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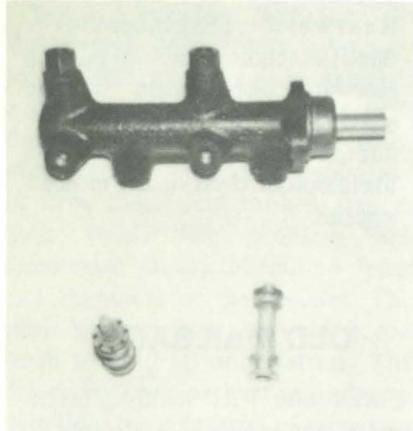
U.S. DEPARTMENT OF TRANSPORTATION • NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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## VW BRAKE MASTER CYLINDERS

The PRP is interested in gathering information on brake master cylinders from various VW vehicles as reported in past issues. Several PRP members have contributed parts and information concerning brake master cylinders during recent months.



The contributing shops reported similar accounts of sudden partial loss of the vehicles' braking ability. Upon inspection, it was discovered that the seals in the master cylinders had worn out, allowing internal leakage of the brake fluid. Because of this, pressure may be applied to only one set of brakes in the tandem system. No external loss of brake fluid has been reported. Also, many reports have been received indicating the primary and secondary braking systems fail simultaneously, resulting in the brake pedal traveling to the floor with little or no braking action.

One shop noted that during assembly of the master cylinders, the seals, in order to fit tightly in

place, must be stretched over a pronged retainer. This can reportedly result in damage to the seals in the form of tears and small nicks. Premature failure can result, with the seal lasting as little as 30,000 miles.

The NHTSA is currently investigating master cylinders in 1975-76 VW Rabbits and Sciroccos and 1974-76 Audi Foxes and VW Dashers. This month, **AmFor Automotive** in Silver Spring, Maryland and **Tim's Import Sales and Service** in Hutchinson, Kansas submitted related parts and information from a 1976 Audi Fox, a 1974 VW Dasher, a 1971 VW 411 and a 1973 VW Super Beetle. Please forward any parts or information relating to this problem to the PRP.

## CHRYSLER FLEX FANS

The NHTSA is currently investigating an alleged safety defect in the engine cooling fan used in several models of 1973 Chrysler cars. These models include sport compact, intermediate and full-sized passenger cars equipped with 318 cubic inch engines with air conditioning, and intermediate and full-sized cars with 360, 400 or 440 cubic inch engines without air conditioning.

The blades on these fans, which flex and flatten out as the fan's rotating speed increases, can break, resulting in vehicle damage and personal injury. The danger of

## ADEQUACY OF VW ACCELERATOR RECALL

The National Highway Traffic Safety Administration recently held a public hearing to determine whether Volkswagen of America, Inc. has met its obligation in carrying out a recent recall campaign involving safety-related defects in the accelerator systems on 1975-76 Rabbits, 1975-76 Sciroccos, 1974-75 Dashers and 1974 Audi Foxes.

At the hearing, owners of these vehicles stated that VW provided them with inadequate recall service. Complaints of repeated unsuccessful attempts to correct the defective accelerator cables were heard.

VW stated that of the vehicles brought in for the recall service, which included inspection and/or replacement of the accelerator cable, only a small number required new cables. VW also claimed that the relatively small response to the recall indicates that most owners are satisfied with the operation of their vehicles.

In response to this hearing, the NHTSA could either order VW to recampaign, or order a new campaign to include newer models not included in the previous campaign.

personal injury is greatest when the vehicle's hood is opened and the engine is running, such as during engine repairs.

The NHTSA has previously conducted an investigation involving the same type fan used on 1970-77 Ford cars and light trucks.

# FEDERAL MOTOR VEHICLE SAFETY STANDARDS

In an effort to promote highway safety, we are continuing the presentation of Federal Motor Vehicle Safety Standards issued by the Department of Transportation.

