED FY 78  
 01 JUL 77 TO 30 JUN 78

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	SHOP NUMBER
50023	P04430	A 780405	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 69 000403 CHEVROLET NO VISIBLE REASON FOR BAD CONNECTION,SUSPECT BAD CONNECTION INTERNAL. SHOP STATES TURN SIGNAL SWITCH,NO BRAKE LIGHTS.	0000 CHEVROLET	28	C	000000	099206096
30019	P04702	A 780609	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 66 000406 GMC TRUCK DIV NO VISIBLE DAMAGE OR FAULT,INTERNAL SHORT.	5600 PICK UP MODELS	28	C	098466	099206069
20007	P03470	A 780127	09110000	SWCH-BUTTON-RING-TURN SIGNAL LIGHTS 73 200031 INTERNATIONAL TRCK WIRING APPEARS OK, PLASTIC ASSEMBLY IS A LITTLE DISTORTED AS IF IT COULD HAVE BEEN EXPOSED TO HEAT DUE TO SHORT, ID= 98-C91	0203 1700	28	C	086858	099206097
50042	P03034	A 771026	09114000	SWCH-BUTTON-RING-REFLECTIVE LIGHTS 71 000301 FORD DIVISION HEAVY BLUE POWER WIRE LOOSE ON RIVET-POOR CONTACT INTERMITTENT OPERATIO OF TURN SIGNAL ADDITIONAL ID NO DZAA SX8 TC	0307 LTD CNTRY SQUIRE	44	C	052424	023513001
30000	P02867	A 770802	09200000	LAMP OR SOCKET-UNSPECIFIED LIGHT 73 000101 AMERICAN MOTORS DV CLAIMS LIGHT UNIT TL-127-3 USES POOR CONDUCTOR (HARD TO BUY)	0000 AMERICAN MOTORS DV	28	D	023901	017754007
30000	P02841	A 770728	09200000	LAMP OR SOCKET-UNSPECIFIED LIGHT 73 000101 AMERICAN MOTORS DV LICENCE PLATE UNIT BURNT OUT - CONNECTION SIGHT CORRODED #SAEL69TL1271	0400 GREMLIN	28	D	059984	001230000
30024	P04471	B 780512	09203000	LAMP OR SOCKET-SIDE MARKER LIGHTS 74 000404 OLDSMOBILE SIDE MARKER LAMPS FILLED WITH WATER,SOCKETS BECAME CONTAMINATED CAUSE LOSS OF CONTACT RESULT ELECTRICAL SHORT.	0100 CUTLASS	73	C	040383	017754007
40006	P04471	A 780512	09203000	LAMP OR SOCKET-SIDE MARKER LIGHTS 74 000404 OLDSMOBILE SIDE MARKER LAMPS FILLED UP WITH WATER,SOCKETS BECOME CONTAMINATED CAUSED LOSS OF CONTACT RESULT ELECTRICAL SHORT.	0100 CUTLASS	73	C	040382	017754007
30000	P02868	A 770802	09205000	LAMP OR SOCKET-TAIL LIGHTS 00 000000 UNKNOWN PLASTIC LIGHT BULB SOCKET FOR DUAL CONTACT RULB CONTACTS ARE PITTED - SOME SPRING TENSION LOST	0000 UNKNOWN	28	C	000000	017754007



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OFFICE OF DEFECTS INVESTIGATION  
 CUMULATIVE PARTS RECEIVED FY 78  
 01 JUL 77 TO 30 JUN 78

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	MDL YR	SHOP NUMBER
50015	P03679	A 780127	09205000	LAMP OR SOCKET-TAIL LIGHTS	76 000303 MERCURY	0200 CUMET	44	C	018990		023513001
				SHOP STATES THIS TYPE SOCKET MAKES SUCH A POOR GROUND THAT THE SIGNAL LIGHT WONT FLASH AND THE BRAKE LIGHT IS DIM THE INSULATION ON GROUND							
30022	P03670	A 780210	10210000	VISUAL SYSTEMS MIRRORS=REARVIEW, INTERIOR	77 000301 FORD DIVISION	0300 LTD	44	C	005000		D40216035
				AN AREA 1 1/2 X 1/2 IN THE BOTTOM LEFT CORNER IS DISCOLORED AND ALSO AN AREA 3 1/2 X 1/2 OF THE BOTTOM RIGHT CORNER WHICH WILL NOT REFLECT							
20004	P04443	A 780417	10311000	VISUAL SYS WINDSHIELD WIPER/WASHER SWITCH	77 000301 FORD DIVISION	0500 MUSTANG	14	C	007490		014607007
				SHORT IN WIPER HARNESS CAUSING ERRATIC OPERATION. ID=A1638A.							
50015	P04479	A 780517	10312000	VISUAL SYS WINDSHIELD WIPER, MOTOR	70 000101 AMERICAN MOTORS DV	0500 HORNET	03	C	099000		001230005
				MOTOR BRACKET RIVET HOLE ELONGATED, PLACED MOTOR IN HIND SNAPPING TRANS MISSION ARM.							
50039	P04423	A 780405	10312000	VISUAL SYS WINDSHIELD WIPER, MOTOR	75 000305 FORD TRUCK DIV	5205 E150 ECON	14	C	018385		F55419121
				INTERMITTENT SHORT IN MOTOR. ID = D5UF=17504AA 12 V 30JUL753.							
50036	P04755	A 780609	10314000	VISUAL SYSTEMS WINDSHIELD WIPER ARM	73 160601 TOYOTA DIVISION	0300 TOYOTA CORONA	03	C	050509		067501001
				GROMMET WORN AND CRACKED. SHOP COMPLAINS THAT GROMMET ALONE IS NOT REPLACEABLE - ENTIRE WIPER ARM ASSEMBLY MUST BE REPLACED.							
20005	P03674	A 780227	11103000	WATER=HEATR, DFRSTR, DFGGR=FAN MOTOR	74 000303 MERCURY	0500 MONTEGO	34	C	055349		063111009
				FRONT BEARING SUPPORT CHIPPED AND BROKEN CAUSING LOOSENESS OF SHAFT BRACE FOR MOTOR ALSO BROKEN REST OF ID NUMBER BMTORCRAFT							
40007	P02943	A 770923	11103000	WATER=HEATR, DFRSTR, DFGGR=FAN MOTOR	77 000404 OLDSMOBILE	0100 CUTLASS	28	C	014434		063103004
				SHAFT WILL NOT TURN, MOTOR FROZEN. SHOP CLAIMS LACK OF LUBRICATION							
30019	P04708	A 780609	11110000	WATER=HTR, DFRSTR, DFGGR=HEATER CORE, WATER	70 000201 CHRYSLER DIV	0700 CHRYSLER UNKNOWN	32	C	072000		001230005
				HEATER CORE DEVELOPED LEAK AT CORE TANKS.							

