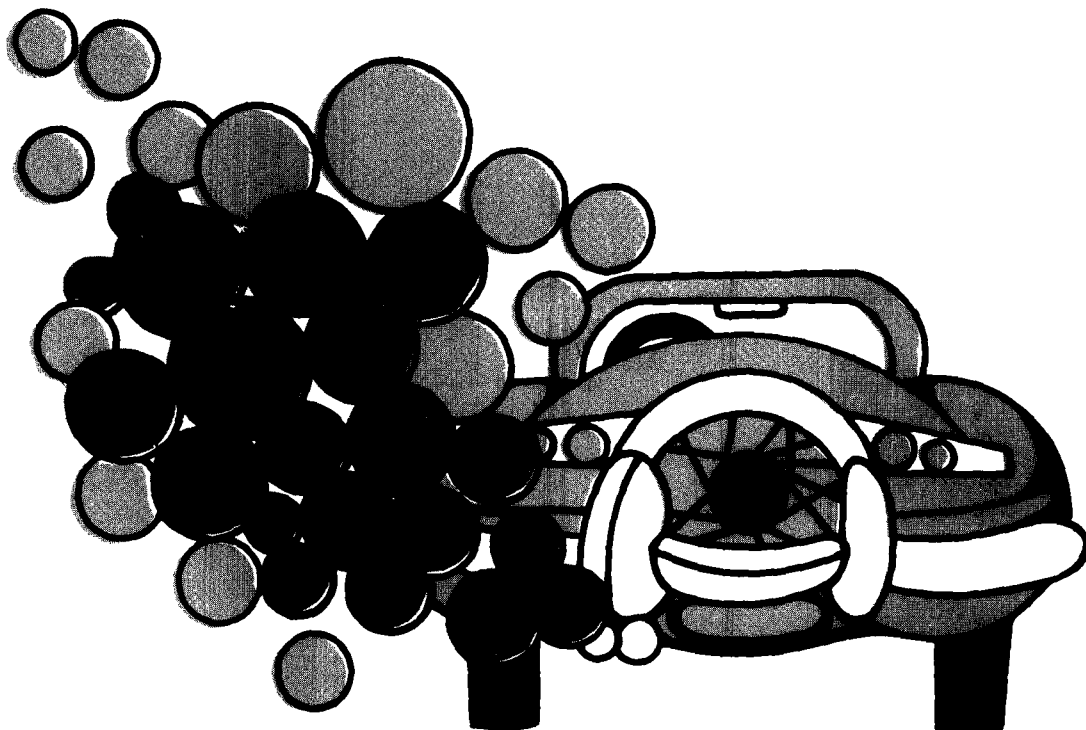




# Emission Investigations Report

000R76003



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Region V, Library/  
230 South Dearborn Street  
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ENVIRONMENTAL PROTECTION AGENCY



# *Environmental News*

O'Neill (202) 755-0344

FOR IMMEDIATE RELEASE FRIDAY, JUNE 25, 1976  
EPA RELEASES REPORT ON AUTO RECALL INVESTIGATIONS

The Office of Enforcement of the Environmental Protection Agency today issued a report listing all cases of suspected vehicle emissions problems which were under formal investigation by the Mobile Source Enforcement Division as of June 1, 1976.

The report lists twenty-five classes of vehicles which are under investigation for possible recall.

Stanley W. Legro, EPA's Assistant Administrator for Enforcement, emphasized that: "The fact that a class of vehicles is under investigation is not reason to conclude that a recall necessarily will be ordered as a result. It does mean, however, that emissions data indicate a potential violation of emissions standards or that some defect related to emissions controls may exist."

However, EPA's chief enforcement officer stated: "In those cases where investigation reveals a basis for recall, we will move promptly to order the recall."

Information bearing on any of the listed investigations or any emissions problems on classes of vehicles not listed is solicited from the public.

Persons with information bearing on current investigations or additional emissions-related problems are invited to write to: Director, Mobile Source Enforcement Division (EN-340), 401 M Street, S.W., Washington, D.C. 20460.

(more)

Return this sheet if you do NOT wish to receive this material ☐, or if change of address is needed ☐ (indicate change, including zip code).  
EPA FORM 1510-1 (REV. 8-72)

Reports should indicate the make, model, year and serial number (VIN) of the vehicle, if known, and all facts related to the suspected problem.