- **FMVSS 117—Retreaded Pneumatic Tires**—Specifies casing requirements for retreaded tires on passenger cars and prohibits casings having certain defects. Labeling, plunger test, energy and dimensional requirements are also specified.
- **FMVSS 118—Power-Operated Window Systems**—Requires that power-operated window systems on passenger cars and multipurpose passenger vehicles be inoperative when the ignition is off or when the key is removed.
- **FMVSS 119—New Pneumatic Tires**—Specifies strength, endurance, high speed performance and marking requirements for new pneumatic tires used on multipurpose passenger vehicles, trucks, trailers, buses, and motorcycles.
- **FMVSS 120—Tire Selection and Rims for Vehicles Other than Passenger Cars**—Requires new vehicles to have tires conforming to FMVSS 119 and rims designated in the tire association manuals as fitting them. It specifies marking requirements for rims and requires tire and rim size designations, inflation pressure and vehicle weight rating information on a vehicle label.
- **FMVSS 121—Air Brake Systems**—Establishes performance and equipment requirements on trucks, buses and trailers equipped with air brake systems, to shorten stopping distances and improve lateral stability.
- **FMVSS 122—Motorcycle Brake Systems**—Establishes performance and equipment requirements on brake systems of two and three-wheeled motorcycles. Either a split hydraulic service brake system or two independently actuated service brake systems are required.
- **FMVSS 123—Motorcycle Controls and Displays**—Specifies requirements for the location, operation, identification and illumination of motorcycle controls, displays, stands and footrests.
- **FMVSS 124—Accelerator Control Systems**—Requires that when a driver of a passenger car, multipurpose passenger vehicle, truck or bus removes his foot from the accelerator control, or in the event of a breakage or disconnection in the control system, the vehicle's throttle will return to the idle position.
- **FMVSS 125—Warning Devices**—Establishes shape, size and performance requirements for reusable day and night warning devices, not having self-contained energy sources, placed on or near the roadway to warn approaching motorists of a stopped vehicle.
- **FMVSS 126—Truck-Camper Loading**—Requires manufacturers of slide-in campers to include a label on the camper that contains information on certification, identification and proper loading with more detailed loading information in the owner's manual.
- **FMVSS 201—Occupant Protection in Interior Impact**—Specifies requirements for padded instrument panels, seat backs, sun visors and armrests in passenger cars to provide impact protection

for occupants during a crash. Also requires that the glove compartment doors remain closed during a crash.

- **FMVSS 202—Head Restraints**—Specifies requirements for head restraints in passenger cars to reduce the frequency and severity of neck injuries in rear-end and other collisions.
- **FMVSS 203—Impact Protection for the Driver From the Steering Control System**—To minimize injuries in front-end crashes, the standard requires that steering systems in passenger cars yield forward, cushioning the impact of the driver's chest.
- **FMVSS 204—Steering Control Rearward Displacement**—Specifies requirements limiting the rearward displacement of the steering control into the passenger compartment to reduce the likelihood of chest, neck, or head injuries.

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## OLD MAILBAGS

Check your PRP mailbag inventory for any mailbags addressed to Inland Testing Laboratories. The address on these bags is incorrect and parts sent in these bags have to be rerouted to us causing a delay. If your shop has any of these old mailbags please give us a call so we can supply you with new ones.

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## TELEPHONE CALLS

If you need mailbags, tags or info report forms, give us a COLLECT CALL (703) 527-4500.

## THE FORUM

**Automatic Transmission Service** in San Diego, California submitted to the PRP the automatic transmission selector lever from a 1976 Volvo 265 DL Wagon with 60,000 miles. The problem is similar to that reported in the May 1979 PRP *News* concerning late model Jaguars. The selector lever is attached to the housing of the Borg-Warner transmission. Through normal use, the mounting hole of the lever may enlarge allowing the transmission to be engaged in a gear other than what is indicated. The shop has seen several problems of this type in other vehicles. Please submit information on similar occurrences to the PRP.

**Gil's Safety Service** in Ridgewood, New Jersey submitted to the PRP two relay rods taken off a 1975 Pontiac Firebird and a 1978 Pontiac Safari. The relay rods, sometimes referred to as center links or drag links, had broken free at their weld. The problem was discovered during a routine front end alignment of the vehicles. The shop believes that the weld is too small to hold up under stress. The drivers had not noticed any adverse handling characteristics of these two vehicles.

