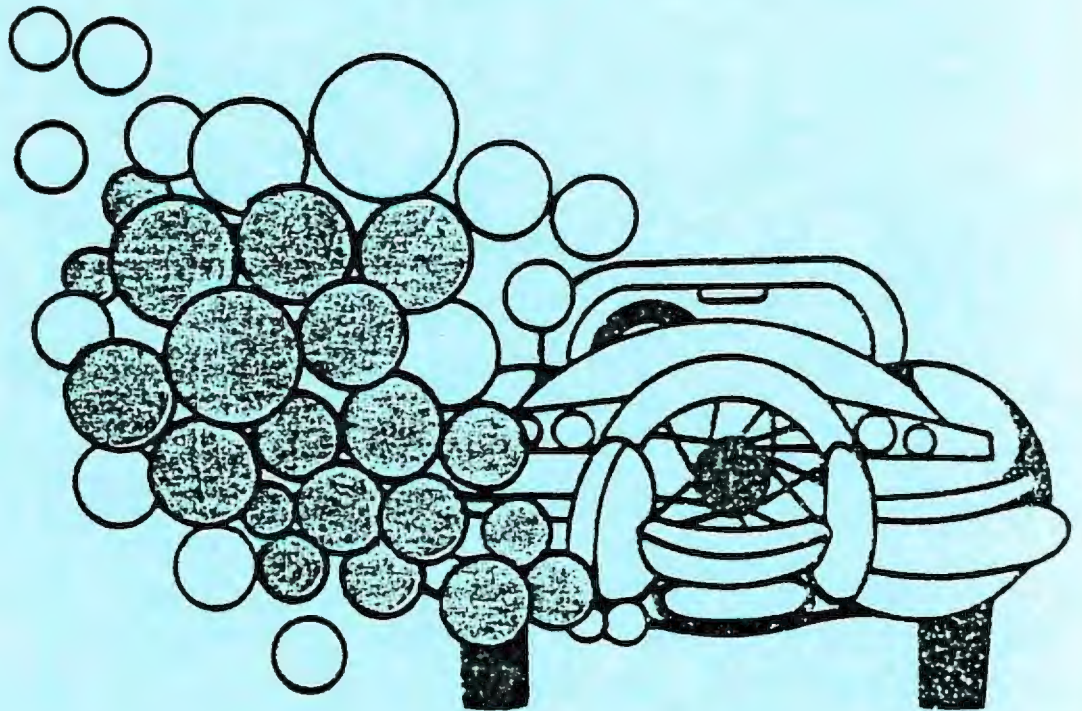




# Emission Recall Report



## Introduction

Section 207(c) of the Clean Air Act (Act) provides that if a substantial number of any class of vehicles or engines, although properly maintained and used, do not conform to the emission standards when in actual use, the Administrator of the Environmental Protection Agency (EPA) shall order the manufacturer to submit a remedial plan to remedy the nonconformity.

In many cases the Office of Enforcement, through its Mobile Source Enforcement Division, is either directly or indirectly responsible for the recall of nonconforming vehicles, although the manufacturers often declare recalls without EPA intervention. This report is a cumulative listing of all recalls announced during the calendar year 1978.

The auto-related emission standards were established by the Act to protect and enhance the quality of the Nation's air so as to promote the public health and welfare. Hydrocarbon (HC) and oxides of nitrogen (NOx) emissions contained in the exhaust of motor vehicles form photochemical oxidants when exposed to sunlight. Photochemical oxidants may cause irritation to the respiratory system, eyes, and mucous membranes. It is particularly hazardous to the health of the elderly and very young. Carbon monoxide (CO), another component of the vehicle exhaust emissions, combines with

hemoglobin in the blood stream reducing the amount of oxygen distributed throughout the body. Carbon monoxide is harmful to persons who have heart ailments, lung disease, anemia, or cardiovascular diseases. Those in-use vehicle classes found to be in noncompliance with the emission standards established in the Act are subject to recall.

Informal recall investigations are continually being initiated by the Office of Enforcement. These often come to EPA's attention through in-use testing programs, or citizen reports. All reports of possible emission control system failures are reviewed. If a widespread problem appears to exist, a formal investigation is initiated. This investigation may indicate that a substantial number of vehicles are not complying with Federal standards. In this case, a recall of these vehicles would be considered.

If a manufacturer determines that a specific emission-related defect exists in twenty-five or more vehicles within a model year, a defect report (DR) must be submitted to the EPA not more than 15 working days after the defect is found. Defect reports give a description of the possible defect, the number and type of vehicles estimated to have the problem, the emissions impact of the defect, and any indication of manufacturer follow-up. These reports are available for review at the Public Information Center at the Environmental Protection Agency, 401 M Street, S.W., Washington, D.C. 20460.

