

1992 Calendar Year Emission Related Recalls

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

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<u>Manufacturer</u>	<u>Case/Defect/ (Campaign) Number</u>	<u>Type*</u>	<u>Date of Owner Notification</u>	<u>Vehicle Class</u>	<u>Emission Problem</u>	<u>Number of Vehicles Recalled</u>
Chrysler Corporation	88-20 DR-700 (500/501)	I	2/21/92	1986 Federal Plymouth Horizon and Turismo; Dodge Omni and Charger with 2.2L engine (GCR2.2V2HDH6)	Excessive HC and CO	141,000
Chrysler Corporation	90-22 DR-744 (515)	I	11/20/92	1987 Federal Chrysler Newport and Fifth Avenue; Plymouth Gran Fury and Dodge Diplomat with 5.2L engine, A999 transmission and located in high altitude areas (HCR5.2V2HAP2)	Excessive HC and CO	1,160
Chrysler Corporation	90-50 DR-792 (543)	I	12/23/92	1987 Federal Plymouth Horizon and Turismo; Dodge Omni and Charger with 2.2L engine (HCR2.2V2HDH7)	Excessive NOx	275,844
Chrysler Corporation	DR-781 DR-713 (323T)	V	8/10/92	1990 California Jeep Wrangler with 4.2L engine (LAM258T2HEA8)	Carburetor defects result in high carburetor warranty replacement rate per California Air Resources Board (CARB) regulations.	4,623
Chrysler Corporation	DR-682 (312T)	V	7/7/92	1987 California Jeep Wrangler, J-10 truck, AMC Eagle sedan and AMC Eagle wagon with 4.2L engine (HAM258T2HEA2)	Excessive HC, CO and NOx in CARB in-use testing	5,246
Chrysler Corporation	DR-735 (316T)	V	7/22/92	1988 California Jeep Comanche, Cherokee and Wagoneer with 4.0L engine (JAM242T5LND7)	Excessive NOx in CARB in-use testing	27,551
Chrysler Corporation	DR-793 (329T)	V	7/31/92	1989 California Jeep Comanche, Cherokee and Wrangler with 2.5L engine produced after 11/27/88 (KAM150T5LAD9)	Excessive HC, CO and NOx due to catalyst biscuits installed too far to the rear of the catalyst.	1,608

Chrysler Corporation	DR-715 (514) (516) (517) (518) (519) (520)	V	6/18/92 7/30/92	1990 California Plymouth Horizon and Sundance; Dodge Omni and Shadow with 2.2L engine built after 1/1/90. 1991 Plymouth Sundance and Dodge Shadow with 2.2L engine built through 7/3/91. 1991 Chrysler New Yorker, Fifth Avenue and Imperial; Dodge Dynasty with 3.3L engine ([90] -- LCR2.5V5FCEX [91] -- MCR2.5V5FCE0 MCR3.8V5FCF5)	Incorrect bar code and component identification sections of the Vehicle Emission Control Information (VECI) label	20,885
Chrysler Corporation	DR-750 (529) (530) (531) (532)	V	7/27/92	1992 California Plymouth Sundance and Acclaim; Dodge Shadow, Spirit and Daytona with 2.5L engine and manual transmission. Plymouth Sundance and Acclaim; Dodge Shadow, Spirit and Daytona; Chrysler Lebaron with 2.5L turbocharged engine. Plymouth Sundance and Dodge Shadow with 2.2L engine. All vehicles built before 10/10/91 (NCR2.5V5HHP8, NCR2.5V5FCA8 NCR2.5V5FCE1)	Incorrect bar code and component identification sections of the VECI label	843
Detroit Diesel	DR-789 (92C1)	V	8/21/92	1992 Model Series 60 11.1L heavy-duty diesel engines (NDD11.1FZFA)	Excessive NOx due to a defective electronic control module (ECM) calibration	132
Diamond Star	DR-776 (EMR92-003) (EMR92-004) (EMR92-005) (EMR92-006)	V	1/31/92 2/3/92 6/12/92 6/16/92	1991-1992 California and Federal Mitsubishi Eclipse; Plymouth Laser and Eagle Talon with 2.0L turbo-charged engine ([91] -- MDS2.0V5FF39 {FED} MDS2.0V5FC33 {CALF} [92] -- NDS2.0V5FF3X {FED} NDS2.0V5FC34 {CALF})	Thermal decomposition of teflon and glass-fiber spacer within the oxygen sensor. Silicon content of the glass- fiber sticks to the oxygen sensor element	36,658

