



parts return program

news

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

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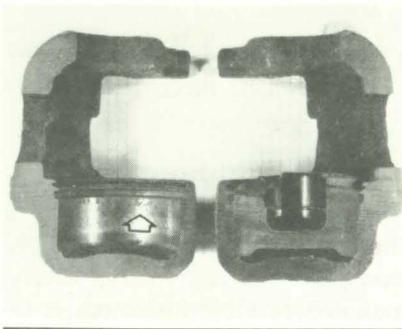
CHRYSLER BRAKE CORROSION

Bud Jones Service, Delmar, New York, reported a 1977 Dodge Aspen with front disc brake piston problems in the January PRP News. Mr. Jones has informed us that the same vehicle was recently back in his shop with brake piston problems on the front wheel. An air chisel was required to free the piston from the caliper cylinder. The problem evidently stemmed from a malfunctioning dust boot that allowed moisture to enter the caliper cylinder.

The NHTSA is currently looking into this problem, and has learned that Chrysler used a glass filled thermosetting plastic compound called phenolic to construct the caliper piston. This should eliminate piston corrosion, however it has been found that due to the tight fit of the pistons, corrosion of the bore can cause the piston to bind and freeze-up. This can allegedly result in brake drag, excessive heat, pad wear and reduced braking.

These pistons are used in the following vehicles: 1976 Dodge Dart and Plymouth Valiant; 1976-1978 Dodge Aspens and Plymouth Volare; 1977-1978 Chrysler Lebaron and Dodge Diplomat; 1978 Chrysler Cordoba and Dodge Charger.

We would like to hear from our members concerning this problem and its effects. Keep your eyes open for the models listed above and let us know what you discover.



GM INTERMEDIATE

The NHTSA is continuing its search for information concerning 1978-79 model General Motors intermediate size vehicles. Of interest are any front spindle or wheel bearing failures master cylinder, combination valve and brake caliper problems. Any vehicles experiencing trouble with more than one of the above mentioned systems would be of special interest.

THANKS FOR PHOTOS

We have been receiving more and more photos and diagrams from our members helping to explain particular problems submitted. We would like to extend our thanks for the extra time and effort taken to supply us with this material and hope that you will keep it up!

THE GRADING SYSTEM

A system for grading passenger car tires, developed by the U.S. Department of Transportation, will begin April 1, 1979 for bias-ply tires and October 1, 1979 for bias-belted tires. Radial tire grading will begin April 1, 1980. The new uniform tire quality grading regulation is designed to help consumers buy the best tire for the money. Under the regulation, issued last July, tires will be rated on expected treadwear, traction and temperature resistance.

The treadwear grade will specify the relative tread life compared to other types of tires. Using a graded numerical sequence as follows: 70, 80, 90, 100, 110, etc., the tires with the highest number should give the greatest mileage when driven under the same conditions. For example, a tire graded at 150 would be expected to have a tread life of 50% more miles than a tire graded at 100.

The traction grades from highest to lowest are A, B, and C, representing the tire's ability to stop on wet pavement. A tire graded A offers the best traction, while one graded C will have less traction.

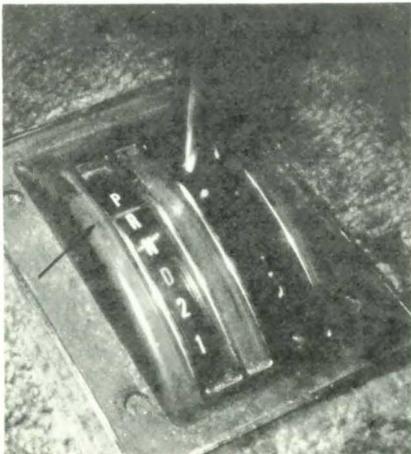
The temperature resistance grades are A, B, and C. The grade C corresponds to a level of performance which all passenger tires must meet under a federal standard. Grades A and B represent higher levels of performance.

AUTOMATIC TRANSMISSION GEAR SELECTORS

The NHTSA has initiated an additional inquiry into inadvertent shifting into Reverse from Park on certain Ford vehicles. The agency now has underway an engineering analysis into 1970-79 Borg-Warner C-4, C-3, and Jatco automatic transmissions, as well as the formal Defect Investigation on 1970-78, C6 and FMX. These 6 transmission types cover the Ford lines since 1970.

Field inspections of vehicles having experienced inadvertent shifting revealed that many of the vehicle selector systems were in proper operating order and when placed securely in Park, the vehicles would not accidentally shift into Reverse. The incidents could be reproduced, however, by intentionally placing the selectors in a position between Park and Reverse. This could presumably be done in a moment of inattention or preoccupation. The introduction of an external force to the vehicle, such as a door slam, an impact on the steering wheel, or a movement of the prop shaft, due to slight vehicle rolling, would cause the selector system and the transmission to shift to Reverse.