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Recalls are classified as either ordered (O), influenced (I), or voluntary (V). If the results of a formal EPA investigation indicate that a class of cars does not comply with the provisions of the Clean Air Act, a recall is ordered. When the manufacturer voluntarily recalls the defective cars after EPA has initiated an investigation, the recall is considered influenced. Those recalls conducted prior to an EPA investigation are considered voluntary.

After a recall is ordered, the manufacturer has 45 days to submit a remedial plan to the EPA for approval, or request a hearing to contest the decision. The remedial plan describes the proposed repair, the recall implementation procedures, and the proposed owner and dealer notification letters. After the remedial plan has been approved, the manufacturer notifies the affected owners that the emissions nonconformity in their vehicles will be repaired free of charge.

The first section of this report lists the number of foreign and domestic recall campaigns announced in 1978. These include ordered, influenced, and voluntary recalls that have already been initiated by the manufacturer as well as recalls in which the remedial plan has not yet been approved by the EPA. The second section is a more comprehensive listing of the facts concerning each specific case.

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EPA invites the public to report potential emission control component failures. Persons with emission problems or inquiries about other recalls should write to:

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

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



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SUMMARY TABULATIONS  
(January 1, 1978 - December 31, 1978)

Motor Vehicle Emission Recall Campaigns

<u>Manufacturer</u>	<u>Number of Recall Campaigns</u>	<u>Number of Vehicles Recalled</u>
I. Domestic		
American Motors Corporation	2	452,707
Chrysler Corporation	5	265,215
Ford Motor Company	11	3,388,740
General Motors Corporation	<u>3</u>	<u>114,000</u>
Total	21	4,220,662
II. Foreign		
American Honda Motor Company, Inc.	1	422,610
British Leyland Motors, Inc.	2	55,330
Fiat Motors of North America, Inc.	2	11,043
Nissan Motor Company (Datsun)	1	147,490
Volvo of America Corporation	<u>1</u>	<u>2,826</u>
Total	7	639,299
Total Domestic and Foreign		4,859,961

DOMESTIC EMISSION RECALL CAMPAIGNS

Case/Defect Number	Status	Date of Owner Notification	Vehicle Class	Emission Problem	Number of Vehicles Recalled
<u>American Motors Corporation</u>					
77-5	0	(has not started)	All Federal 1976 cars; Federal Post Office Dispatchers built between 9/1/74 and 7/30/77; Federal 1976 CJ5/7 Jeep with 232 CID engine	Defective EGR backpressure transducer resulting in excessive NOx emissions	330,330
77-5	I	(has not started)	All 1974, 1975 and 1976 California cars; all 1974-78 California Jeep vehicles; all 1976 Canadian cars; all 1976 Federal Jeeps with engines other than the 232 CID	Defective EGR backpressure transducer resulting in excessive NOx emissions	122,377
<u>Chrysler Corporation</u>					
78-3/DR-43	V	9/22/78	1976 and 1977 Dodge Colts, and Plymouth Arrows passenger cars equipped with 1.6 or 2.0 liter engines	Defective reed valve in the air injection system resulting in excessive CO and HC emissions	198,454

Case/Defect Number	Status	Date of Owner Notification	Vehicle Class	Emission Problem	Number of Vehicles Recalled
78-1	0	(has not started)	1978 318 CID engines: Plymouth Fury, Dodge Monaco Charger, Magnum, and Chrysler Cordoba	Excessive CO emissions	66,000
DR-35	V	4/24/78	1978 Plymouth and Dodge Light Duty Trucks with 318, 360 or 440 CID engines and dual Evaporative Control System canisters	Defect in evap- orative control system canister resulting in excessive HC emissions	695
DR-44	V	6/6/78	1978 Dodge D100 Trucks equipped with Federal Light Duty Cycle 318 or 360 CID Engines	Omission of a feed wire harness causing the choke heater circuit to be in- operative and resulting in excessive CO and HC emissions	18
DR-47	V	3/14/78	1978 Light Duty D100 Dodge Trucks with California 318 or 360 CID Engines	Incorrect emission control label	48