					resulting in a reduced electrical output of the oxygen sensor.	
Ford Motor Company	90-19 DR-757 (91E10)	I	5/8/92	1987 Federal Ford Taurus and Taurus Wagon; Mercury Sable and Sable Wagon with 3.0L engine (HFM3.0V5FEG6)	Excessive CO	306,000
Ford Motor Company	90-38 DR-553 (91E13) (91E14)	I	6/11/92	1987-1989 Federal Ford Mustang with 2.3L engine produced before 4/1/89; 1986-1986-1987 Federal Ford Mustang and Capri with 5.0L engine; 1988-1989 Federal Ford Mustang and Lincoln Mark VII (before 10/1/88) with 5.0L engine; 1986 Federal Ford Thunderbird and Mustang and Mercury Cougar and Capri with 3.8L engine (after 12/31/85); 1987-1988 Federal Ford Thunderbird and Mercury Cougar with 3.8L engine ([86] -- GFM3.8V5HHF9 GFM5.0V5HBF9 [87] -- HFM2.3V5FFG7 HFM3.8V5HHFX HFM5.0V5HBFX [88] -- JFM2.3V5FFG0 JFM3.8V5HHF3 JFM5.0V5HBF3 [89] -- KFM2.3V5FFG1 KFM5.0V5HBF4)	Excessive HC and CO due to mat-mount catalyst failure	821,900
Ford Motor Company	89-02 DR-778 (91E17)	I	7/13/92	1986 Federal Ford Escort and Mercury Lynx with 1.9L engine (GFM1.9V2GDF9)	CO and NOX exceedence. NOX exceedence due to leaking diaphragm in PCV valve	132,000
Ford Motor Company	91-12 DR-731 (91E16)	I	8/18/92	1988-1990 Federal and California Ford Taurus, Mercury Sable and Lincoln Continental with 3.8L engine ([88] -- JFM3.8V5FFF4 {FED} [89] -- KFM3.8V5FFF5 {FED})	Excessive evaporative emissions due to oil from the PCV system collecting in the crankcase vent tube, dripping	412,250

				KFM3.8V5FFC2 {CALF} [90] -- LFM3.8V5FFF6 LFM3.8V5FYFX {FED} LFM3.8V5FFC3 LFM3.8V5FYC7 {CALF}}	into the canister purge line connection and blocking the purge vacuum signal	
Ford Motor Company	DR-770 (92E26)	I	4/8/92	1991 Ford 7.8L Heavy-Duty Diesel engines produced between 5/21/91 and 6/25/91. Calibration 1-85C-R00 only (MFM07.8FPK8)	Particulate exceedence in SEA testing.	80
Ford Motor Company	DR-668 (90E95)	V	2/26/92	1990 Ford F-Series truck with 7.0L Heavy Duty engines. Only calibration 0-87H-R10 produced from 3/21/90 through 6/5/90 (LFM07.0AEG9)	Excessive CO due to a misbuild. Thermactor air system manufactured with the wrong vacuum harness	900
Ford Motor Company	DR-791 (92E22)	V	4/8/92	1989 Federal and California Ford Thunderbird and Mercury Cougar with 3.8L engine (KFM3.8V5FAF6, KFM3.8V5FEG3 [FED] KFM3.8V5FAC3, KFM3.8V5FED1 [CALF])	Fuel tank vapor hose disconnected from fuel tank vapor valve	201,100
Ford Motor Company	DR-553 (91E03)	V	1/24/92	1986-1989 California Ford Mustang and Mercury Capri with 2.3L, 3.8L or 5.0L engine. 1986-1988 California Ford Thunderbird and Mercury Cougar with 3.8L or 5.0L engine. 1988 California Ford Mark VII with 5.0L engine ([86] -- GFM3.8V5HHC6 (produced after 12/31/85) [87] -- HFM3.8V5HHC7, HFM5.0V5HBC7 [88] -- JFM2.3V5FFG0 (before 4/1/89),JFM5.0V5HBC0 [89] -- KFM2.3V5FFG1 (before 4/1/89),KFM5.0V5HBC1 (before 10/1/88))	Mat-mount catalyst failure found during CARB in-use testing.	86,750
Ford Motor Company	DR-748 (91E07)	V	1/24/92	1988-1989 California Ford Tempo and Mercury Topaz with 2.3L engine (JFM2.3V5HEH5 [88] KFM2.3V5HEH6 [89])	Excessive NOX emissions in CARB in-use testing	60,400

