1991 Calendar Year Emission Related Recalls

United States Environmental Protection Agency

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Compliance Division
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

EPA United States Environmental Protection Agency

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Manufacturer	Case/Defect/ (Campaign) Number	Type*	Date of Owner Notifi-cation	Vehicle Class	Emission Problem	Number of Vehicles Recalled
Chrysler Corporation	90-43 DR-716 (308T)	I	2/19/91	1987 Federal and California Dodge Dakota with 2.2L or 3.9L engine and 22 gallon fuel tank (HCR2.2T2HFZ2, HCR2.2T2HFL7, HCR3.9T2HGC4, HCR3.9T2HFR8)	Excessive evaporative emissions due to loose fuel sending unit retaining ring	66,069
Chrysler Corporation	90-34 DR-697 (317T)	I	9/10/91	1987 Federal Plymouth Voyager; Dodge Caravan and Ram Van with 2.6L engine (HCR2.6T2AABX)	Excessive HC and CO emissions due to wax permeating seals in wax pellet choke housing causing inadequate choke opening	96,300
Chrysler Corporation	DR-736 (322-T)	V	12/16/92	1990 California Chrysler Jeep Cherokee, Comanche and Wrangler with 2.5L engine (LAM150T5LADX produced through 10/1/89)	High catalyst replacement warranty rate per California Air Resources Board (CARB) regulations. Catalyst biscuit installed too far to rear of catalyst housing. Excessive	1,286

					catalyst temperatures result which deform the catalyst container and erode the catalyst mat enabling the catalyst biscuit to loosen and break apart	
Chrysler Corporation	DR-681 (306T)	V	2/18/91	1989-90 Plymouth Voyager and Grand Voyager; Dodge Caravan, Caravan C/V, Grand Caravan, Grand Caravan C/V, Dakota, Ramcharger, and full-size Van, Wagon and Pickup. 1990 Chrysler Town & Country with 2.5L, 3.0L, 3.3L, 3.9L, 5.9L or 5.9L Heavy Duty engine (KCR- 2.5T5FCZ3, 2.5T5FCF1, 2.5T5FCM9, 2.5T5FCL8, 3.0T5FBL6, 3.0T5FBH0, 3.9T5HFM9, 3.9T5HGJ8, 3.9T5HFK7, 3.9T5HGD0, 5.9T5HGF7, 5.9T5HGD5, 5.9T5HHY0, 5.9T5HGJ2, 05.9BGBX, 05.9BBC1 [89]	Defective evaporative canister fresh air tube	93,039

				Produced between 3/20/89 and 4/10/89 LCR- 2.5T5FCZ4, 2.5T5FBH0, 2.5T5FCMX, 2.5T5FCL9, 3.0T5FBL7, 3.0T5FBH1, 3.3T5FCZ0, 3.3T5FCF8, 3.3T5FBR9, 3.9T5HFMX, 3.9T5HGJ9, 3.9T5HFK8, 5.9T5HGF8, 5.9T5HGD6, 5.9T5HHY1, 05.9BTC2 [90] produced between 12/12/89 and 1/12/90)		
Detroit Diesel	DR-695 (91C-1)	V	3/28/91	1991 6V-92TA DDEC and DDEC COACH and 8V-92TA DDEC Heavy-Duty truck engines (MDD0552FZG5, MDD0552FLZ1, MDDO736FZHZ)	Emission labels missing the family emission level (FEL)	174
Ford Motor Company	87-18 DR-686 (90E91)	I	1/23/91	1984 Federal Ford F-150 and F-250 pickups and E-150 and E-250 vans with 5.0 liter engine and dual fuel tank (EFM5.0T2GAF2)	Excessive HC and evaporative emissions	61,059

Ford Motor Company	87-03 DR-702 (90E94)	I	5/13/91	1984 and 1985 Federal Ford Thunderbird, Mustang, LTD and Crown Victoria; Lincoln-Mercury Cougar, Capri, Continental, Grand Marquis, Mark VII and Town Car, and 1984 California Mark VII with 5.0L fuel injected engine. 1985 engine families consist of carryover calibrations from 1984 only (EFM5.0V5HBF7 [84] FFM5.0V5HBF8 [85])	Excessive HC emissions	640,837
Ford Motor Company	DR-737 (91E05)	I	12/2/91	1985-86 Federal Ford E-Series, F-Series and Bronco trucks with 4.9L engines sold for use at high altitude areas (FFM4.9T1HGG6 [85] GFM4.9T1HGG7 [86])	Excessive HC emissions	20,800
Ford Motor Company	DR-694 (90E92)	V	2/22/91	1986-87 California F-150, F-250 and Bronco with 5.0L engine (GFM5.0T5HAG9 [86] HFM5.0T5HAGX [87])	Split fuel vapor hose between fuel tank vapor valve and metal tube leading to canister. Problem found during CARB In-Use Testing	36,052

