



DEPARTMENT OF TRANSPORTATION

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

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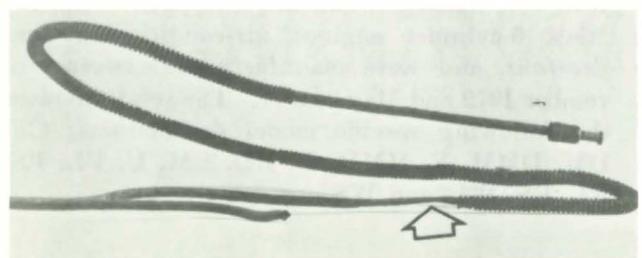
October 1977

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.

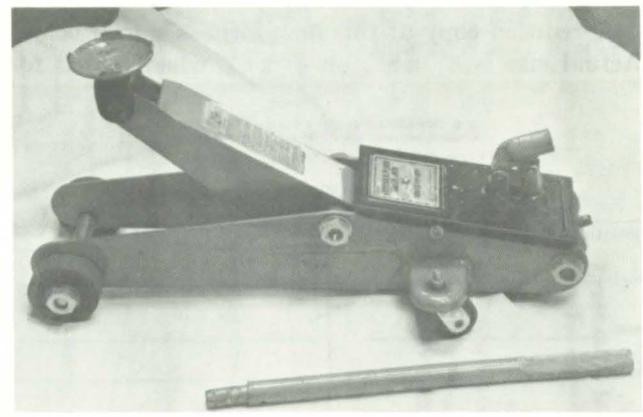


REAR BRAKE LINE
1975 AMC Hornet

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-

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 it 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 October 1977, 25 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 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 8

- * DAVE KYLE'S GARAGE
Phoenix, Arizona
- * MR. BRAKE #8
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 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
- KOLESNIK'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

REGION 7

- (2) BOB CHESTER'S AUTO SERVICE
Arlington, Texas
- * FIFTH STREET AUTOMOTIVE SERVICE
Tyler, Texas
- * PRO-TUNE
Port 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



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.

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

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