Ford Motor Company	DR-747 (91E12)	V	3/31/92	1988-1989 California Ford Escort with 1.9L engine. Calibrations 8-07E-R00 and 8-07E-R10 only ([88] -- JFM1.9V2HMK3 [89] -- KFM1.9V2HMK4)	Excessive NOx emissions and illegible VECI labels found in CARB testing	19,300
Ford Motor Company	DR-745 (91E15)	V	3/31/92	1988 California Ford Taurus, Mercury Sable and Lincoln Continental with 3.8L engine (JFM3.8V5FFC1)	Excessive HC and NOX in CARB in-use testing	17,900
Ford Motor Company	DR-767 (91E19)	V	3/27/92	1989-1991 California and Federal Ford Mustang with 5.0L engine ([89] -- KFM5.0V5HBF4 KFM5.0V5HBC1 [90] -- LFM5.0V5HBF5 LFM5.0V5HBC6 [91] -- MFM5.0V5HBC7)	Intermittent loss of contact at a wiring harness connector activates check engine light and stores EGR valve position sensor (EVP) code although EVP is functioning properly.	140,000
Ford Motor Company	DR-768 (92E20)	V	4/8/92	1992 California Lincoln Town Car Limousine with 4.6L engine. Calibration 1-18S-R05 only (NFM4.6V5FDC8)	Misbuild. Vehicles assembled with incorrect electronic engine control processor (EEC)	200
Ford Motor Company	DR-769 (92E24)	V	3/16/92	1992 California and Federal Ford Thunderbird and Mercury Cougar with 3.8L engine. Calibrations 2-16F-R10 (FED) and 2-16T-R10 (CALF) only (NFM3.8V5FJF9 {FED} NFM3.8V8FJC6 {CALF})	Misbuild. Vehicles assembled with incorrect EEC	3,400
Ford Motor Company	DR-771 (92E29)	V	5/18/92	1992 California and Federal Ford Taurus and Mercury Sable with 3.8L engine. Calibrations 2-16C-R10 (FED -- produced between 1/8/92 and 3/13/92) and 2-16Q-R10 (CALF -- produced between 11/18/91 and 3/13/92) (NFM3.8V5FJF9 {FED} NFM3.8V5FJC6 {CALF})	Misbuild. Vehicles assembled with incorrect EEC. Expansion of recall campaign 92E24	18,500
Ford Motor Company	DR-741 (92E21)	V	6/18/92	1990 and 1991 Federal and California Ford Probe with 3.0L engine ([90] -- LFM3.0V5FEG1)	Excessive CO due to the TPS sensor prematurely	41,600

				LFM3.0V5FXG5 {FED} LFM3.0V5FED9 LFM3.0V5FXD2 {CALF} [91] -- MFM3.0V5FXG6 MFM3.0V5FYG8 {FED} MFM3.0V5FXD3 MFM3.0V5FYD5 {CALF})	wearing out and causing an interruption of the sensor output signal to the EEC.	
Ford Motor Company	DR-786 (91E18)	V	5/8/92	1988 Ford Ranger with 2.3L engine and manual transmission. Calibrations 8-49G-R00 & R10 and 8-49T-R00 & R10 only (JFM2.3V5FFG1)	Excessive HC in CARB in-use testing	20,400
General Motors	89-27 DR-758 (87C14)	I	6/16/92	1987 Federal Buick Regal and Grand National with 3.8L turbocharged engine (H2G3.8V9XEBO)	Excessive CO emissions	25,000
General Motors	DR-780 (91C32) (91E16)	I	7/22/92	1991 Federal Chevrolet and GMC C/K 1500 and 2500 series trucks with 6.2L diesel engine and manual transmission produced through 1/29/91 (M3G6.2K7ZZ71)	Excessive HC and particulate levels due to incorrect injection timing and cold advance schedules	126
General Motors	DR-743 (92C11)	V	2/24/92	1992 Federal and California Chevrolet Corvette with 5.7L (LT1) engine (N1G5.7V8GBK8)	Corrosion of an internal distributor component causes an electrical short in the distributor. The electrical short triggers the "service engine light" (code 16) and creates an engine stall with a no start condition.	6,723
General Motors	DR-779 (92-E-21)	V	8/14/92	1992 4.3L Heavy Duty Engine Retrofit kits sold to United Parcel Service for use on P4 trucks (NGM04.3BLA1)	Retrofit kits were incorrectly packaged with a 1991 PROM	2,175
Isuzu	90-28 DR-791 92E861 86C29	I	12/18/92	1986 Federal high and low altitude Isuzu I-Mark and Chevrolet Spectrum with 1.5L engine and automatic	Excessive CO	61,287