# # #

## EMISSIONS INVESTIGATIONS REPORT

The Office of Enforcement, Environmental Protection Agency, through its Mobile Source Enforcement Division, has undertaken formal investigations of those vehicle classes listed in this Report for possible noncompliance with air pollutant emissions standards. The authority for this investigative activity is section 207(c) of the Clean Air Act which provides that if a substantial number of vehicles of any class, although properly maintained and used, do not conform to the emissions standards when in actual use, the Administrator of the Environmental Protection Agency shall order the manufacturer to recall the vehicles to remedy the nonconformity.

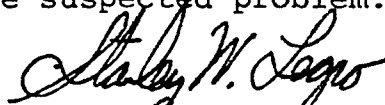
The Environmental Protection Agency is constantly alert for the existence of possible nonconformities and seeks information about possible emissions noncompliance through a number of programs. Informal investigation activities are ongoing at all times. In many of these, a preliminary inquiry indicates that there is not a sufficient basis for going forward. However, where based upon the preliminary inquiry a decision is made that a formal investigation should be initiated, the manufacturer is notified in writing, the formal investigation is begun and is listed in the Environmental Protection Agency Emissions Investigations Report.

The fact that a class is under investigation should not be cause to assume that noncompliance, in fact, exists or that a recall determination will be made. A formal investigation is initiated when an emissions-related problem has been indicated, either by the report of a defect or the receipt of emissions data, and sufficient information exists to warrant a formal recall investigation. The aim of a formal investigation is to collect additional information, to determine the extent and, if possible, the cause of nonconformities, and to determine if the recall of that class of vehicles is appropriate. The Agency will make public its conclusions upon completion of each formal investigation.

EPA solicits from the public any pertinent information relating to the cases listed. Persons with information bearing on current investigations or other indications of possible emissions nonconformities are invited to write to:

Director, Mobile Source Enforcement Division (EN-340)  
U.S. Environmental Protection Agency  
401 M Street, S.W.  
Washington, D.C. 20460

Reports should indicate the make, model, year and serial number (VIN) of the vehicle, if known, and all pertinent facts relating to the suspected problem.

A handwritten signature in dark ink, appearing to read "Stanley W. Legro", is positioned above the printed name.

Stanley W. Legro  
Assistant Administrator for Enforcement

## INVESTIGATIONS

For the purposes of this report, MSED considers a possible emissions-related problem to be an "investigation" during the period when information about the potential problem is being actively solicited by the Agency through surveys of vehicle owners or users, when testing and data analysis are being performed, or while manufacturers' data are under review. As will be seen from the report, EPA conducts investigations involving an identifiable component defect as well as investigations in which no defect has been identified but where emissions levels are suspected of exceeding the standards. EPA is interested in receiving any pertinent information in either of those two areas.

### Cases of Suspected Emissions-Related Problems Under Investigation as of June 1, 1976

Case No.:	75-6
Manufacturer:	American Motors
Vehicle Class:	Pacers with 232 and 258 CID engines
Year:	1975
Possible Emissions Problem:	Excessive carbon monoxide (CO) emissions
Potential Cause:	Undetermined
Apparent Symptoms:	None obvious to driver

Case No.: 75-3  
Manufacturer: Chrysler  
Vehicle Class: 318 and 360 CID engines  
Year: 1974  
Possible Emissions Problem: Excessive hydrocarbon (HC) and carbon monoxide (CO) emissions  
Potential Cause: Undetermined  
Apparent Symptoms: Vehicle may fail State emissions tests

Case No.: 75-7  
Manufacturer: Chrysler  
Vehicle Class: Chryslers, Plymouths and Dodges, all with catalyst-equipped 360 or 400 CID engines  
Year: 1975  
Possible Emissions Problem: Excessive carbon monoxide (CO) emissions  
Potential Cause: Undetermined  
Apparent Symptoms: Hydrogen sulfide (rotten egg) odor; vehicle may fail State emissions test

Case No.: 75-22  
Manufacturer: Chrysler  
Vehicle Class: 198 and 225 CID engines  
Year: 1973  
Possible Emissions Problem: Excessive carbon monoxide (CO) and oxides of nitrogen (NOx) emissions  
Potential Cause: Undetermined  
Apparent Symptoms: None obvious to driver