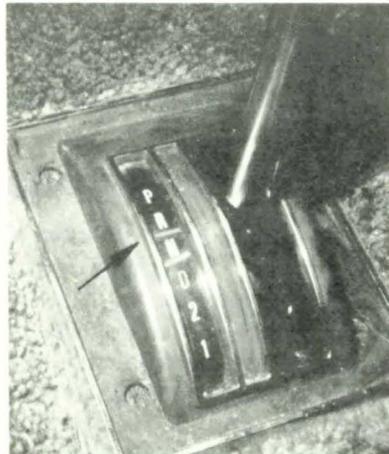
We ask any shop which has information or experience bearing on any of the following issues to let us know.



- Are there any unique characteristics which would make it more likely for a Ford operator to leave the selector in the intermediate position?
- Do selector systems have a propensity to move toward Reverse rather than toward Park?
- Are there any additional circumstances unique to Fords which govern the actual transmission shift into Reverse?
- Have you or your customers ever had any kind of car accidentally roll or drive away in Reverse?

In addition to the request for help, we would like to remind our shops that the automatic transmission gear selector, whether column mounted or floor-mounted, is not always a direct indication of the transmission valve body position. Misadjustment, mechanical deterioration or inaccurate selector placement can allow for discrepancies. Both transmissions shown in the photos are in reverse.

Particular caution must be taken while servicing a vehicle when: the engine must be left running, using a remote starter switch, trouble shooting, neutral start switches, etc. A vehicle can travel over 15 mph in



DEFECTS INVESTIGATION CHECKLIST

- C9-10. Alleged Brake Master Cylinder Failure on 1974-76 Volkswagen Rabbit, Dasher, Sciroco and Audi Fox.
- C9-02. Alleged Structural and Fuel Tank Corrosion in 1971-74 Ford Pantera Vehicles.
- C9-01. Alleged Steering Gear Attaching Bolt Failures on 1974-77 Ford Vans and Light Trucks.
- C8-33. Alleged Stalling of 1977 Oldsmobile, Buick and Pontiac Vehicles Equipped with V-6 Engines.
- C8-29: 1973-1975 Pinto, Mustang II and Bobcat Steering Coupling Flange.
- C8-27: Alleged Fuel Leakage Problem in 1975 and 1976 V-8 equipped Ford Granadas and Mercury Monarchs.
- C8-20: Alleged Malfunction of Power Steering Control Valve in 1975-1977 Ford Granadas and Mercury Monarchs.
- C8-02: Alleged Jumping Into Reverse from the "Park" Position of Certain 1970-78 Ford, Lincoln and Mercury Vehicles Equipped With C-6 or FMX Transmissions.

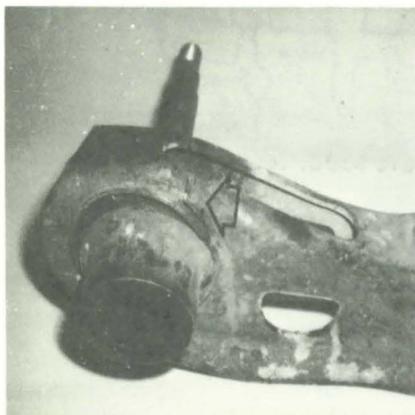
reverse at high idle. We urge our members to take the proper precautions; make sure the transmission is completely into the gear you want, set the parking brake, turn the engine off (if possible) any time you exit, and chock the wheels.

THE FORUM

Joyce Lyons of **Scientific Products** in Illinois, sent information concerning tire failures on a 1977 Chevrolet Impala Station wagon. The tires are Uniroyal HR78x15 steel belted radial white walls. A noticeable shimmy developed at road speeds. Three tires were discovered to have had tread separation and one out of round. The 3 with tread separation were replaced. One of these tires had also developed a slow leak.

Tony Valinoti of **Las Vegas Wheel Alignment and Brake Service** in Las Vegas, Nevada, submitted lower control arms from a 1977 Plymouth Fury and 1974 Dodge Royal Monaco. Both vehicles are police cruisers. The cars were brought into the shop to have a routine front-end alignment. It was then discovered that a lower control

arm on each vehicle was cracked as seen in the photograph. The Fury had 29,781 miles on it and the Monaco had 65,965 miles. It is unknown what caused the control arm to break, as neither vehicle had been put to any abuse out of the ordinary. Pictured is the right lower control arm from the 1977 Fury.



AUTOMOTIVE RUST WARRANTY CHALLENGE

Rusted out rocker panels may soon be covered under warranty if U.S. auto makers heed the challenge set forth by Transportation Secretary Brock Adams and White House Consumer Affairs Director Esther Peterson. They recently sent off letters to executive officers of 18 domestic and foreign automobile companies asking them to provide American consumers with the same rust warranty they give to Canadian consumers. Canada has recently adopted a rust protection code covering vehicles made in Canada, as well as imports.

On this side of the border, new cars usually do not carry warranty protection for corrosion of body parts and mechanical components. Canadians purchasing new vehicles will now be covered under a rust warranty of 3 years or 74,000 miles

for perforations and 1 year or 24,000 miles against surface corrosion. Future years will see these warranties extended. Both Secretary Adams and Director Peterson stated that although the Canadian standard is voluntary, virtually all domestic and foreign automobile manufacturers have nonetheless included the principles of the Canadian rust code in their warranties to Canadian car owners.