PARTS RETURN PROGRAM

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OFFICE OF DEFECTS INVESTIGATION  
 CUMULATIVE PARTS RECEIVED FY 78  
 01 JUL 77 TO 30 JUN 78

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
40008	P02954	A 770907	11110000		WATER-HTR,DFRSTR,DFGGR-HEATER CORE, WATER 70 000203 PLYMOUTH SHOP CLAIMS HEATER CORE LEAKS ON FLOOR OF CAR. TUBES ARE SEPARATED FROM CORE SUSPECT IT WAS DONE FOR SHIPPING	0601 VALIANT DUSTER	41	C	041000	012300001
50000	P04439	A 780417	11116001		WATER-HTR,DFRSTR,DFGGR-CONTROL VALVE 72 000201 CHRYSLER DIV AUTO TEMP,CASE BROKEN. ID -3.	0400 IMPERIAL	32	C	039000	036108002
20024	P04650	A 780524	11116001		WATER-HTR,DFRSTR,DFGGR-CONTROL VALVE 73 000404 OLDSMOBILE DIAPHRAM IN CONTROL VALVE RUPTURED ALLOWING WATER TO BE SUCKED INTO ENGINE.	0100 CUTLASS	32	C	050000	019805002
50038	P04660	A 780524	11116001		WATER-HTR,DFRSTR,DFGGR-CONTROL VALVE 75 000405 PONTIAC DIAPHRAM RUPTURED MAKING VALVE INOPERATIVE & LEAKING.	0600 LE MANS	32	C	034629	023060012
20021	P02826	A 770728	11601000		AIR CONDITIONER-SWITCH,FAN 75 000301 FORD DIVISION #MOTORCRAFT D50H-19A642-A1A: NO VISIBLE DEFECT - SUSPECT INTERNAL	0800 TORINO	28	D	021145	070002033
20021	P02825	A 770728	11601000		AIR CONDITIONER-SWITCH,FAN 73 000404 OLDSMOBILE NO VISIBLE EXTERNAL DEFECTS - SUSPECT INTERNAL SHORT	0100 CUTLASS	28	D	034186	070002033
20021	P02824	A 770728	11604000		AIR CONDITIONER-RELAY 70 000404 OLDSMOBILE ONE CONTACT IS BLACKENED - SUSPECT INTERNAL SHORT	0200 DELTA 88	28	D	113000	070002033
30000	P02840	A 770728	11605000		AIR CONDITIONER-CIRCUIT BREAKER FUSE 73 000303 MERCURY SUSPECT BLOWN FUSE - CLAIMS A/C WILL NOT COME ON #4EAD4AB13150A2A	0000 MERCURY	28	D	039000	001230005
50000	P02878	A 770805	11605000		AIR CONDITIONER-CIRCUIT BREAKER FUSE 72 000405 PONTIAC MICRO FUSE IS BLOWN - COMPRESSOR FROZE - NO COOLING	0709 GRAND SAFARI	28	D	060783	001230005

PARTS RETURN PROGRAM

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OFFICE OF DEFECTS INVESTIGATION  
 CUMULATIVE PARTS RECEIVED FY 78  
 01 JUL 77 TO 30 JUN 78

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE=MODEL	HI/LO PRS	FAULT HAZ. CODE CAT.	MILEAGE AT FAILURE	SHOP NUMBER
50044	P03064 A	771109	11606000	AIR CONDITIONER=HOSE REFRIGERANT HI/LO PRS 77 000202 DODGE A/C HOSE RUPTURED AT CRIMP	9900 DODGE UNKNOWN		32 C	013880	030075112
50000	P02881 A	770808	11606000	AIR CONDITIONER=HOSE REFRIGERANT HI/LO PRS 76 000401 BUICK PARRLEX 2825 00 21H20 W2 NYLON HOSE IS SPLIT AT ONE POINT	0300 CENTURY		32 D	007545	045404009
40000	P02968 A	770926	11606000	AIR CONDITIONER=HOSE REFRIGERANT HI/LO PRS 75 000403 CHEVROLET NYLON HIGH PRESSURE HOSE IS RUPTURED ONE FOOT FROM CHARGING PORT PART ID=5/16 PARFLEX 34/4 QC 21L13V1	0800 MONTE CARLO		32 C	000000	097266002
50000	P03012 A	771013	11608000	AIR CONDITIONER=EXPANSION VALVE 71 000402 CADILLAC FAILS AT TIMES. NO VISIBLE DEFECTS. PART ID NO.= 8164 16773	0500 CADILLAC UNKNOWN		44 C	069993	046112007
30000	P02844 A	770801	11609000	AIR CONDITIONER=COMPRESSOR 73 000302 LINCOLN FRICTION SURFACES WORN = CLAIMS A/C COMPRESSOR FROZE UP	0200 MARK IV		28 D	081000	001230005
50042	P03037 A	771027	11609000	AIR CONDITIONER=COMPRESSOR 71 000402 CADILLAC BEARING LOCKED UP LOST POWER STEERING DRIVEN BY SAME BELT	0101 CADILLAC DE VILLE		28 C	050199	081003001
50000	P02878 B	770805	11609000	AIR CONDITIONER=COMPRESSOR 72 000405 PONTIAC COMPRESSOR CLUTH WORN = BEARING ROUGH = CLAIMS FROZE UP	0709 GRAND SAFARI		28 D	060783	001230005
50000	P02878 C	770805	11612000	AIR CONDITIONER=RESERVOIR, REFRIGERANT 72 000405 PONTIAC CLAIMS CLOGGED SCREEN IN RECEIVER = WILL COOL SUFFICIENTLY = DRYER CUT	0709 GRAND SAFARI		44 D	060979	001230005
50036	P04745 A	780525	11614000	AIR CONDITIONER=OTHER PART 73 000301 FORD DIVISION POSSIBLE POOR FIT FROM A/C SEAL CAUSED FREON TO LEAK OUT.	0300 LTD		32 C	030761	094110116



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OFFICE OF DEFECTS INVESTIGATION  
 CUMULATIVE PARTS RECEIVED FY 78  
 01 JUL 77 TO 30 JUN 78