### 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.

Submitted to the PRP by **Tim's Import Sales and Service** in Hutchinson, Kansas, was a timing gear from a 1970 Volvo Wagon with 105,025 miles. According to the shop, during operation of the vehicle, the engine stalled and could not be restarted. The vehicle had to be towed for repairs and it was discovered that the timing gear was broken. Replacement of the gear corrected the problem.

**V&H Ford, Inc.**, of Marshfield, Wisconsin reported information to the PRP concerning an optional type wheel called "road wheel" on 1977 and 1978 Ford Thunderbirds and Mercury Cougars. The wheels have a plastic coating giving a shiny appearance. This plastic coating which causes the wheel to fit tightly over the hub, retains moisture that

can seep in. After a period of normal use, 10,000 to 35,000 miles, corrosion can form freezing the wheel to the hub. This causes difficulty in removing the wheel such as during a tire change. The dealer states a safety problem exists when an individual attempts to remove the wheel while the car is on a bumper jack.

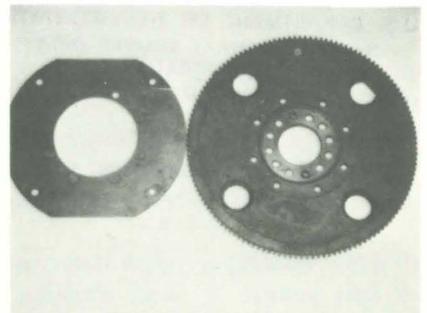
**Auto Inn Garage** in South Bend, Indiana submitted to the PRP the electronic ignition coil from a 1976 Oldsmobile Omega with 51,182 miles. The wires to the coil had broken, preventing the electrical current from flowing, and as a result the engine was inoperative. According to the shop, the wires were not flexible enough to prevent them from breaking during vacuum advance of the distributor.

## FLYWHEEL PROBLEMS

This month, the PRP received two failed flywheels from different model vehicles. One flywheel was taken from a 1971 Ford LTD with approximately 40,000 miles. The owner of the car had complained of an unusually loud engine noise, as well as having had the starter replaced. Upon inspection, it was discovered that the teeth on the flywheel gear were worn. This required replacement of the flywheel. The contributing shop, **Auto Inn Garage** of South Bend, Indiana, has noted similar failures on Buicks, Oldsmobiles, and Fords with mileages ranging from 30,000 to 40,000.

Pictured is the other flywheel submitted by **Automatic Transmission**

**Service** of San Diego, California. This flywheel was removed from a 1974 Jaguar XJ6. As seen in the photo, the flex plate broke free from the flywheel. The shop states that this is a fairly common problem among late model Jaguar XJ6's.



## OUTSTANDING PARTICIPANTS

The members highlighted below have contributed parts or information to the PRP within the past month. Since we have begun a new program year (July, 1979 through June, 1980) all inputs are considered first contributions for the year.



### REGION 1

**Del Hatt Alignment**  
Poughkeepsie, NY  
**Gil's Safety Service**  
Ridgewood, NJ  
**Pete's Auto Spring**  
Valley Stream, NY

### REGION 2

**AmFor Automotive**  
Silver Spring, MD

### REGION 3

**Wales Garage**  
Ft. Lauderdale, FL  
**Big Brake Safety Center**  
Gulfport, MS

### REGION 4

**Auto Inn Garage**  
South Bend, IN

### REGION 5

**Gil's Automotive Service**  
Sioux City, IA  
**V&H Ford, Inc.**  
Marshfield, WI

### REGION 6

**Gartner Auto Service**  
Chicago, IL  
**Tim's Import Sales & Service**  
Hutchinson, KS

### REGION 7

**Fox Automotive**  
Tulsa, OK

### REGION 8

**S&D Tire & Auto Center**  
Salt Lake City, UT  
**Mr. Brake #8**  
Nampa, ID  
**Las Vegas Wheel Alignment &  
Brake Service**  
Las Vegas, NV

### REGION 9

**L.A.D. Auto Electric**  
Spokane, WA  
**Norm's Auto Repair**  
Arlington, WA

### REGION 9A

**Automatic Transmission Service**  
San Diego, CA  
**Ise Automotive Service**  
Hollywood, CA

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