Case No.: 76-20

Manufacturer: Chrysler

Vehicle Class: Chryslers with one of the following engine CID and carburetion combinations:

CID	-	Carburetor
318	-	1 barrel
440	-	4 barrel

Year: 1975

Possible Emissions Problem: Excessive carbon monoxide (CO) and hydrocarbon (HC) emissions

Potential Cause: Overly rich carburetion at idle

Apparent Symptoms: Hydrogen sulfide (rotten egg) odor; vehicle may fail State emissions test

Case No.: 76-21

Manufacturer: Chrysler

Vehicle Class: 318 CID (noncatalyst) engines

Year: 1975

Possible Emissions Problem: Excessive carbon monoxide (CO) emissions

Potential Cause: Carburetor defect

Apparent Symptoms: None obvious to driver

Case No.: 76-1  
Manufacturer: General Motors  
Vehicle Class: Pontiacs with V-8 engines  
Years: Late 1973, all 1974  
Possible Emissions Problem: Excessive oxides of nitrogen (NOx) emissions  
Potential Cause: Failure of cold temperature thermal vacuum valve  
Apparent Symptoms: None obvious to driver

Case No.: 76-2  
Manufacturer: General Motors  
Vehicle Class: Chevrolet Vegas with 140 CID engines  
Years: 1972, 1973, 1974  
Possible Emissions Problem: Excessive hydrocarbon (HC) and carbon monoxide (CO) emissions  
Potential Cause: Excessive oil consumption possibly as a result of valve stem oil seal failure, cylinder wall scoring or other causes  
Apparent Symptoms: High oil consumption

Case No.:	76-11
Manufacturer:	General Motors
Vehicle Class:	Chevrolets with 400 CID engines and 4 barrel carburetors: Monte Carlo, Chevelle, Belair, Impala, Caprice, El Camino
Year:	1975
Possible Emissions Problem:	Excessive oxides of nitrogen (NOx) emissions
Potential Cause:	Undetermined
Apparent Symptoms:	None obvious to driver

Case No.:	76-12
Manufacturer:	General Motors
Vehicle Class:	Pontiacs with catalyst-equipped 350 and 400 CID engines
Year:	1975
Possible Emissions Problem:	Excessive oxides of nitrogen (NOx)
Potential Cause:	Undetermined
Apparent Symptoms:	None obvious to driver

Case No.: 76-18

Manufacturer: General Motors

Vehicle Class: Pontiacs with one of the following engine CID and carburetion combinations:

CID	-	Carburetor
350	-	2 barrel
400	-	2 or 4 barrel
455	-	4 barrel

Oldsmobiles with one of the following combinations:

350	-	4 barrel
455	-	4 barrel

Year: 1975

Possible Emissions Problem: Excessive carbon monoxide (CO) and hydrocarbon (HC) emissions

Potential Cause: Overly rich carburetion at idle

Apparent Symptoms: Hydrogen sulfide (rotten egg) odor; vehicle may fail State emissions test

Case No.: 75-20

Manufacturer: Toyo Kogyo

Vehicle Class: Mazdas with 70 CID rotary engines: RX2, RX3

Years: 1973, 1974

Possible Emissions Problem: Excessive hydrocarbon (HC) emissions

Potential Cause: Undetermined

Apparent Symptoms: None obvious to driver

Case No.: 76-19  
Manufacturer: Ford  
Vehicle Class: Fords with 460 CID engines and  
4 barrel carburetors  
Year: 1975  
Possible Emissions Problem: Excessive carbon monoxide (CO)  
and hydrocarbon (HC) emissions  
Potential Cause: Overly rich carburetion at idle  
Apparent Symptoms: Hydrogen sulfide (rotten egg)  
odor; vehicle may fail State  
emissions test

Case No.: 75-5  
Manufacturer: General Motors  
Vehicle Class: Cadillacs with 500 CID engines:  
Brougham, Calais, DeVille,  
Eldorado, Fleetwood  
Year: 1975  
Possible Emissions Problem: Excessive carbon monoxide  
(CO) emissions  
Potential Cause: Undetermined  
Apparent Symptoms: None obvious to driver