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I DATE	COMPONENT CLASS	COMPONENT NAME	MAKE=MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
10000	P03125 A 771205	12350000	SEAT TRACK ANCHORS & SEATS-OTHER PART 75 000204 DODGE TRUCK DIV METAL SEAT PEDASTAL BROKE AT FRONT MOUNTING HOLES. SIDES NEAR REAR MOUNTING HOLES ARE CRACKING AND DISTORTED.	5304 8300	03	C	045087	030309023
50036	P04741 A 780525	12420000	INSTRUMENT PANEL-GAUGE-INDICATOR 76 000303 MERCURY NO VISIBLE DEFECT,SHOP STATES VACUUM SENSING MOTOR LEAKS.	0000 MERCURY	44	C	014720	094110116
50003	P03457 A 780127	12422000	INSTRUMENT PANEL-GAUGE-INDICATOR-OIL 73 000404 OLDSMOBILE OIL SEEPAGE APPARENT AROUND UPPER PORTION OF UNIT,POSSIHLE WORN OR BROKEN SEAL,I.D.G DIV.	0200 DELTA 88	32	C	050000	001230005
50002	P03456 A 780127	12424000	INSTR PANEL GAUGE/INDICATOR-TEMPERATURE 73 000202 DODGE NO APPARENT PROBLEM VISIBLE THROUGH VISUAL INSPECTION. SHOP STATES SENSOR UNIT READS HOT AT ALL TIMES.	0611 POLARA	28	C	070000	001230000
50000	P02883 A 770803	12430000	INSTR PANEL SPEEDOMETER-ODOMETER 71 000301 FORD DIVISION ONE END CABLE SEPARATED FROM CABLE CASING - CLAIMS TRANS FLUID LEAKED	0500 MUSTANG	32	C	061000	001230005
20021	P03472 A 780127	12450000	INSTR PANEL OTHER PART 76 000403 CHEVROLET GLOVE COMPARTMENT LINER MADE OF PLASTIC AND IN COLD WEATHER IT BECOMES BRITTLE AND BREAKS.	0700 CORVETTE	03	C	013246	063103000
P84727 A	780612	13100000	STRUCTURE=FRAME, MEMBERS & BODY 78 000301 FORD DIVISION CASTOR AND CAMBER CANNOT BE ADJUSTED,POSSIBILITY OF TEARING THROUGH THIN METAL.	1200 FAIRMONT	09	C	000000	033316118
P84728 A	780612	13100000	STRUCTURE=FRAME, MEMBERS & BODY 78 000303 MERCURY CASTOR AND CAMBER CANNOT BE ADJUSTED,POSSIBILITY OF TEARING THROUGH THIN METAL.	0900 ZEPHYR	09	C	000000	033316118
P84232 A	780310	13110000	STRUCTURE=FRAME & MEMBERS(GIVE SIDE/END) 00 000200 CHRYSLER MOTOR CO BEAR UPPER CROSS MEMBER WHICH HOLDS TOP OF SHOCKS RIPS AWAY FROM SIDE BEAR RAIL .CHRYSLER PRODUCTS 70-74.	0000 CHRYSLER MOTOR CO	21	C	000000	011581115

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OFFICE OF DEFECTS INVESTIGATION  
 CUMULATIVE PARTS RECEIVED FY 78  
 01 JUL 77 TO 30 JUN 78

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
	P84670 A	780531	13110000	STRUCTURE=FRAME & MEMBERS(GIVE SIDE/END) 72 000202 DODGE LEFT FRONT OF FRAME RUSTED AWAY RESULTING IN STABILIZER BAR RUBBING HOLE IN OIL FILTER CAUSING LOSS OF OIL.	0000 DODGE		57	C	034750	046327016
	P84231 A	780310	13110000	STRUCTURE=FRAME & MEMBERS(GIVE SIDE/END) 00 000301 FORD DIVISION FORD PINTO REAR SHOCK UPPER HOUSING BRACKETS RIPS AWAY FROM BODY DUE TO INFERIOR METAL.	0600 PINTO		21	C	000000	011581115
50036	P04730 A	780629	13110000	STRUCTURE=FRAME & MEMBERS(GIVE SIDE/END) 69 000302 LINCOLN METAL IS CRACKED NEAR BALL JOINT APPROX. 2 INCHES. ROOT AROUND BALL JOINT IS TORN. SHOP STATES METAL FATIGUE.	0205 MARK III		08	C	083343	028208008
	P94715 A	780612	13110000	STRUCTURE=FRAME & MEMBERS(GIVE SIDE/END) 76 000402 CADILLAC BOTTOM OF CHASSIS RAIL AHEAD OF COIL SPRING. SEPERATION OF WELD IN AREA OF COIL SPRING.	0400 SEVILLE		21	C	034262	011204002
20021	P02830 A	770728	13130000	STRUCTURE=BODY 76 000303 MERCURY #66405A02 AW FORD PLASTIC GAS TANK CAP COVER IS BROKEN - 4 PLASTIC RIVETS BROKE HOLDING SPRUNG HINGE	0600 MONARCH		03	C	014000	027101002
	P84464 A C7030	780417	13130000	STRUCTURE=BODY 70 150301 FIAT DIVISION EXTENSIVE RUST ON BODY PANELS	0300 124		49	C	000000	067501001
	P94723 A	780616	13131000	STRUCTURE=BODY=WHEEL WELL 78 000403 CHEVROLET LEFT REAR WHEEL RUBBING FENDER WELL. CAUSED BLOW-OUT. SHOP HAS SEEN THIS A TOTAL OF 5 TIMES.	0402 NOVA		57	C	000000	F27402050
	P84719 A	780612	13160000	STRUCTURE=FRME, MBR & BODY=OTHER PARTS 78 000205 PLYMOUTH TRUCK DIV 3 OUT OF 4 FRONT FRAME BOLTS WERE MISSING AND 3 OUT OF 4 REAR FRAME BOLTS WERE MISSING. CAUSED ADVERSE BODY SWAY.	5100 TRAILDUSTER		14	C	000000	015236058
50039	P03098 A	771110	13160000	STRUCTURE=FRME, MBR & BODY=OTHER PARTS 71 140501 VOLKSWAGEN DIVISION CROSSMEMBER IS BROKEN CLEANLY 8 1/2" FROM END, ACROSS NARROW ARM. SUPPORT HAS BEEN CUT FOR SHIPPING. SHOP CLMS. ENGINE FELL OUT WHL DRIV	0302 SQUARBACK SEDAN		21	B	066110	087501022

PARTS RETURN PROGRAM

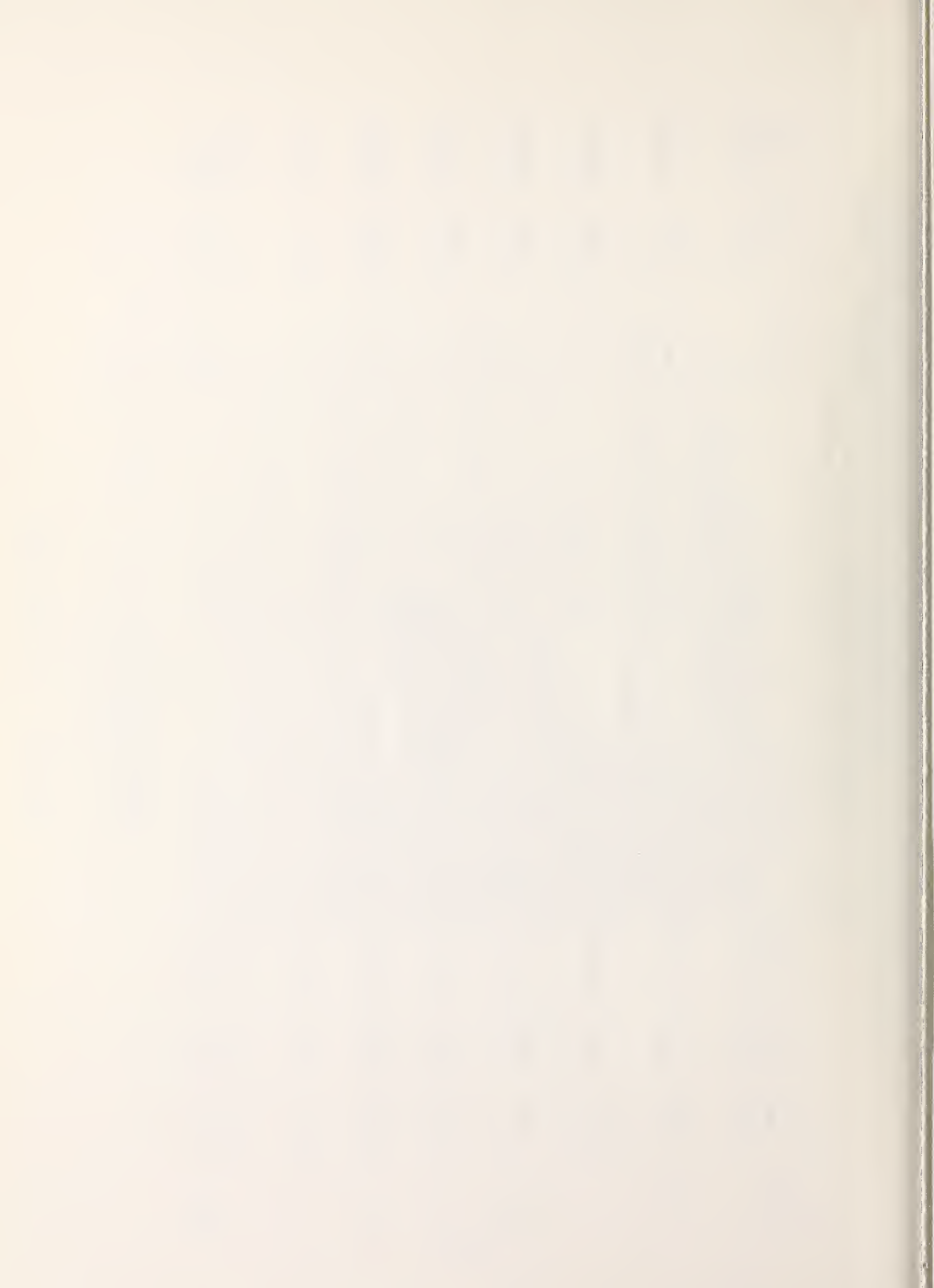
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OFFICE OF DEFECTS INVESTIGATION  
 CUMULATIVE PARTS RECEIVED FY 78  
 01 JUL 77 TO 30 JUN 78