Ford Motor Company	DR-694 (91E04)	V	6/21/91	1986-87 California Ford F-150, F-250 and Bronco trucks with 4.9L engines and 1986-88 Ranger trucks with 2.3L engines (GFM4.9T1HGG7, GFM2.3T5FGG9 [86] HFM4.9T5HGG2, HFM2.3T5FGGX [87] JFM2.3T5FFG1 [88])	Expansion of recall campaign 90E92. Split fuel vapor hose between fuel tank vapor valve and metal tube leading to canister	72,600
Ford Motor Company	DR-553 (91E01)	V	2/22/91	1987 California Ford Mustang with 2.3L engine (HFM2.3V5FFG7)	Mat mount catalyst failure found during CARB In-Use Testing	6,884
Ford Motor Company	DR-742 (91E02)	V	8/28/91	1988-89 California Ford Festiva with 1.3L engine (JFM1.3V2FCZ4)	Electronic Engine Controller tolerances for the EGR valve position sensor (EVP) do not allow for normal carbon build up on the EGR valve pintle. Consequently, the EVP incorrectly senses the EGR not closing completely and illuminates the Check Engine light	20,400

					without a vehicle malfunction. Problem discovered during CARB In-Use testing	
Ford Motor Company	DR-719 (91E08)	V	8/28/91	1990 Federal Ford Probe with 3.0L engine and automatic transmission. Calibration 0-10B-R00 only (LFM3.0V5FEG1, LFM3.0V5FXG5)	Excessive CO emissions in Ford end of assembly line testing	24,700
Ford Motor Company	DR-741 (91E09)	V	11/25/91	1990-91 Federal and California Ford Tempo and Mercury Topaz with 2.3L engine and Ford Aerostar with 3.0L engine ([90 MY] -- LFM2.3V5HEF5, LFM2.3V5HXF9, LFM2.5V5HWF7, LFM2.3V5FWC9, LFM2.3V5FXC0, LFM3.0T5FYE6, LFM3.0T5FYK3, LFM3.0T5FEC9, LFM3.0T5FEDX) [91MY] -- MFM2.3V5HWF8, MFM2.3V5FWCX, MFM3.0T5FZE9, MFM3.0T5FZK6, MFM3.0T5FFDZ)	Defective throttle position sensor prematurely wears out causing an interruption of the sensor output signal	528,100
Ford Motor Company	DR-738 (91E11)	V	11/25/91	1991 California and High Altitude Ford F-150 with 5.0L engine produced from 9/22/90 through	California and High Altitude vehicles installed with Federal electronic	480

				10/8/90. (MFM5.8T5HAL6 calibration 1-54P-R11 only, MFM5.8T5HZC0 calibration 1-54X-R11 only)	engine controller	
Ford Motor Company	DR-739 (91E06)	V	12/20/91	1991 California Ford Explorer with 4.0L engine produced from 8/2/90 through 8/8/90 and F-Series truck with 5.0L engine (through 8/9/90); Lincoln-Mercury Capri with 1.6L engine (through 5/15/91) and Town Car with 4.6L engine (through 6/11/91). 1990-91 California 5.8L and 7.5L Heavy Duty engines (over 8,500 GVWR, various production periods depending on plant location) and 6.1L and 7.0L Heavy Duty engines (over 14,000 GVWR, produced through 5/6/91) ([90] -- LFM05.8BSA7, LFM07.5BSA7, LFM07.5BSB8, LFM07.0AGE9 [91] -- MFM4.0T5FAM0, MFM5.8T5HAL6, MFM1.6V5FYC2, MFM1.6V5FZK3, MFM4.6V5FDC7,	Bar Code section of the Vehicle Emission Control information or Important Engine Information labels contain incorrect, missing or extra characters	41,190

				MFM07.5BSB7, MFM07.0BGA7)		
General Motors	DR-690 (90-C-33 90-C-11 90-E-01 90-C-11)	V	3/27/91	1987-90 Federal and Calif. Buick Skylark, Chevy Beretta, Olds Cutlass Calais and Supreme; and Pontiac Grand Am and Grand Prix with 2.3L Quad IV (L-4) engine (H3G2.3V8XEW6 [87] J2G2.3V8XEWX, J2G2.3W8XEW4 [88] K2G2.3V8XEW0, K2G2.3W8XEW5 [89] L2G2.3V8XEW1, L2G2.3W8XEB2 L2G2.3W8XEW6 [90])	Integrated direct ignition (IDI) coil case cracks at high voltage terminals. External arcing occurs between the terminals and/or the terminal coil frame resulting in intermittent misfire, rough idle and ultimately a no start	376,363
General Motors	DR-718 (91E13)	V	6/28/91	1989-91 Chevy and GMC C series trucks with 6.0L Heavy Duty engine (LGM07.4BLA3 [90], MGM07.0BLA8 [91])	Distributor cap corrosion causes pre-ignition which may result in piston damage	10,503
General Motors	DR-740 (91C23)	V	9/13/91	1991 Federal Chevy and GMC C, K, G, R, P, and V series trucks with 4.3L, 5.7L, or 7.4L Heavy Duty engines and electronic automatic transmissions; and Chevy C series truck with 7.4L	Deposit build up on the TPS leads to intermittent low TPS output voltage signal which causes the transmission to operate in the default mode	51,275

