

1995 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>Case/Defect Report</u>	<u>Manufact'r</u>	<u>Campaign Number</u>	<u>Type*</u>	<u>Date of Owner Notif.</u>	<u>Vehicle or Engine Class</u>	<u>Engine Families</u>	<u>Emission Problem</u>	<u>Number of Vehicles Recalled</u>
DR-970	Caterpillar Corporation	95C17	V	1/15/95	1994 California GM heavy-duty trucks with 170 hp and 250 hp Caterpillar model 3116 engines	94 RCP403DZDAAA, 94 RCP403DZDABA {CA}	Federal version vehicle sold in California and lacking catalyst.	25
DR-1019	Chrysler Corporation	558	V	4/26/95	1990 California Jeep Cherokee, Comanche, and Wrangler with 2.5L engine built after 0/30/89.	90 LAM150T5LADX {CA}	Catalytic converter failure due to thermal expansion of the can.	3,044
DR-1016	Chrysler Corporation	617	V	5/25/95	1989 & 90 Federal Jeep Cherokee, Comanche, and Wrangler with 2.5L engine built after 11/27/88.	89 KAM2.5T5LAD8 90 LAM2.5T5LAD9 {Fed}	Catalytic converter failure due to thermal expansion of the can.	35,953
91-42/DR-931	Chrysler Corporation	622	I	5/31/95	1985-90 Jeep Wrangler, CJ-7, J10, and Grand Wagoneer; and AMC Eagle all with 4.2L carbureted	85 FAM4.2T2HEA7 85 FAM258T2HEA0 86 GAM4.2T2HEA8 86 GAM258T2HEA1 87 HAM4.2T2HEA9	Failure of PCV (positive crankcase ventilation) system solenoid and/or hoses causes excessive HC, CO, or	138,763

					<i>engine. (Registered outside California.)</i>	88 JAM4.2T2HE78 88 JAM4.2T2HEA2 88 JAM258T2HEA6 {50ST}	<i>NOx depending upon failure mode.</i>	
DR-931	Chrysler Corporation	623	I	5/30/95	1985-88 Jeep Wrangler, CJ-7, J10, and Grand Wagoneer; and AMC Eagle - all with 4.2L carbureted engine. (Registered in California.)	85 FAM4.2T2HEA7 85 FAM258T2HEA0 86 GAM4.2T2HEA8 86 GAM258T2HEA1 87 HAM4.2T2HEA9 88 JAM4.2T2HE78 88 JAM4.2T2HEA2 88 JAM258T2HEA6 {50ST}	<i>Failure of PCV (positive crankcase ventilation) system solenoid and/or hoses causes excessive HC, CO, or NOx depending upon failure mode.</i>	13,013
DR-933	Chrysler Corporation	625	V	1/3/95	1987-94 Jeep Wranglers with plastic fuel tanks. (Registered in California.) Safety and emissions recall.	All 1987-94 Wrangler engine families. {50ST}	<i>Fuel tank sending unit gaskets may crack and leak.</i>	41,666
92-04/DR-968	Chrysler Corporation	637	I	4/28/95	1989 Federal high altitude 2.2L Plymouth Horizon, Sundance, and Reliant; and Dodge Omni, Shadow, and Aries. 1989 Federal high altitude 2.5L Dodge Daytona,	89 KCR2.5V5FBD6 {Fed}	<i>New Powertrain Control Module with a leaner calibration installed to correct excessive CO problem.</i>	7,500

					<i>Spirit, and Dynasty; Plymouth Acclaim; and Chrysler LeBaron.</i>			
<i>91-42/DR-931</i>	<i>Chrysler Corporation</i>	<i>647</i>	<i>I</i>	<i>10/25/95</i>	<i>1989 & 90 High Altitude Jeep Wrangler, CJ-7, J10, and Grand Wagoneer; and AMC Eagle - all with 4.2L carbureted engine.</i>	<i>89 KAM4.2T2HEA3 90 LAM4.2T2HEA4 {50ST}</i>	<i>Failure of PCV (positive crankcase ventilation) system solenoid and/or hoses causes excessive HC, CO, or NOx depending upon failure mode.</i>	<i>2,601</i>
<i>DR-931</i>	<i>Chrysler Corporation</i>	<i>649</i>	<i>I</i>	<i>11/13/95</i>	<i>1989 & 90 Jeep Wrangler, CJ-7, J10, and Grand Wagoneer; and AMC Eagle - all with 4.2L carbureted engine. (Registered in California.)</i>	<i>89 KAM258T2HEA7 89 KAM4.2T2HEA3 90 LAM4.2T2HEA4 {50ST}</i>	<i>Failure of PCV (positive crankcase ventilation) system solenoid and/or hoses causes excessive HC, CO, or NOx depending upon failure mode.</i>	<i>4,910</i>
<i>DR-946</i>	<i>Cummins Engine Company, Inc.</i>	<i>C-95-200</i>	<i>V</i>	<i>3/21/95</i>	<i>1992 & 93 Flxible and Gillig urban buses with L10-280E heavy duty engines. (Registered in California.)</i>	<i>92 NCE0611FZE5 93 PCE0611FZE3 {50ST}</i>	<i>Clogged particulate trap. Remove trap and install catalytic muffler.</i>	<i>144</i>