SORTED BY COMPONENT, MODEL, MDL YR

BIN NUMBER	PRP I NUMBER D	DATE RECEIVED	COMPONENT CLASS	COMPONENT NAME	MAKE-MODEL	FAULT HAZ. CODE	HAZ. CAT.	MILEAGE AT FAILURE	SHOP NUMBER
	P83449 A	780130	13171000	STRUCT-FRME, MBR & BODY=TRUCK-CAB=LATCHES 77 200031 INTERNATIONAL TRUCK TILT CAB HYDRAULIC RAM WHICH RAISES CAB FOR SERVICING WOULD NOT LET CAB BACK DOWN.	0700 CARGOSTAR SERIES	33	C	023000	F55419121
30000	P02852 A	770808	13730000	HOOD ASSEMBLY=LATCHES 75 000305 FORD TRUCK DIV CLAIMS HOOD WOULD NOT CLOSE & LOCK WOULD NOT LATCH, LATCH IS NOT BROKE ACTION IS OPERABLE - POSSIBILITY OF IMPROPER ALIGNMENT.	5109 F150	28	C	000000	070002033
	P84465 B	780417	13730000	HOOD ASSEMBLY=LATCHES 74 150301 FIAT DIVISION HOOD LATCH FIXED REPEATEDLY BUT IT NEVER LASTED	0401 128SL COUPE	28	C	000000	067501001
50036	P04740 A	780525	15110000	ELECTRIC POWER ACCESSORIES=WINDOWS 74 000302 LINCOLN INTERNAL FAILURE, PART FAILED 29 DAYS AFTER PURCHASE, DEALER FAILED TO MAKE GOOD ON FACTORY ADJUSTMENT.	0200 MARK IV	28	C	064208	094110116
20021	P02819 A	770727	15110000	ELECTRIC POWER ACCESSORIES=WINDOWS 72 140401 MERCEDES-BENZ DIV CLAIMS WINDOW WOULD NOT OPEN OR CLOSE - MOUNTING PLATE APPEARS BENT AND LIGHT RUST ON GEAR WITH WORN GROOVE	0500 M-B 280	28	D	092522	070002033
	P82892 A	770929	15500000	EQUIPMENT=JACKS 73 649511 SUBURBAN MFG CO 1 3/4 TON CAPACITY SCISSORS JACK AD AS 3 TON COLLAPSED UNDER 1/2 TON LOAD - CHEVY P/U 3/4 TON CAP LEFT FRONT FLAT	0103 SUMCO MFG CO, INC	76	B	000000	076012097





# U. S. Department of Transportation

## NEWS

Office of Public Affairs

FOR RELEASE FRIDAY  
February 10, 1978

NHTSA -- 10-78 (Butler)  
Tel. 202-426-9550

### PARTS RETURN PROGRAM INSTRUMENTAL TO RECALLS

Automobile repair shops, participating in a government sponsored Parts Return Program, supplied information last year that aided 17 safety defect investigations and resulted in four major recall campaigns.

The investigations, conducted by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), resulted in two recall campaigns by Ford Motor Co. and one each by Porsche and Firestone Tire & Rubber.

The importance placed on the Parts Return Program by NHTSA, as a form of early warning system in its defects investigations, is illustrated by the recent award of certificates of appreciation to 17 shops for their participation during the past year.

In making the awards, NHTSA Administrator Joan Claybrook said, "the voluntary cooperation of participating shops demonstrates their genuine concern for improving automotive safety. The information received as a result of the Parts Return Program is crucial to our defects investigations."

Ten of the shops received Certificates of Appreciation for the first time: Automotive City, San Francisco, Calif.; Bob's Service Station, Hammond, Ind.; Tommy's Auto Repair, Sioux City, Iowa; McLain's Auto Repair, St. Louis, Mo.; Longbard's Exxon Station, Poughkeepsie, N.Y.; May's Auto Service, Mansfield, Ohio; Harry's Auto Service, Great Barrington, Mass.; Woody's Garage, Montoursville, Pa.; L.A.D. Auto Electric, Spokane, Wash.; and Joe's Auto Service, Appleton, Wisc.

Seven firms, recipients of prior awards, on the award list again this year, are: Hagan Service Center, Gainesville, Ga.; Ise Automotive Service, Hollywood, Calif.; Auto Hospital, Lincoln, Neb.; Kolesnik's Service Station, Rochester, N.Y.; Auto Brake Corp., Norfolk, Va.; Doyle Automotive Service, Seattle, Wash.; and Park Auto Repair, Racine, Wisc.

- more -

Participation in the voluntary program is currently limited to independent automobile repair shops which are required to meet stringent guidelines. Under the program, failed auto components discovered during the normal course of business by any of the 2,000 participating repair shops are tagged for identification and submitted to a NHTSA contractor. Only safety related components are covered.

To strengthen and broaden the program, it is being expanded to include new car dealers, high mileage automobile fleets and automotive parts suppliers, evenly distributed geographically around the country.

Anyone interested in obtaining information on how to participate in the program is urged to contact Bruce Beddow, Program Manager, Kappa Systems, Inc., 1501 Wilson Boulevard, Arlington, Va. 22209, (703) 527-4500.

Enrollment in the Parts Return Program, now in its seventh year, has grown from 160 after the first year of operation to more than 2,000.

The program is designed to help identify the existence of safety defects in the design, performance, construction, components, or materials of motor vehicles and motor vehicle equipment. Manufacturers are required by law to conduct defect notification and recall campaigns when they discover a safety defect or when the government has determined that a safety defect exists.

