



parts return program

news

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

Vol. 2, No. 3

September, 1976

LEAKING HOSES

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

GM ORDERED TO RECALL AND PAY PENALTY

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

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

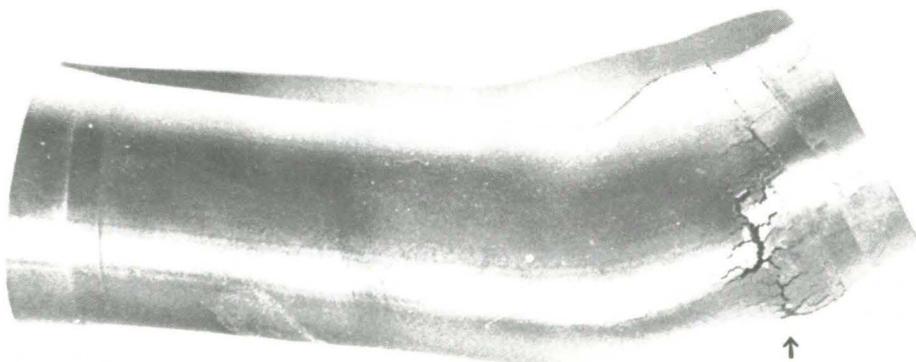
An investigation (case no. 132) concluded by the National Highway Traffic Safety Administration in late 1974 found that a safety-related defect exists in those vehicles equipped with Rochester Quadrajets carburetors and manufactured before March 28, 1966.

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

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

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

(Continued on page 2)



↑
Hose
Deterioration

Figure 1

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

September, 1976

To Our Members :

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

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

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

Thanks for helping us make this worthwhile program a success.

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

ITEMS OF INTEREST

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

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

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

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

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

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

OUTSTANDING SHOPS

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

REGION 0 ABBOTT'S GARAGE South Norwalk, Connecticut CLARK'S SUNOCO SERVICE STATION West Haven, Connecticut HARRY'S AUTO SERVICE Great Barrington, Massachusetts * SPARKY'S AUTO SERVICE CENTER New Bedford, Massachusetts * TECHNICAL CAREERS INSTITUTE Milford, Connecticut * WINSLOW'S MOBILE Gorham, Maine	REGION 2 (3) AUTO BRAKE SHOP Norfolk, Virginia (2) UNIVERSAL IMPORTS Rockville, Maryland REGION 4 (2) AUTO INN GARAGE South Bend, Indiana * DEKORVER BROS. AUTO SUPPLY Wyoming, Michigan (2) MASTER TIRE COMPANY Evansville, Indiana MAY'S SERVICE CENTER Mansfield, Ohio	REGION 7 * ABILENE PIT STOP, INC. Abilene, Texas FUSELIER'S AUTO SERVICE Lake Charles, Louisiana REGION 8 ALPINE AUTOMOTIVE SERVICE Lakewood, Colorado BUD'S GARAGE Pueblo, Colorado MR. BRAKE Salt Lake City, Utah
REGION 1 * DELL'S GARAGE Rensselaer, New York FLETCHER MOTORS Ambler, Pennsylvania KOLESNIK'S SERVICE Rochester, New York (4) LONGBARD'S EXXON Poughkeepsie, New York * MIDAS MUFFLER Pennsauken, New Jersey W & S SERVICE, INC. Wilmington, Delaware * WOODY'S GARAGE Montoursville, Pennsylvania	REGION 5 CENTRAL PARK SERVICE STATION Kenosha, Wisconsin JOE'S AUTO SERVICE Appleton, Wisconsin * STATEWIDE INSURANCE INVESTIGATION Appleton, Wisconsin (2) TOMMY'S AUTO REPAIR Sioux City, Iowa REGION 6 * AA AUTO & TRUCKING SERVICE Chicago, Illinois AUTO HOSPITAL Lincoln, Nebraska	REGION 9 STOP AND GO AUTOMOTIVE Portland, Oregon WEBB & ANDERSON Salem, Oregon REGION 9A (2) AUTOMOTIVE CITY San Francisco, California MIDAS MUFFLER SHOP Bakersfield, California * PERFORMANCE ENGINEERING Santa Barbara, California TONY'S AUTO REPAIR San Francisco, California