● Fiat Motors of North America, Inc., has recently recalled 31,702 1970 and 1971 model 850 Spiders as reported in the Feb/Mar issue of the PRP News. NHTSA is still interested in obtaining information on other Fiat models prone to premature rust and/or corrosion. Any information, especially photographs, would be of interest. Keep a lookout and let us know.

Fourteen PRP shops have agreed to assist the NHTSA with a fuel hose study (see PRP News Feb/Mar 1979) over the next few months. Through the cooperation of shops, like those listed below, the mission of highway safety is advanced.

Ed's Automotive Center, Miami, FL; **Miami Auto Marine**, Miami, FL; **Wales Garage**, Ft. Lauderdale, FL; **Auto Technical Associates, Inc.**, Hollywood, FL; **Scottsdale Automotive Specialist**, Scottsdale, AZ; **Alameda Foreign Car Garage**, Las Cruces, NM; **Frank Skinner Auto Instructor**, Albuquerque, NM; **Joe's Auto Service**, Albuquerque, NM; **Nash Road Motors**, New Bedford, MA; **Bothel's Garage**, Cape Elizabeth, ME; **Paramount Auto Center**, N. Reading, MA; **Meade and Greenlee Garage**, Salem, OR; **Suburban Automotive**, Lynnwood, WA; and **Jack Daniels of European Car Service**, Arlington, VA.

Thanks and a tip of the PRP hat.



TELEPHONE CALLS

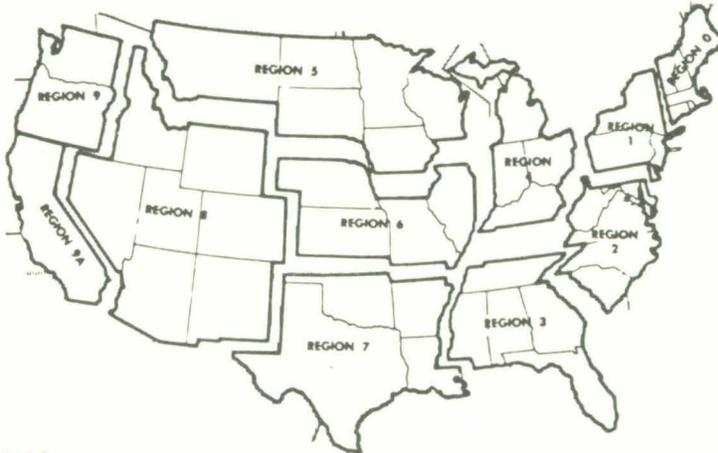
If you need bags, tags or info report forms call collect (703) 527-4500.

THE PARTS RETURN PROGRAM NEWSLETTER

The Secretary of the U.S. Department of Transportation has determined that the publication of this periodical is necessary in the transaction of the public business required by law of this department. Use of funds for printing this periodical has been approved by the Director of the Office of Management and Budget through March 31, 1982.

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 0

- * **Bothel's Garage**
Cape Elizabeth, ME

REGION 1

- * **Sassaman & Burdan**
Temple, PA
- Del Hatt Alignment & Auto Repair**
Poughkeepsie, NY
- (2) **Bud Jones Service**
Delmar, NY
- Kolesnik's Service Station**
Rochester, NY
- * **Gordies Auto Service**
West Chester, PA
- W&S Service, Inc.**
Wilmington, DE

M&B Garage
Bethlehem, PA

REGION 3

- Sunray Oil & Gas**
Tampa, FL
- * **Jack's Auto Repair Service**
Chamblee, GA
- (2) **Wales Garage**
Ft. Lauderdale, FL

REGION 4

- * **Heatherdowns Automobile Service**
Toledo, OH
- * **Bob's Service Station**
Hammond, IN

REGION 5

- Hennepin County**
Hopkins, MN
- * **Gil's Automotive Service**
Sioux City, IA
- * **Day-Nite Auto Station**
Kaukauna, WI

REGION 6

- Scientific Products**
McGraw Park, IL
- Auto Hospital**
Lincoln, NB
- * **Raymond's Auto Repair**
Chicago, IL
- (2) **Champion Parts Rebuilders, Inc.**
Oak Brook, IL

REGION 7

- * **Fuselier's Auto Service**
Lake Charles, LA
- * **West Erwin Auto Repair**
Tyler, TX
- (2) **Fox Automotive**
Tulsa, OK

Region 8

- * **Riverside Automotive Service**
Boise, ID
- Las Vegas Wheel Alignment & Brake Service**
Las Vegas, NV
- * **Jordan Auto Service, Inc.**
Colorado Springs, CO

REGION 9A

Ise Automotive
Hollywood, CA
Automotive City Service Center
San Francisco, CA

REGION 9

- * **Meade & Greenlee Garage**
Salem, OR

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