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

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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

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

E-4

BEB/dlf

# 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: \_\_\_\_\_

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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

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COMMENTS FROM SHOP

(ATTACH LETTERS)

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PHOTOGRAPHS



# VEHICLE OWNER'S ANALYSIS CODING CONTINUATION SHEET

U.S. DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
OFFICE OF DEFECTS INVESTIGATION

HS Form 10 (Page 2)  
Revised (7-76)

DDI #	VEHICLE INFORMATION														VEH. IDENT.	COMP. IDENT.	CARD TYPE	ACTION																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
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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

VEHICLE DATA

MANUFACTURER \_\_\_\_\_ MILEAGE \_\_\_\_\_

MODEL YEAR \_\_\_\_\_ MODEL \_\_\_\_\_

COMPONENT DATA

COMPONENT DESCRIPTION \_\_\_\_\_

ORIGINAL OR REPLACEMENT (O/R) \_\_\_\_\_

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? \_\_\_\_\_

VEHICLE OWNER DATA

NAME \_\_\_\_\_ PHONE # (\_\_\_\_) \_\_\_\_\_

STREET ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_



This program is authorized by PL 89-564.  
Participation is voluntary.

U.S. DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
**FAILED PART TAG**

Form Approved  
O.M.B. No. 04R-5651

TYPE VEHICLE		MANUFACTURER:			
<input type="checkbox"/> Car	<input type="checkbox"/> Truck	<input type="checkbox"/> FORD	<input type="checkbox"/> GM	<input type="checkbox"/> CHRYSLER	<input type="checkbox"/> AMERICAN MOTORS
MAKE		MODEL		YEAR MADE	
DATE REMOVED	BY (Initial)	PART DESCRIPTION	YEAR MADE	MILEAGE	
FAILURE DESCRIPTION					

HS Form 396  
(7/77)

Print Vehicle Owner's Name & Address on Back

# 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 1977 - 1978*



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  
PARTS RETURN PROGRAM - ENROLLMENT IDENTIFICATION**

O.M.R. No. 004-R5651  
Approval Expires  
August 1982

This program is authorized by PL 89-564. Participation is voluntary.

P

DATE

TELEPHONE NO.

COMPANY ADDRESS

( Contractor complete applicable column )

**INDEPENDENT REPAIR SHOP**

PRIMARY REPAIRS MADE

BRAKES

STEERING

SUSPENSION

ENGINE

EXHAUST

TRANSMISSION

PRIMARY VEHICLES SERVICED

DOMESTIC

FOREIGN

TOWING SERVICE

YES  NO

NO. OF SERVICE BAYS \_\_\_\_\_

**AUTOMOBILE DEALER**

PASSENGER CARS SOLO/SERVICED

GENERAL MOTORS

CHEVROLET

PONTIAC

BUICK

OLDSMOBILE

CADILLAC

FORD

FORD

LINCOLN-MERCURY

CHRYSLER

CHRYSLER

DODGE

PLYMOUTH

AMERICAN MOTORS

AMC

JEEP

OTHER

**HIGH MILEAGE FLEET**

PASSENGER CARS IN FLEET

MAKE:

NO. \_\_\_\_\_

AVERAGE VEHICLE MILEAGE PER YEAR \_\_\_\_\_

TYPE OF VEHICLE USAGE

POLICE

TAXI

OTHER \_\_\_\_\_

PERFORM OWN VEHICLE MAINTENANCE:

YES

NO

**AUTOMOTIVE PARTS SUPPLIER**

COMPONENTS SOLD

NEW

REBUILT

PRIMARY TYPES

BRAKES

STEERING

SUSPENSION

ENGINE

EXHAUST

TRANSMISSION

MAJOR BRANDS REPRESENTED



page \_\_\_\_\_

BAGS RECEIVED FOR  
MONTH OF \_\_\_\_\_

BAG #	SHOP ID #, NAME, etc.	DATE





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 MAILBAG, TIE THE CORD AND PUT IN MAIL BOX. POSTAGE IS PAID.
- IF PART NOT AVAILABLE, FILL OUT INFORMATION REPORT CARD AND DROP IN MAIL.

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



CONTRACT NO. DOT-HS-6-01433



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.

# U. S. Department of Transportation news:



Office of Public Affairs  
Washington, D.C. 20590

FOR RELEASE TUESDAY  
April 11, 1978

NHTSA 42-78 (Ames)  
Tel.No. (202)426-0670

QUARTERLY  
DEFECT INVESTIGATORY CASES REPORT  
FOR OCTOBER--DECEMBER 1977

During this reporting period, four new defect investigations were opened and one was terminated after the manufacturer initiated recall action. At the end of the reporting period, 68 safety-related defect investigations were in progress, including five in which an initial or final defect determination has been made. Four of the latter cases are currently in litigation.

For terminated cases, information collected during investigations is available for public viewing in the Technical Reference Division, Room 5108, National Highway Traffic Safety Administration, 400 7th Street, S.W., Washington, D.C. 20590.

# # # # #



Reporting Period: October - December, 1977

SAFETY RELATED DEFECT INVESTIGATORY CASES  
OPENED THIS REPORTING PERIOD

(Note: For all those cases listed below, investigation was initiated to determine whether an alleged problem did, in fact, exist, and whether the alleged problem constitutes a potential safety-related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966 (Act of 1966). The NHTSA objectives are to discover whether alleged problems do occur, the cause of such problems, and whether the problems result in property damage, injuries, or other safety-related problems.

In some instances, a manufacturer may recall certain vehicles or items of automotive equipment after the investigation is begun. The investigation may then be terminated based on recall action, or it may be continued to determine whether the alleged problem affects other models or other model years which should also be recalled for remedy.)

October, 1977

Case Number: C8-01  
Manufacturer: General Motors Corp.  
Make: Cadillac  
Model: Equipped with electronic fuel injection system.  
Year(s): 1975-1977

SUBJECT: Alleged engine compartment fires due to fuel leakage in the electronic fuel injection system.

BASIS FOR INVESTIGATION:

This case was opened after the NHTSA reviewed a Dealer Product Campaign Bulletin published by the General Motors Corp. The bulletin, and an accompanying letter sent to 941 owners of 1975 Cadillacs with electronic fuel injected engines, concerned the replacement of a fuel hose because of leakage which could result in engine compartment fires. Three owner complaints were also received, as well as a report from the Dade County (Florida) Fire Department concerning 16 fires in late model Cadillacs. The investigation was expanded to include 1976 and 1977 models since they had similar fuel injection systems. In October, 1977 the manufacturer announced the recall of 133,419 vehicles to correct this problem.

DESCRIPTION AND FUNCTION:

Fuel hose connections to the engine fuel rail, and fuel hose connections between the gas tank and the fuel rail may leak because of hose deterioration.

Problem Symptoms: No reliable pre-failure symptoms except for possible visual indication of leakage and the smell of gasoline fumes in the engine compartment.

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Case Number: C8-02  
Manufacturer: Ford Motor Co.  
Make: Ford, Mercury, Lincoln (cars & light trucks)  
Model: With V-8 engines and C6 or FMX transmissions  
Year(s): 1973-1978

SUBJECT: Alleged jumping of transmission from the "PARK" position into "REVERSE" gear.