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

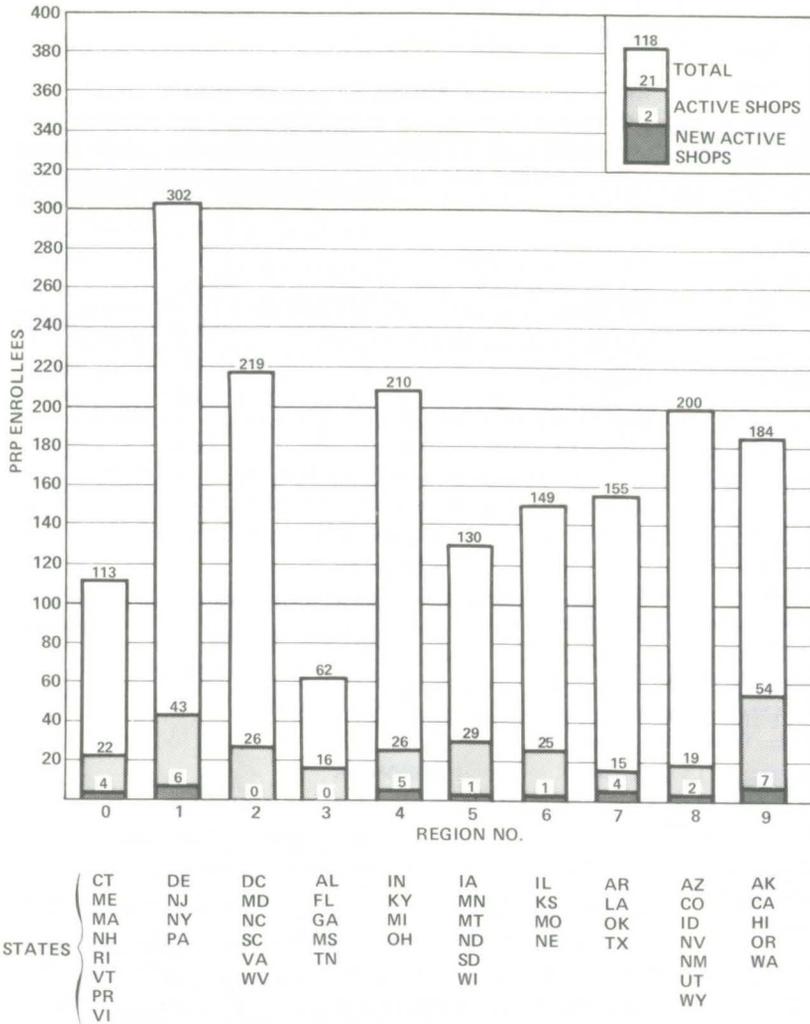
TELEPHONE CALLS

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

CURRENT PRP PARTICIPATION

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

(As of September 1976)



National Parts Return Program

Description and Function

- The PRP involves the voluntary submittal by independent repair shops of failed automotive components. Components are submitted to a representative (Kappa Systems, Inc.) of the National Highway Traffic Safety Administration (NHTSA).
- The purpose of the PRP is to gather information on these components to help the NHTSA identify the existence of safety-related, manufacturing defects in design, materials, construction, or performance of motor vehicle equipment. Under the authority of the National Traffic and Motor Vehicle Safety Act of 1966, and Amendments to the Act of 1974, the NHTSA can require manufacturers to conduct safety defect notification campaigns when it has been determined that a defect relating to motor vehicle safety exists.
- The information obtained from these parts is also valuable in preparing Federal motor vehicle safety standards. Your shop can help. The parts that you send in will give vital information that cannot be obtained in any other way.

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

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE, \$300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