				transmission; manual transmission vehicles at high altitude only (GSZ090V2FNG8)		
Mack	DR-762 (EC007)	V	6/9/92	1992 Mack E7 (728 CID) Heavy Duty engines (25)	Washers for the injection pump timing adjustment screws are made from improperly hardened steel. The soft washers deform during installation and torquing resulting in a fully retarded injection timing.	556
Mazda	91-25 DR-797 (47206)	I	7/31/92	1988-1993 Federal B2200 trucks with 2.2L engine located in high altitude areas (JTK2.2T2HFG7 [88] KTK2.2T2HFG8 [89] LTK2.2T2HFG9 [90] MTK2.2T2HFGX [91] NTK2.2T2HFG0 [92] PTK2.2T2HFG2 [93])	Excessive CO	3,573
Mazda	DR-753 (45206)	V	9/4/92	1990 Federal and California Miata (MX-5) with 1.6L engine (LTK1.6V5FFS3 {FED} LTK1.6V5FCS8 {CALF})	Mat-mount catalyst failure.	16,688
Mazda	DR-794 (48212)	V	12/7/92	1990 and 1991 California MX-6 and 626 with 2.2L engine ([90] -- LTK2.2V5FCK3 [91] -- MTK2.2V5FCK4)	Carbon deposits on EGR valve seat result in false illumination of the malfunction indicator light (MIL)	1,118
Mitsubishi	91-07 DR-772 (EMR92-001) (EMR92-010) (523) (524)	I	1/31/92 6/2/92 5/21/92 7/31/92	1987-1989 Federal and California Mitsubishi Starion and Chrysler Conquest with 2.6L turbocharged engine ([87] -- HMT2.6V5FFC3 {FED} HMT2.6V5FBC6 {CALF} [88] -- JMT2.6V5FFC7 {FED})	Excessive CO emissions	40,338

				JMT2.6V5FBCX {CALF} [89] -- KMT2.6V5FF16 {FED} KMT2.6V5FB19 {CALF}}		
Mitsubishi	DR-774 (EMR92-003) (EMR92-004) (EMR92-005) (EMR92-006)	V	2/13/92	1991-1992 California and Federal Mitsubishi Galant with 2.0L turbocharged engines ([91] -- MMT2.0V5FF37 {FED} MMT2.0V5FC31 {CALF} [92] -- NMT2.0V5FF38 {FED} NMT2.0V5FC32 {CALF}))	Thermal decomposition of teflon and glass-fiber spacer within the oxygen sensor. Silicon content of the glass- fiber sticks to the oxygen sensor element resulting in a reduced electrical output of the oxygen sensor	2,401
Mitsubishi	DR-761 (EMR92-007)	V	3/16/92	1986 California Mitsubishi truck with 2.0L engine (GMT2.0T2FBT2)	Excessive HC, CO and NOX emissions in CARB in-use testing	8,175
Mitsubishi	DR-759 (EMR92-008)	V	4/1/92	1985 California Mitsubishi truck with 2.0L engine (FMT2.0T2FCA1)	Excessive HC, CO and NOX emissions in CARB in-use testing	6,470
Mitsubishi	DR-760 (EMR92-002)	V	3/16/92	1986 California Mitsubishi Cordia and Tredia with 2.0L engine (GMT2.0V2FCA1)	Excessive HC, CO and NOX emissions in CARB in-use testing	3,212
Mitsubishi	DR-766 (EMR92-009)	V	6/2/92	1986 California Mitsubishi Truck and Montero with 2.6L engine (GMT2.6T2FBT5)	Excessive HC, CO and NOX emissions in CARB in-use testing	1,307
Nummi	91-26 DR-788 (N03) (88C30)	I	8/21/92 10/27/92	1988 Federal Chevrolet Nova and Toyota Corolla FX with 1.6L engine located in high altitude areas (JNT1.6V2HFF6)	CO exceedence	3,363
Saab	DR-795 (281)	V	8/24/92	1990-1992 California 900 with 2.0L turbocharged engine	Over sensitive EGR temperature	1,602

				([90] -- LSA2.0V5FTE8 [91] -- NSA2.0V5FTB2 [92] -- MSA2.0V5FTB3)	sensor falsely signals an EGR no-flow condition to the ECM causing the MIL to illuminate unnecessarily.	
Volkswagen	DR-796 (SE)	V	10/15/92	1990 Federal Fox with 1.8L engine (LVW1.8V6F9A3)	Incorrect VECI label	21,000
Volvo	DR-763 (RXWX9260)	V	2/12/92	1988-90 White and WhiteGMC trucks with Volvo 586 CID TD102 and 730 CID (12.0L) TD122 engines produced between 6/29/87 and 4/11/89 ([88] -- JVT0586FPA8, JVT0730FPA6 [89] -- KVT0586FPA7, KVT0730FPA3 [90] -- LVT12.0FPA2)	The shutter disc of the charge air cooler bypass valve fails. Pieces of the disc are ingested into engine cylinder number 5 and/or 6 resulting in a loss of compression and engine shut down	238