BASIS FOR INVESTIGATION:

The investigation was initiated after the NHTSA received two reports from the Center for Auto Safety indicating one injury and one fatality allegedly caused by this problem. When the investigation was opened combined data from NHTSA, the Center for Auto Safety, and material provided by the manufacturer indicated 31 owner complaints regarding this problem, all involving accidents. Presently, the NHTSA has reports of 39 injuries and 6 fatalities allegedly due to vehicles jumping into "REVERSE".

DESCRIPTION AND FUNCTION:

The C-6 and FMX automatic transmissions are used on vehicles equipped with V-8 engines. The vehicles within the scope of this investigation can be identified by either a "U", "X" or "Z" transmission code on the driver's door pillar. When the shift lever is placed into PARK position with the engine running, an external force such as a vehicle door slam can allegedly cause the transmission to shift from PARK to REVERSE, causing the vehicle to move backwards, unattended. This may result in accidents, injuries and property damage. The cause or causes of this occurrence have not been isolated.

Problem Symptoms: The only known pre-failure symptoms reported to date are an improper indication of the shift indicator or a binding feeling of the selector between REVERSE and PARK.

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November, 1977:

Case Number: C8-03  
Manufacturer: Peugeot, Inc.  
Make: Peugeot  
Model: 304 and 504  
Year(s): 1972-1975

SUBJECT: Alleged failure of seat belt to roll completely into retractor when the belts are not in use.

BASIS FOR INVESTIGATION: This investigation was prompted by a petition NHTSA received from the Center for Auto Safety.

DESCRIPTION AND FUNCTION: If the seat belt will not roll completely into the retractor when the belts are not in use, they can become entangled in the seat adjustment mechanism or mangled in the door, thereby damaging the belt. NHTSA is concerned about the ability of the belts to protect occupants after sustained abuse.

Problem Symptoms: Failure of the seat belt to retract completely into its retractor when not in use.

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Case Number: C8-04  
Manufacturer: Ford Motor Co.  
Make: Ford, Mercury, Lincoln  
Model: Full Size and Intermediate  
Year(s): 1968-1974

SUBJECT: Alleged sticking of a bushing in the idler arm which can impair steering. Possible separation of the idler arm from the vehicle frame with resulting loss of vehicle control.

BASIS FOR INVESTIGATION: NHTSA received 55 reports concerning the problem. Thirty-seven of the 55 reports came through its Parts Return Program. More than 2,000 independent auto repair shops participate in the program by sending failed auto parts to a NHTSA contractor for analysis.



DESCRIPTION AND FUNCTION: The idler arm is a component of the steering system. Complaints received indicate that a bushing in the idler arm can stick due to corrosion or lack of lubrication. If this happens, steering can become impaired and the idler arm may separate from the frame. If this happens, the driver could lose control of the vehicle.

Problem Symptoms: Increased difficulty or stiffness in steering.

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December, 1977:

None

SAFETY-RELATED DEFECT INVESTIGATORY CASES  
TERMINATED THIS REPORTING PERIOD

(Note: Information collected during these investigations is available for public viewing the NHTSA public files.)

October, 1977:

None

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November, 1977:

Case Number: C7-23  
Manufacturer: Toyota Motors  
Make: Toyota  
Model: Corona Mark II with automatic transmission  
Year(s): 1969-1972

POSSIBLE PROBLEM: Possibility of electrical fire in the center console.

REASON FOR TERMINATION: The manufacturer has recalled 134,605 vehicles to correct the problem. Recall #77V-124

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

Report for December, 1977  
Period Ending: \_\_\_\_\_

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 Could Result in Rapid Air Loss or Side Ring Leaving Wheel.
282	Ford	Ford Mercury	1965-1974	15 x 5-inch Single Piece Wheel	Alleged Wheel Rim Failure Could Result in Rapid Air Loss From Tire.
C2-32	General Motors	GMC 1/2-Ton Pickups	1960-1970	15 x 5.5-inch Single Piece Wheel	Alleged Wheel Rim Failure Could Result in Rapid Air Loss From Tire.
C2-53	Ford	All	1967 and later	Dual Master Brake Cylinder	Failure of Cylinder Due to Corrosion Could Result in Loss of Braking.
C2-60	Volkswagen	All	Pre-1963	Heater	Engine Fume Intrusion into Passenger Compartment Affects Driver's Control of Vehicle.



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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 Could Result In Wheel Loss.
(4) C3-02	Honda	CB 750, CB 500 CB 450 (K3 & K4)	All	Gas Tank Filler Cap	Becomes Dislodged Allowing Gas to be Ignited After Vehicle Crash.
(6) C3-03	Chrysler	All "C" Body	1969-1973	Bulkhead Electrical Connector	Becomes Disconnected Resulting In Complete Loss of Electrical Power.
C3-34	General Motors	Light Duty Trucks	1966-1971	Rear Axle Control Arm	Alleged Rear Axle Control Arm Failures Could Effect Vehicle Control.
C3-35	International Harvester	Travelall 1110 4 x 4	1972-1973	Steering Arm Ball	Alleged Steering Instability Upon Hard or Panic Brake Use Vehicle May Swerve Upon Braking Action.
C3-43	General Motors	Cadillac Eldorado & Oldsmobile	1967-1973	Front Wheel Mounting Bolts	Alleged Failure of Front Wheel Mounting Bolts Could Result in Loss of Wheels.
C4-07	Ford	Ford, Mercury	1970-1971	Hood Latch	Failure of Latch Mechanism Could Result in Hood Pop-up Obscuring Driver Vision.
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 Allows Axle to Shift and Could Effect Vehicle Control

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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 During Braking. Could Result in Loss of Vehicle Control.
C4-10	Winnebago	D24 Motorhome	1970-1971	Front End Suspension	Alleged Inadequate Front End Suspension. Could Result in Overloading the Vehicle and Failure of Suspension System Components.
C4-11	Action Industries, Inc.	24 and 25-foot Motorhome	1971	Front End Suspension	Same as C4-10.
C4-12	Champion Home Builders	24-foot Motorhome	1971	Front End Suspension	Same as C4-10.
C4-13	Boise Cascade	Lifetime Premier 23-foot Motorhome	1969-1971	Front End Suspension	Same as C4-10.
C4-14	PRF Industries	Travco 220 Motorhome	1970	Front End Suspension	Same as C4-10.
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 With Loss of Vehicle Control.

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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. Engine Lift and Rotation Could Depress Throttle in Open Position and Result in Loss of Control.
C4-20	General Motors	All Passenger Cars	1967-1973	Power Steering Gear	Alleged Power Steering Lockup and Self-Steering Problems. Could Result in Loss of Vehicle Control.
C4-28	Ford	All Pintos	1971-1972	Rack and Pinion Steering	Alleged Steering Difficulty or Loss of Steering Control Due to Bending of Steering Assembly Due to Wheel Impacts.
C4-29	Ford	All With 4-Barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle in Open Position, Resulting in Loss of Control of Vehicle Speed.
C4-30	Ford	School Bus B-700	1966-1974	Brake Drum	Alleged Front Brake Drum Failure. Could Result in Loss of Braking.
C4-34	Nissan	Datsun 510 Datsun 1200	1969-1971 1971	Filler Hose and Three-Way Connector	Alleged Filler Hose and Three-Way Connector Leaks. Could Result in Loss of Fuel and Possibility of Fire.