92-39/ DR- 942	Ford Motor Company	94E54	I	2/24/95	1990 Federal Ford Taurus and Probe, and Mercury Sable with 3.0L engine produced after November 1, 1989.	90 LFM3.0V5FXG5 {Fed}	Excessive CO to be corrected by a catalytic converter replacement.	248,998
DR- 950	Ford Motor Company	95B75	V	11/22/95	1989-92 MY 7.5L heavy duty engine for Motor Homes.	89 KFM07.5BTB0 90 LFM07.5BSB8 91 MFM07.5BSB7 92 NFM07.5BSB6 {50ST}	Calibration problem. Catalyst becomes too hot and fails. New PCM, catalyst, and IAC valve installed.	3,800
DR- 1013	Ford Motor Company	95E56	V	6/30/95	1995 2.5L Ford Contour and Mercury Mystique	95 SFM2.5VJGFEA- {50ST} 95 SFM2.5VJG1EA {CA}	Excessive NOx corrected by installing a new Powertrain Control Module with a different calibration.	11,000
DR- 953	Ford Motor Company	94E55	V	3/31/95	1995 Taurus flexible fuel vehicle with 3.0L engine	95 SFM3.0V8FAEA {Fed} 95 SFM3.0V8F2EA {CA}	Built with incorrect fuel vapor valves.	107
DR- 975	Ford Motor Company	95E53	I	4/14/95	1986 Federal Ford Escort, EXP, and Mercury Lynx with 1.9L engine which were subject to prior recalls 91E17, 93E38, or	86 GFM1.9V2GDF9 {Fed}	Re-recall of vehicles repaired improperly. Found during EPA audit.	41,217

					<i>93E39 and which were repaired prior to August 1, 1994</i>			
<i>DR-952</i>	<i>Ford Motor Company</i>	<i>94E52</i>	<i>V</i>	<i>3/3/95</i>	<i>1995 California and Federal Econoline trucks with 4.9L, 5.0L, 5.8L, and and 7.5L engines built from 11/22 to 11/29/94</i>	<i>95 SFM4.988GAJA, 95 SFM5.888GBJB, 95 SFM5.888GAKA {Fed} 95 SFM7.5B8GACA, 95 SFM7.5C8GARA {50ST} 95 SFM4.9H8G1JA, 95 SFM4.9J8G1JA, 95 SFM4.988G0JA, 95 SFM5.088G0JA, 95 SFM5.9J8G1EB, 95 SFM5.8H8G1EA, 95 SFM7.5B8G1CA {CA}</i>	<i>Cracked ignition module substrate causes a no-start condition.</i>	<i>4,358</i>
<i>DR-955</i>	<i>General Motors</i>	<i>95-C-18</i>	<i>V</i>	<i>3/1/95</i>	<i>1990-91 Federal Chevrolet and GMC model C5H, C6H, and C7H; and 1992-94 and some 1995 C6H and C7H model medium-duty trucks all with 6.0L</i>	<i>90 LGM07.4BLA3 91 MGM07.0BLA8 92 NGM07.0BLA7 93 PGM07.0BLA5 94 RGM7.0C5GAAA 95 SGM7.0C5GAAA {Fed}</i>	<i>Piston failure due to premature spark plug firing caused by faulty ignition components.</i>	<i>19,399</i>

					<i>engine and automatic transmission.</i>			
<i>DR-971</i>	<i>General Motors</i>	<i>95-C-31</i>	<i>V</i>	<i>5/8/95</i>	<i>1995 Federal S/T model trucks with 4.3L engine.</i>	<i>95 S3G4.319GFEJ, 95 S3G4.429GFGJ, 95 S3G4.379GBEA {Fed}</i>	<i>No-start condition caused by liquid intrusion into crankshaft position sensor connector.</i>	<i>139,685</i>
<i>DR-960</i>	<i>General Motors</i>	<i>90-C-52</i>	<i>V</i>	<i>6/26/95</i>	<i>1990 California Buick Skylark; Chevrolet Beretta; Oldsmobile Cutlass, Calais, and Supreme; and Pontiac Grand Am, and Grand Prix all with 2.3L engine.</i>	<i>90 L2G2.3W8XEB2 {CA}</i>	<i>Cracked ignition coil housing causes misfire.</i>	<i>1,850</i>
<i>DR-986</i>	<i>General Motors</i>	<i>91-C-50</i>	<i>V</i>	<i>2/8/95</i>	<i>1991 California Chevrolet and GMC C/K and G trucks and M vans all with 4.3L engine.</i>	<i>91 M3G4.3T5TAA3 {CA}</i>	<i>Excessive HC found in California Air Resources Board (CARB) testing.</i>	<i>20,078</i>
<i>DR-1020</i>	<i>General Motors</i>	<i>96-C-04</i>	<i>V</i>	<i>11/29/95</i>	<i>1996 California Geo Metro with 1.0L and 1.3L engines.</i>	<i>96 TSK1.0V5G2EK {CA} 96 TSK1.3V5GDFB {CA}</i>	<i>Tune-up label error. New VECI label installed.</i>	<i>240</i>
<i>DR-1021</i>	<i>General Motors</i>	<i>95-C-30</i>	<i>V</i>	<i>6/9/95</i>	<i>1995 California Chevrolet Cavalier and Pontiac Sunfire with 2.2L engine.</i>	<i>95 S1G2.2V7GFEA {CA}</i>	<i>Tune-up label error. New VECI label installed.</i>	<i>107</i>

DR-954	Hyundai	027	V	8/14/95	1992 California Sonata with 2.0L engine.	92 NHY2.0V5FCA8 {CA}	Oxygen sensor failure leads to catalytic converter break up.	921
DR-913	Mack Trucks, Inc.	EC009	V	4/5/95	1994 EM7-300 truck with 728 CID heavy duty engine, both 250 and 275 hp.	94 RMK728EGDASW, 94 RMK728EGDARA	Engines produced with wrong turbocharger.	119
DR-978	Toyota	SSC SO2	V	10/25/95	1993-94 4WD Landcruiser	93 PTY4.5T5FBB6, 94 RTY4.58JGAEA {50ST}	Oxygen sensor failure.	19,255

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