Case/Defect Number	Status	Date of Owner Notification	Vehicle Class	Emission Problem	Number of Vehicles Recalled
<u>Ford Motor Corporation</u>					
77-3A	0	(has not started)	1975 and 1976 351M and 400 CID engines and 2 bbl carburetors: Fords, Torinos, Rancheros, Elites, Montegos, Marquis, Cougars	Defective EGR backpressure transducer resulting in excessive NOx emissions	640,000
77-3	I	(has not started)	1975 and 1976 302 CID, 351W, and 460 CID engines: Granada, Maverick, Monarch, Comet, Mustang, Lincoln, T-Bird, Mark IV, Ford, Marquis, Torino, Elite Montego, Cougar, F-100, E-100, Bronco	Defective EGR backpressure transducer resulting in excessive NOx emissions	1,000,000
DR-33	V	1/30/78	1977 Pinto with 2.3L engines, A/C and manual transmission	Missing catalytic converter grass shield	4,017
DR-40	V	1/30/78	1977 F-series truck with dual fuel tanks	Kink in fuel vapor inlet hose resulting in increased HC emissions	16,140

Case/Defect Number	Status	Date of Owner Notification	Vehicle Class	Emission Problem	Number of Vehicles Recalled
DR-65	V	5/12/78	1977 California F-100 trucks w/300 CID & Manual Transmission 1977 E-100 vans w/300 CID and Auto. transmission.	Defective carburetor and EGR valve resulting in excessive CO emissions	533
76-15B	I	1/17/78	1975 351W(1CEF) CID engines: Granada, Monarch, and E-100 trucks	Defective EGR ported vacuum switch	7,155
DR-38	V	8/78	All 1978 LDV models under 6000 GW (except Fiestas and Couriers) and some 1978 California Trucks over 6000 GW.	Defective canister purge valve resulting in increased HC emissions	1,500,000
78-4/DR-46	V	10/31/78	1978 Fairmonts and Zephyrs equipped with 3.3L (200 CID) engines , automatic transmission, built prior to April 12, 1978 with pulse type secondary air supply systems	Defective valve in the air injection system	218,500
DR-23	V	8/2/78	1978 2.3L Engines: Fairmont, Zephyr	Improper assembly of thermactor air pump vacuum lines	775
DR-10	V	8/21/78	1978 460 CID Engines: F-150/250/350 trucks	Omission of engine speed sensor module	320
DR-31	V	8/9/78	1978 Lincoln and Mark V vehicles with 400 or 460 CID engines	Improper installation of emission control equipment	1300

Case/Defect Number	Status	Date of Owner Notification	Vehicle Class	Emission Problem	Number of Vehicles Recalled
<u>General Motors Corporation</u>					
DR-70	V	6/78	Some 1978 Chevrolet and GMC CK 10/20 Trucks	Incorrect hose routing resulting in excessive emissions	Chevy-2378 GM-519
DR-85	V	10/4/78	1977 Chevrolets and GMC vehicles equipped with the L-6 250 CID California engines	Clogged EGR passages	16,103
75-5 . . .	I	(has not started)	1975 500 CID Cadillac engine with 4 bbl carb: Eldorado, Brougham Calais, Deville and Fleetwood	Defective carburetor design. (Part No. 7045193)	95,000

FOREIGN EMISSION RECALL CAMPAIGNS

Case/Defect Number	Status	Date of Owner Notification	Vehicle Class	Emission Problem	Number of Vehicles Recalled
<u>American Honda Motor Company, Incorporated</u>					
77-8	I	9/5/78	1975, 76, 77 Civic CVCC Sedans and wagons; 76 and 77 Accords; 73 and 77 Civics	Defective ther- mosensor in vacuum advance system resulting in excessive NOx and HC emissions	422,610
<u>British Leyland Motors, Incorporated</u>					
77-10	I	10/78	All 1976, 77 and some 78 MGB's and 1975 Calif- ornia MGB's with 110 CID engines	Defective catalytic converter and car- buretor metering rod failure resulting in excessive CO and HC emissions	53,095
DR-68	V	12/22/78	1978 Jaguar XJ6: 4.2 fuel injection engine	Delay in the initiation of the feedback circuit of the Electronic Control unit causing the fuel mixture to be 15% richer	2,235
<u>Fiat</u>					
DR-57	V	6/26/78	1977 & 78 Calif. 128 Sedans & 1978 Calif. X 1/9s.	Improper operating of the diverter by-pass relay in the air injection system.	820
DR-58	V	6/26/78	1978 128 Sedans, 128 Hatchbacks, 124 Spyders, & 131 Station Wagon	Separation of the seam of the vapor-liquid separator in the evaporative emission control system	10,223

Case/Defect Number	Status	Date of Owner Notification	Vehicle Class	Emission Problem	Number of Vehicles Recalled
			<u>Nissan Motor Company (Datsun)</u>		
77-7	I	6/78	All 1977 models except the pick- up truck built between 2/1/77 and 6/27/77	Defective EGR backpressure transducer resulting in excessive NOx emissions	147,490
			<u>Volvo of America Corporation</u>		
DR-14	V	1/13/78	1977 California B27F Engine 260 Series	Failed California Air Resource Board (CARB) Audit	2,826