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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-55	Datsun	Datsun 510	1968-1971	Transverse Link	Alleged Transverse Link Failures. May Result in Loss of Vehicle Control.
C4-44	General Motors	Rochester Carburetor Equipped	1965-1972	Carburetor Float	Alleged Carburetor Flooding Due to Float Saturation. Fuel Could Overflow onto Hot Engine Resulting in Fire.
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to Meet Load Rating. Failure of Jack Stand While in Use Could Result in Injury to Individuals Under or Adjacent to the Vehicle.
C4-52	International Harvester	Scout II Travelall and Pickup	1970-1973	Brake Lining	Alleged Erratic Service Brake Operation or Performance. Could Affect Control During Braking.
C4-53	General Motors	Chevelle	1965-1969	Engine Mounts	Alleged Engine Mount Failure. See C4-18.
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. Could Result in Engine Compartment Fires.

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-01	General Motors	Chevrolet Corvettes	1964-1974	Rear Wheel Bearing	Failure of Rear Wheel Bearings. Wheels May Bind up or Lock.
C5-03	International Harvester	Travelalls and Pickups	1974	Battery Cable	Alleged Shorting of the Positive Battery Cable. Could Cause a Spark that Ignites Flammable Materials In Engine Compartment.
C5-07	General Motors	Pontiac-all V8	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain Resulting in Loss of Engine Power in Traffic.
C5-08	Toyota Motor Sales	Corolla and Carina Vehicle Equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking. Could Result in Loss of Vehicle Control.
C5-09	Kar-Rite	Jack Stand Model 1052, Rated at 4,000 Pounds	All	Jack Stand	See C4-46
C5-25	Volvo	Volvo	1973	Front Bumper Bracket	Failure of Front Bumper Support Bracket. Could Result in Loss of Bumper.
C5-26	Ford	Mercury Capri	1971-1973	Seat Failures	Failure in Reclining Seat to Mechanism Allowing Seat to Rotate Rearwards and Could Result in Loss of Control.

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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. Could Result in Loss of Air Pressure, Loss of Vehicle Control, and Injury From Separated Side Ring.
C7-10	Ford	Mercury Capri	1971-1974 1976-1977	Front Stabilizer Bar	Alleged Front Stabilizer Bar Failures. Could Result in Loss of Vehicle Control.
C7-12	American Honda	750 & 1000cc Motorcycles	1975-1976	Disc Brakes	Alleged Poor Wet Braking Performance. Loss of Initial Braking While Driving in the Rain.
C7-14	Volkswagen	Rabbit Scirocco Dasher Audi	1975-1976 1975-1976 1974-1975 1973-1975	Throttle Control System	Alleged Throttle Control System Malfunctions Could Result in Loss of Vehicle Control.

(7)



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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
(3) C7-21	General Motors	Chevrolet, Pontiac, Oldsmobile, Buick Cadillac, and GMC Trucks	1971-1977	Power Brake Booster	Power Brake Booster Failure Requires High Brake Pedal Forces to Stop Vehicle.
(4) C7-22	Chrysler	Dart, Valiant, Aspen, Volare	1975-1977	Carburetion and Emissions System	Vehicle Stalling-Carburetion and Emissions. Could Result in Loss of Control or Accident in Traffic Situation.
(1) C7-24	Ford	Passenger Cars and Light Trucks	1970-1977	Flex-Fan (Engine Cooling Fan)	Flex-Fan Breakage Can Result in Injury to Anyone Working Under Hood of Vehicle with Engine Operating.
(4) C7-26	International Harvester	Heavy Trucks	1975-1977	Aluminum Hub Used on 10,800 and 12,000 Steering Axle.	Hub Cracks and Separates Between Bearings. Can Cause Damage to Braking System Elements.
C7-30	Fiat, Inc.	All	1970-1977	Undercarriage	Suspension and Undercarriage Failure Due to Corrosion.
C7-31	British Leyland	Triumph Spitfire, TR-7, MGB, MG Midget Jaguar XJ6, Jaguar XJ12	1975-1977 1971-1977	Ignition System	Ignition Amplifier May Fail Causing Vehicle to Stall in Traffic.

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
(2) C7-32	British Leyland	Triumph TR-7	1975-1977	Throttle Cable	Throttle Cable Failure Accelerator Sticks or Returns to Idle. Results in Loss of Power or Inability to Control Vehicle Speed.
C7-33	General Motors	Light Duty Trucks Chev., GMC C10, P10, K10, G20	1975-1977	Jack	Jacks May Fail When Used on Some Shoulder Inclines.
C7-34	Hollywood Accessories	Model 646	All	Hydraulic Jack	Leveling Mechanism May Fail If Load is not Centered on Jack Saddle.
(8) C7-36	British Leyland	Triumph-- All	1969 thru 1976	Wiper Motor, Linkage, Arm Blades and Switches	Failure of Wiper System During Use can Lead to Vehicle Crashes Due to Vision Obstruction.
(4) C7-37	British Leyland	Triumph-- All	1970 thru 1977	Headlamp Switches	Failure of Switch to Activate Can Result in Accidents Due to Loss of Lights When They Are Needed.
C7-38	Ford/General Motors	Pinto, Vega, Subcompact	1970- 1976	Gasoline Tank	Readily damaged in Rear-end Collision. Possibility of Fire or Explosion.
C7-39	Ford Motor	Mercury Capri	1971-1972	Headlight Switch	Switch May Fall Apart Causing Headlights and Taillights to Cease Operation.

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C7-40	British Leyland	Midget	1970-1974	Throttle Cable	Throttle May Break or Stick in the Open or Partially Open Position. Results in Loss of Power or Inability to Control Vehicle Speed.
(4) C7-41	Neway Division	AR III Series, Trailer Air Suspension System	All	Pivot Bolt Connection Lock Nut	Suspension System Pivot Bolt Connection Lock Nut May Loosen Due to Insufficient Torque. The Loose Bolt Can Fall out Completely, or it Can Come Into Contact With a Tire. If The Bolt Falls Out Completely, It Can Result in Erratic Vehicle Handling. If the Bolt Contacts the Tire, It Can Result in Premature Tire Wear or a Tire Fire.
(4) C8-01	General Motors	Cadillac	1975-1977	Electronic Fuel Injection System	Engine Compartment Fires Due to Possible Fuel Leakage in Fuel Injection System.
C8-02	Ford Motor Co.	All models with 351 or Larger Engine	1973-1978	C-6 Transmission Linkage	Assembly Grommets May Fail. Transmission May Jump From Park to Reverse.
C8-03	Peugeot, Inc.	304 and 504	1972-1975	Seat Belt System	Retractor Fails to Operate Properly. Belt Becomes Damaged or Entangled.

IS Form 338A (Feb. 1975)



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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C8-04	Ford Motor Co.	Ford, Mercury Lincoln, Full-size and Intermediate	1968-1974	Idler Arm and Mounting Bracket	Bracket Pulls Out of Frame Rail Resulting in Loss of Steering Control.