Case No.:	76-22
Manufacturer:	Chrysler
Vehicle Class:	225 CID catalyst-equipped engines
Year:	1975
Possible Emissions Problem:	Excessive carbon monoxide (CO) emissions
Potential Cause:	Carburetor misadjustment
Apparent Symptoms:	Hydrogen sulfide (rotten egg) odor; vehicle may fail State emissions test

Case No.: 75-8A  
Manufacturer Ford  
Vehicle Class: Ford Mavericks, Granadas and Mustangs and Mercury Comets and Monarchs, all with 250 CID EGR/AIR (non-catalyst) engines  
Year: 1975  
Possible Emissions Problems: Excessive carbon monoxide (CO) emissions  
Potential Cause: Undetermined  
Apparent Symptoms: None obvious to driver

Case No.: 75-8B  
Manufacturer Ford  
Vehicle Class: Ford Mavericks, Granadas and Mustangs and Mercury Comets and Monarchs, all with 302 CID EGR/AIR (non-catalyst) engines  
Year: 1975  
Possible Emissions Problem: Excessive hydrocarbon (HC) emissions  
Potential Cause: Undetermined  
Apparent Symptoms: None obvious to driver

Case No.: 75-18  
Manufacturer: Ford  
Vehicle Class: 351C CID engines with 4 barrel carburetors  
Year: 1973  
Possible Emissions Problem: Excessive hydrocarbon (HC) and carbon monoxide (CO) emissions  
Potential Cause: Undetermined  
Apparent Symptoms: None obvious to driver

Case No. 75-19  
Manufacturer: Ford  
Vehicle Class: Ford Torinos, Mustangs, Rancheros, Customs, Galaxie 500s, LTDs, Country Sedans and Squires and Mercury Montegos, all with 351C CID engines and 2 barrel carburetors  
Year: 1973  
Possible Emissions Problem: Excessive carbon monoxide (CO) emissions  
Potential Cause: Undetermined  
Apparent Symptoms: None obvious to driver



Case No.: 76-5  
Manufacturer: Ford  
Vehicle Class: Ford Custom 500s, Galaxie 500s, LTDs, and Torinos and Mercury Cougars and Montegos, all with 351W CID engines and 2 barrel carburetors  
Year: 1974  
Possible Emissions Problem: Excessive carbon monoxide (CO) and hydrocarbon (HC) emissions  
Potential Cause: Undetermined  
Apparent Symptoms: None obvious to driver

Case No.: 76-15B  
Manufacturer: Ford  
Vehicle Class: Fords, and Mercurys with 351W CID engines: Ford Granada, F-100 Torino, Elite, and Ranchero and Mercury Monarch, Montego and Cougar  
Year: 1975  
Possible Emissions Problem: Excessive oxides of nitrogen (NOx) emission

1975-1976

Case No. 75-1  
Manufacturer: Toyota  
Vehicle Class: Coronas, Celicas and HiLux  
Pickups, all with 18 R-C engines  
Years: 1972, 1973  
Possible Emissions Problem: Excessive hydrocarbon  
(HC) emissions  
Potential Cause: Valve burning  
Apparent Symptoms: Poor driveability (hard starting,  
low power, engine overheating)

Case No. 76-13  
Manufacturer: Toyota  
Vehicle Class: Corollas with 97 CID (1600cc)  
engines and Coronas, Celicas and  
Hilux pickups all with 133 CID  
(2200cc) engines  
Year: 1975  
Possible Emissions Problem: Excessive oxides of nitrogen  
(NOx) and hydrocarbon (HC) emissions  
Potential Cause: Undetermined  
Apparent Symptoms: None obvious to driver

Case No.: 75-21  
Manufacturer: Volkswagen  
Vehicle Class: 97 CID engines  
Year: 1974  
Possible Emissions Problem: Excessive hydrocarbon (HC) and carbon monoxide (CO) emissions  
Potential Symptoms: Undetermined  
Apparent Symptoms: None obvious to driver

Case No.: 75-13  
Manufacturer: Volvo  
Vehicle Class: Volvo 142, 144, 145, and 164 and P-1800  
Years: 1972, 1973  
Possible Emissions Problems: Excessive evaporative hydrocarbon (HC) emissions  
Potential Cause: Rubber deterioration allows fuel leakage especially after lack of use in cold weather for several day  
Apparent Symptoms: None obvious to driver

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