				Light Duty engine and electronic automatic transmission (MGM04.3BLA2, MGM05.7BLA2, MGM07.4BNA6, M3G7.4T5GCT7)		
General Motors	DR-752 (91C05)	V	10/30/91	1991 California Pontiac LeMans with 2.0L engine (M1G2.0W5JFH8)	California vehicles distributed and/or sold in Federal areas	124
Isuzu	DR-734 90-30 (87C19)	I	11/8/91	1987 Federal Isuzu I-Mark and Chevy Spectrum with 1.5L engine (HSZ090V2FRG6)	Excessive CO emissions	100,000
Isuzu	DR-684 (91E355)	V	1/21/91	1991 California Impulse and Stylus (MSZ1.6V5FCEX, MSZ1.6V5FCD9)	ECM assembled with a 10K ohm resistor instead of the specified 1K ohm resistor. Results in the check engine light illuminating when engine coolant temperature is 67 F or below and a false diagnostic code 32	556
Mack	DR-732 (EC006)	V	10/10/91	1991 Mack E7-250, 300, 350; and EM7-250, 275, and 300 Heavy-Heavy-Duty engines (25)	Aneroid Puff Limiter (LDA) shaft retaining screw insufficiently	580

					tightened during manufacturing process. Screw loosens in service resulting in either a reduction of fuel delivery during accelerations accompanied by a loss of power or a smoke opacity above the 20 percent limit	
Mack	DR-650 (005)	V	3/11/91	1990 Mack E6-350 Heavy-Duty engines (23)	Incorrect reversing relay	227
Mitsubishi	DR-699 (EMR91-001 EMR91-002)	V	4/19/91	1987 California and Federal Mitsubishi Van and Wagon with 2.4L engine (MMT2.4T5FBD7)	Excessive evaporative emission in CARB In-Use Testing. Evaporative canister deterioration	7,961
Mitsubishi	DR-717 (SC-90-001)	V	7/24/91	1992 California Mitsubishi Diamante with 3.0L engine (NMT3.0V5FC29, NMT3.0V5FC18)	On-Board Diagnostic system may illuminate the Check Engine warning light and store an EGR trouble code although the EGR system is operating properly	582

Range Rover	DR-755 (H620)	V	2/8/91	1990 and 1991 California Range Rover with 3.9L engine ([90] -- LLR3.9T5FSS5 [91] -- MLR3.0T5FSS6)	High idle air control (IAC) valve replacement warranty rate per CARB regulations. Overly sensitive ECU logic incorrectly detects a malfunctioned IAC valve resulting in the false illumination of the malfunction indicator light (MIL) and storage of diagnostic code 48.	1,250
Subaru	DR-729 (WZS-43)	V	4/23/91	1987 California Subaru 4 door 4WD GL, 3 door 4WD GL and 4WD DL/GL Station Wagon (HFJ1.8T5HCR5)	Breakdown of catalyst material in front exhaust pipe. Defective catalysts found during CARB In-Use Testing	3,054
Subaru	DR-723 (WZQ-45)	V	7/23/91	Federal and California 1987 Subaru Justy DL/GL; 1988-89 Justy DL/GL/4WD GL; 1989 Justy 4WD RS; 1990 Justy 3 door DL/GL, 4WD GL,	Breakage of the flex-joint in the rear exhaust pipe results in an exhaust leak upstream of the rear	75,351

				3 door Fun-Justy, 3 door 4WD Fun-Justy, 5 door 4WD GL (HFJ1.2V2HBY8 (Fed. & Calif.), JFJ1.2V2HFY9, JFJ1.2V2HFX8, KFJ1.2V2HFYX, LFJ1.2V2HFY0, LFJ1.2V5FFT1 (Federal), JFJ1.2V2HCC9, JFJ1.2V2HCDX, KFJ1.2V2HCCX, LFJ1.2V5FCW9 (Calif.))	catalytic converter	

* Type: I = Influenced - Voluntary recall after EPA investigation
V = Voluntary - Voluntary recall without EPA investigation