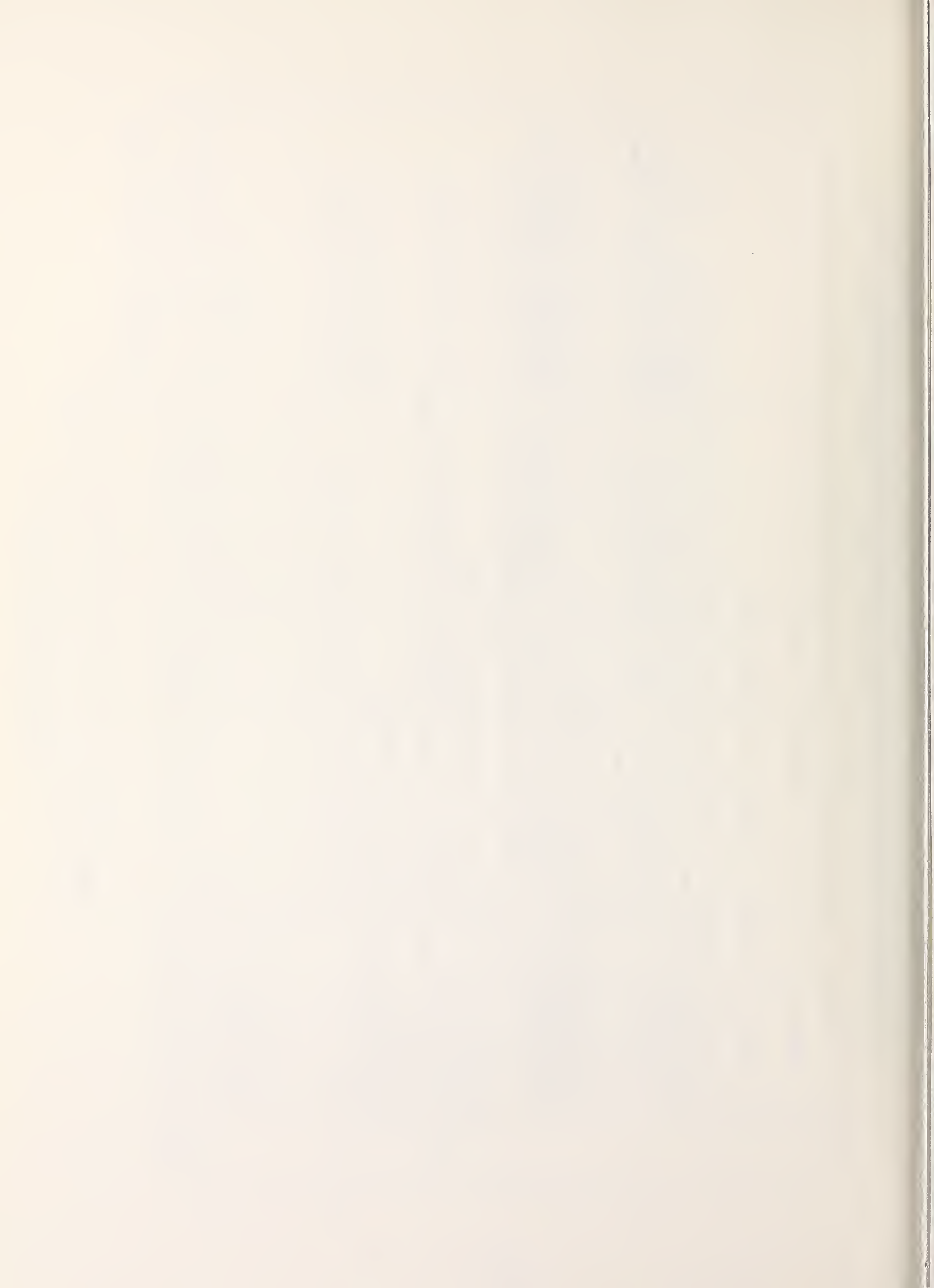
CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
(5) 132	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajel Carburetor	Fuel Leakage at Plug Resulting in Fire Potential
(4) 140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75, IN LITIGATION)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failures. Seat Back Could Collapse Resulting in Loss of Vehicle Control
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. Could Result in Loss of Driver Visibility.
(2) C4-23	General Motors (INITIAL DEFECT DETERMINATION MADE 2-14-77)	Buick Opel	1964-1971	Fuel Tank and System	Taillight Mounting Bolt can Penetrate Fuel Tank in Right Rear-end Impacts at Speeds Below 10 mph.

- (1) The manufacturer has recalled certain 1972, 1976, and 1977 model vehicles.
- (2) Manufacturer has notified NHTSA of his intent to initiate owner notification and recall.
- (3) Manufacturer has recalled 1976 model vehicles.
- (4) Vehicles have been recalled by the manufacturer.
- (5) GM did not comply with 1974 recall order and filed suit to have it declared null and void. The NHTSA brought suit to enforce the order and impose a civil penalty. In 1976, the U.S. District Court for the District of Columbia granted the government's motion for summary judgement, and fined GM \$400,000. In Oct. 1976, GM notified the NHTSA that it would take recall action; however, GM appealed to the U.S. Court of Appeals for the District of Columbia arguing that summary judgment was inappropriate, the defect does not -- or at least may not -- pose an unreasonable risk of accidents and injuries, and challenged the penalty levied by the District Court. On October 14, 1977, the U.S. Court of Appeals affirmed the decision of the District Court with respect to the existence of a safety defect, but remanded the case to the District Court for reconsideration as to the appropriate penalty to be levied against GM.
- (6) Manufacturer has recalled 1972 and some 1973 models.
- (7) Manufacturer has recalled 1974-1976 Volkswagen and Audi Fox models.
- (8) Manufacturer has recalled some models.





## 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	Facility Identifier. <u>Ø</u> if Independent Repair Shop. <u>D</u> if New Car Dealer. <u>P</u> if Automotive Parts Supplier. <u>F</u> if High Mileage Fleet. Required entry for PRP.
62 - 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

<u>Columns</u>	<u>Description/Explanation</u>
	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

Columns

Description/Explanation

- 15 - 16 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.
- 15 Side/enter "R" for right, "L" for left, "U" for unknown if component class code required side indicator. Otherwise leave blank. Alpha field.
- 16 End/enter "F" for front, "R" for rear, "U" for unknown if component class code requires end indicator. Otherwise leave blank. Alpha field.
- 17 - 20 Fault Codes
- 17-18 Cause/enter fault code from Fault Code Table which best describes the defect or cause of the condition. Numeric field. Required entry.
- 19-20 Result/enter fault code from Fault Code Table which best describes the result of the defect or condition. Numeric field. Required entry.
- 21 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.
- 22 - 27 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.
- 28 - 33 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.
- 34 - 35 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.
- 36 Hazard category/enter applicable hazard category code from Hazard Category Table. Alpha field. Required entry.
- 37 Accident/enter "Y" if there was an accident, otherwise leave blank. Alpha or blank field.

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	GEC Identifier. Enter Alpha characters "GEC" when coding parts received by the General Environment Corporation. Required entry when coding GEC parts.
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.

Card Type 7 - required card in record group.

Card Type 8 - 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.





## 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

#### Card 1 Column

#### Description/Explanation

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).

#### Card 2

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).

#### Card 3

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).

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