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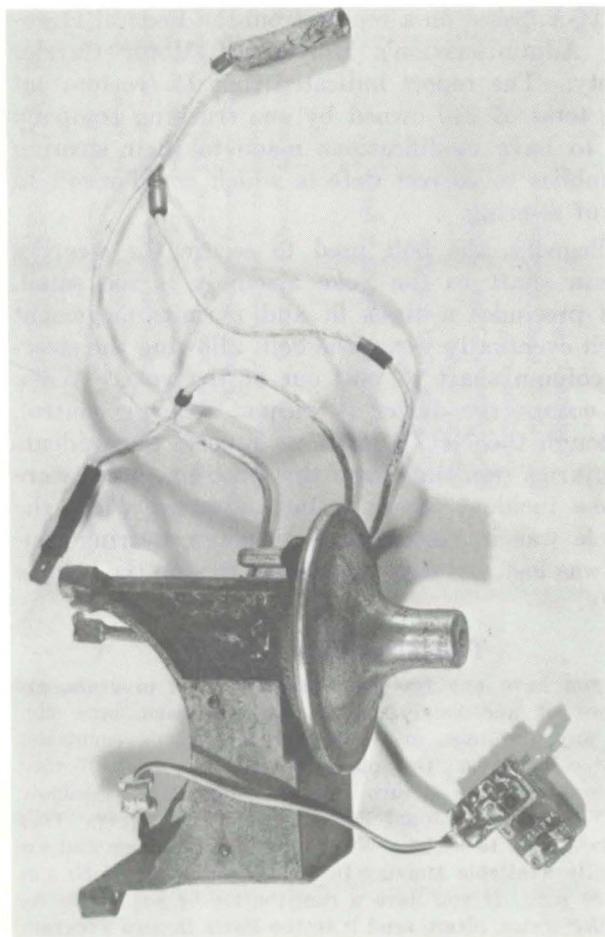
Vol. 3, No. 2

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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

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

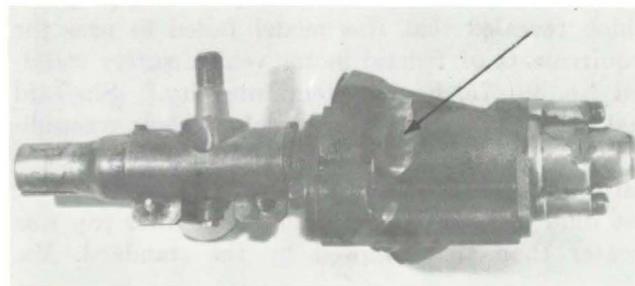
mal defect investigation on this subject (Case No. C7-31). This case involves 1975-77 Spitfire, TR-7, MGB, MG Midget, Jaguar XJ6 vehicles, and 1971-77 Jaguar XJ12 vehicles for reported failures of the ignition amplifier. The failures allegedly cause the cars to misfire, stall in traffic, and fail to 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

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

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.

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. During August 1977, thirteen members became new active participants, and seven have sent in components and information in consecutive months. We need more active participants. Please make your contribution toward highway traffic safety today.

REGION 5

- * ADE'S & BOB'S MUFFLER & BRAKE
St. Paul, MN
- * DAY-NITE AUTO STATION
Kaukauna, WI
- (2) FOREIGN AUTO SERVICE CENTER
Minneapolis, MN
- (2) RICHFIELD WHEEL ALIGNMENT
Minneapolis, MN

REGION 4

- * BYRNES SERVICE STATION
Livonia, MI
- * PAUL'S GARAGE
Dayton, OH

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



REGION 9

- * L.A.D. AUTO ELECTRIC
Spokane, WA

REGION 9A

- * A & T AUTOMOTIVE
Santa Clara, CA
- * MR. BRAKE #11
Sacramento, CA

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.

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 System, 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.

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