



# 2001 Calendar Year Emissions Related Recall/Service Campaign Report

## **2000 Calendar Year Emissions Related Recall/Service Campaign Report**

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

### *NOTICE*

*This technical report does not necessarily represent final EPA decisions or positions.  
It is intended to present technical analysis of issues using data that are currently available.*

*The purpose in the release of such reports is to facilitate the exchange of  
technical information and to inform the public of technical developments which  
may form the basis for a final EPA decision, position, or regulatory action.*

2001 Annual Summary of Emission Related Recalls and Voluntary Service Campaigns performed on Light-Duty vehicles and Light-Duty Trucks\*

Recall Campaigns

<http://www.epa.gov/otaq/cert/recall/>

Mfr.	Mfr. Recall Number	EPA #	Type	Date of owner Notification	Model year	Vehicle Class	Engine Family	Emission Problem / Remedy	Number of Vehicles recalled by engine family	Sales Area	Total number of vehicles recalled
BMW	01E-A01	1572	V	3/16/2001	1997	Z3,318i,318is,318ti,318i Convertible	VBM1.9VJGKFK	Due to erosion of the expansion mat (packaging mat) in the 3-way catalytic converter a monolith may become loose, causing an irritating rattling noise. Depending on the degree of deterioration, the Check Engine Light will come on. <b>Remedy:</b> BMW will replace the catalytic converter with a new, improved version.	11,015	50S	11,015
BMW	01E-A02	1689	V	10/31/2001	1999	323i, 328i, 528i, 528iT, Z3 Coupe, Z3 2.5, Z3 2.8	XBMXV02.8LEV	The retaining lugs, used to secure the thermostat element of the engine coolant thermostat, may break. The problem is indicated by coolant temperature gauge fluctuations and low heater output into the passenger compartment. The check engine light illuminates. <b>Remedy:</b> BMW will replace the engine coolant thermostat with a new, improved version.	73,535	50S	73,535
BMW	01E-A02	1690	V	10/31/2001	2000	323i, 323Ci, 323i Touring, 323i Cabrio, 328i, 328Ci, 528i, 528iT, Z3 2.8, Z3 Coupe, Z3 2.5	YBMXV02.8LEV	The retaining lugs, used to secure the thermostat element of the engine coolant thermostat, may break. The problem is indicated by coolant temperature gauge fluctuations and low heater output into the passenger compartment. The check engine light illuminates. <b>Remedy:</b> BMW will replace the engine coolant thermostat with a new, improved version.	144,364	50S	144,364
DAIMLER/CHRYSLER	976	1627	V	4/17/2001	1999	Ram pick-up and Ram van	XCRXA360H31 XCRXA360J31	Due to a software calibration error, the On-Board Diagnostic (OBD) catalyst monitor may not identify a catalyst with deteriorated emission performance, which exceeds the allowable regulatory limits. <b>Remedy:</b> Daimler/Chrysler will reprogram the Powertrain Control Module.	6,771 9,785	CA	16,556

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DAIMLER/CHRYSLER	A02	1815	V	12/24/2001	2002 2002 2002	Grand Cherokee	2CRXT0242240 2CRXT04.02D2 2CRXT04.72D2	2002 MY Grand Cherokees are equipped with an On-Board Refueling Vapor Recovery (ORVR) system, which directs vented refueling vapors into the evaporative canister located behind the left rear wheel housing. When the canister is filled with water, it cannot vent displaced vapor, effectively stopping the flow of liquid fuel and potentially resulting in fuel spilling out of the filler tube when refueling. It was found that the canister vent hose could be inadvertently bent down during installation of the canister assembly thereby allowing water from wet pavement to fill the canister. This was found to take about 30 miles. <b>Remedy:</b> Chrysler will inspect the Onboard Refueling Vapor Recovery (ORVR) system vent hose routing and the fuel filler inlet check valve. The vapor canister assembly and/or fuel tank will be replaced if necessary.	6,657 19,954 11,272	CL(CA+NL)	37,883
DAIMLER/CHRYSLER	A06	1816	V	12/24/2001	2002	Grand Cherokee	2CRXT0242240 2CRXT04.02D2 2CRXT04.72D2	The fuel inlet check valve may stick in the partially open position. This condition could cause fuel to spill out of the filler tube when refueling the fuel tank. It was established that a certain assembly orientation of the valve components combined with fuel swell could create an interference fit, possibly allowing the valve to remain partially open. <b>Remedy:</b> For vehicles produced after September 14, 2001. Chrysler will inspect the fuel filler inlet check valve and replace the fuel tank if necessary.	1,900 6,052 4,291	CL(CA+NL) FED/NL FED/NL	12,243
FORD	00E13	1587	V	1/22/2001	2001	Cougar	1FMXV02.0VD5	Some 2001 cars may have been built with 2000 model year powertrain Control Modules. <b>Remedy:</b> The dealer will update the On Board Diagnostic (OBD II) monitoring strategy by performing a Powertrain Control Module (PCM) reprogramming procedure. This will bring the vehicle into compliance with Federal and California On Board Diagnostic II (OBD II standards).	534	50S	534

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FORD	01E15	1740	V	7/1/2001	2001	Taurus, Mercury Sable	1FMXV03.0VF9	Affected vehicles have a software implementation error in the powertrain control module that causes the vehicle to operate with gasoline adaptive strategy regardless of the level of alcohol in the fuel. The PCM will be reprogrammed with the correct strategy. <b>Remedy:</b> The powertrain control module (PCM) will be reprogrammed with the correct strategy.	28,132	50S	28,132
GENERAL MOTORS	01037	1647	V	6/22/2001	1997 1998 1999 2000	Cadillac Catera	VGM3.0VJGF EK WGMXV03.0061 XGMXV03.0061 YGMXV03.0061	A hole may develop in the hose between the Secondary Air Injection Check Valve and the Secondary Air Injection Shut-off Valve. The hole is caused by a chemical de-polymerization of the rubber material from the inside of the hose, when exposed to exhaust condensate and high temperatures over a long period of time. <b>Remedy:</b> General Motors will inspect the Secondary Air Injection (SAI) hose and replace it if necessary.	26,110 27,570 13,785 1,589	50S	69,054
HYUNDAI	41	1551	V	10/25/2001	2001	Sonata	1HYXV02.4E2S	Some vehicles with 2.4L engines and automatic transmissions may experience diagnostic trouble codes (DTC) problems when displayed on a "generic" scan tool. This is caused by a logic error in the Transmission Control Module (TCM). <b>Remedy:</b> No parts will be replaced during this campaign. The campaign procedures will involve reprogramming the Transmission Control Module (TCM) by use of a new Hi-Scan Pro tool that will be made available to each Hyundai dealer before the middle of October.	2,904	50S	2,904
ISUZU	01E-001	1743	V	8/31/2001	2001	Rodeo Sport Rodeo	1SZXT02.22LK	The OBD evaporative leak detection monitor may terminate ("timeout") prior to completing the intended diagnostic, and therefore may not detect a leak in the evaporative system. <b>Remedy:</b> To correct this condition, