



parts return program

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

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TROUBLE WITH THE TOOLS OF THE TRADE

In response to an article concerning scissors jack failures in the May, 1978 PRP News, RIVERSIDE AUTO PARTS, Macon, Georgia, has forwarded information on a similar failure. The Hein Werner 1½ ton scissors jack pictured here reportedly collapsed after its handle broke off while a vehicle was being jacked up. The shop states that with this design, once the handle breaks off, there is nothing left to hold the jack, resulting in complete collapse.

In a related incident, WHEEL WORKS, INC., Marlow Heights, Maryland, reports seven failures involving Hein Werner hydraulic floor

jacks. These involved the handle breaking off at the base. A wheel fell off one, and three others had bad hydraulic seals which would not allow the jack to retain hydraulic pressure. The NHTSA is currently reviewing other alleged failures of the Hein Werner hydraulic jack.

In July, 1977, the NHTSA initiated an investigation into the Hollywood Accessories hydraulic floor roller jack, model 646, as reported in the October, 1977 PRP News. On April 5, 1978, Hollywood Accessories notified DOT that they would recall all such jacks.

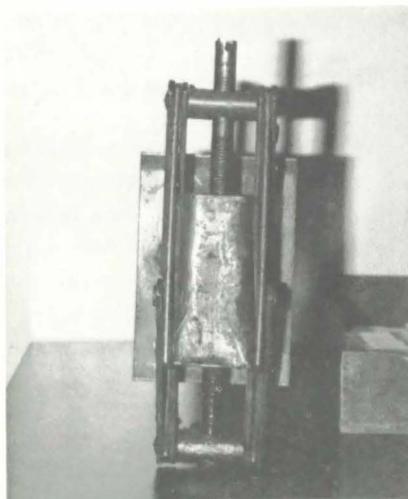
Any member having information on jack failures is urged to forward the details to the Parts Return Program staff, either by using the Information Reporting Form or by calling us collect.

THE FORD TRANSMISSION PROBLEM

Has this ever happened to you? You're pulling a customer's LTD into the bay area for servicing. Realizing that you need to adjust the lift, you throw the gear selector into "Park" and jump out. Moments later, you turn around to see your customer's car backing away in reverse.

It's not impossible. NHTSA has had recent reports of "repeat" problems of Ford automatic transmissions jumping into reverse. As first reported in the September, 1977 issue of the PRP News, the NHTSA has been investigating such occurrences in 1973-1978 Fords, Lincolns and Mercury's equipped with C-6 or FMX automatic transmissions. Allegedly, the design of the transmission is such that the gear selector lever may seem to be fully in the "Park" detent prior

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Photograph of failed Hein Werner scissors jack submitted by RIVERSIDE AUTO PARTS.

PROBLEMS REPORTED ON DODGE VAN SUSPENSIONS

A & F ALIGNMENT, Long Beach, California, has notified the PRP of a potential problem in Dodge van suspensions. The shop reports that Dodge MB300 vans equipped with heavy duty suspension packages could suffer lower ball joint breakage due to the improper fit of the ball joint stud into the steering arm.

Allegedly, the taper of the stud is not the same as the taper of the spindle steering arm. This reportedly results in a large amount of play in the joint which could cause the stud to break. The shop says it has seen this condition on several MB300 vans, one of which was equipped as an ambulance.

In a related situation, B. W. RILEY ALIGNMENT AND BRAKE SERVICE, Springfield, Virginia, reports undue wear on the rear tires of some Dodge B100, 200 and 300 vans being brought in for repair. Vans have ranged from 1975 to 1977 with mileages as low as 8000. Further examination of the vehicles indicates according to the shop, that the right rear spring hangers were set back ¾ of an inch, resulting in irregular rear tracking.

Any further information on Dodge van suspension problems would be appreciated.

PRP Telephone Number:

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

THE FORUM

M & B AUTOMOTIVE REPAIR in Bethlehem, PA submitted to the PRP a fuel pump from a 1978 Dodge Colt with 14,000 miles. The fuel pump from the 1600 engine has a broken diaphragm which allows engine oil to seep outside the engine into the ignition system. Allegedly, this could result in loss of engine power as well as a possibility of a fire.

An exhaust gas recirculation (EGR) valve from a 1977 Ford F100 was submitted to the PRP by W & S SERVICE INC. of Wilmington, DE. The EGR valve would not hold engine vacuum and therefore was unable to function properly. This allegedly caused rough engine idle and valve noise.

A vacuum operated brake release was sent to the PRP from AUTOMOTIVE CITY SERVICE CENTER, San Francisco, CA. The part was from a 1976 Cadillac Seville with 45,616 miles. A leaky diaphragm allows vacuum loss causing constant vacuum noise and possible intermittent emergency brake release. The vacuum loss also allegedly causes rough engine idle. Similar occurrences with vacuum operated brake releases should be reported to the PRP.

FIELDS CADILLAC, Evanston, IL, reports stalling problems in certain rental vehicles which they own. 1978 Chevrolet Caprices and Buicks with 305 cid engines are reportedly stalling out due to clogged original equipment fuel filters. Vehicles involved have approximately 6000 miles.

The LEON COUNTY SHERIFF DEPARTMENT, Tallahassee, FL, reports difficulties with the accelerator pump diaphragm installed on its 1977 Ford LTD police vehicles. LEON COUNTY claims that the diaphragm is too small, causing stalling. The problem has occurred on 6 vehicles, and replacement of the diaphragm does not appear to help.

AUTOMOTIVE CITY SERVICE CENTER has also notified the PRP of a problem with the electronic fuel injection control unit on 1976 Datsun 280Z's. The shop states that the problem is due to failure of the output transistor. The transistor itself reportedly cannot be purchased as a replacement part; hence the entire control unit requires replacement.

TRANSMISSION—(con't from page 1)

to actually reaching the proper slot in the detent plate. A slammed door or even engine vibration could cause the lever to move, shifting the transmission into "Reverse".

As early as 1971, the Ford Motor Company had been receiving approximately six letters per month on the transmission problem. Inter-office memoranda obtained from Ford by the NHTSA indicate that Ford engineers had noted the difficulty in late 1971 and had suggested, in early 1972, two possible fixes which addressed the problem. One approach was to angle the detent plate between Park and Reverse and to angle the tang of the shift lever. These corrections would have forced the lever to travel uphill in order to slip into "Reverse" from "Park". In addition, an angular force would hold the lever in place, even if it were not fully in the "Park" position. The second remedy involved increasing the angular travel between "Park" and "Reverse" through a revision in the transmission design.

Apparently, neither approach was adopted, and late in August, the

NHTSA issued a consumer advisory on the transmission problem. The advisory was issued on the basis of reports involving 777 accidents, 259 injuries and 23 fatalities. It affects 9 million Ford vehicles equipped with C-6 or FMX transmissions. Precautions to be taken against the pos-

sible occurrence of the problem include turning off the engine and checking to be sure that the gear selector is securely in "Park".

All PRP members are urged to exercise care here. The consumer advisory applies to everyone! Never leave a vehicle running unattended!



George Casper and his staff in front of their shop, AUTO BRAKE CORPORATION, Norfolk, Virginia. Auto Brake was one of the winners of last year's Certificate of Appreciation from NHTSA Administrator Joan Claybrook.

OUTSTANDING PARTICIPANTS

The members highlighted below have contributed parts or information to the PRP within the past month. Asterisks indicate first contributions for the year (July, 1978 through June 1979). Numbers in parenthesis indicate consecutive active months.

REGION 5

- DOLLAR RENT-A-CAR
Sioux City, IA
- * McNAUGHTON MOTOR SERVICE
Minneapolis, MN
- * BROOKLYN CENTER SHELL
Brooklyn Center, MN
- * DAVE McMILLAN'S AUTO REPAIR SERVICE
Duluth, MN

REGION 4

- * LEXINGTON GARAGE
Lexington, KY

REGION 0

- * HARRY'S AUTO SERVICE
Great Barrington, MA
- * SYSTEM BRAKE SERVICE
Perth Amboy, NJ

REGION 9

- * STOP & GO BRAKE AND WHEEL SERVICE
Portland, OR
- (3) L.A.D. AUTO ELECTRIC
Spokane, WA

REGION 9a

- * A & F ALIGNMENT
Long Beach, CA

REGION 8

- (2) DUNCAN'S AUTO
Phoenix, AZ
- * LAS VEGAS WHEEL ALIGNMENT AND BRAKE SERVICE
Las Vegas, NV
- * CITY OF BOULDER EQUIPMENT MAINTENANCE DIVISION
Boulder, CO

REGION 7

- * PRO-TUNE
Pitt Arthur, TX

REGION 6

- * CHAMPION PARTS REBUILDERS, INC.
Oak Brook, IL
- * BRAKE-O-MAT
Evanston, IL
- (3) TIM'S IMPORT SALES AND SERVICE
Hutchinson, KS
- * ROBERT'S AUTO REPAIR
Chicago, IL
- * MARTY'S AUTO SHOP
St. Louis, MO

REGION 1

- * EHRlich AUTO PARTS
Albany, NY
- (2) M & B AUTOMOTIVE REPAIR
Bethlehem, PA
- * W & S SERVICE, INC.
Wilmington, DE
- * KOLESNIK'S SERVICE STATION
Rochester, NY

REGION 2

- * BURKE CITGO SERVICE CENTER
Burke, VA
- * CHERRYDALE MOTORS, INC.
Arlington, VA
- * REED'S AMERICAN
Rockville, MD
- (3) BILLY W. RILEY ALIGNMENT AND BRAKE
Springfield, VA

REGION 3

- * LEON COUNTY SHERIFF DEPARTMENT
Tallahassee, FL



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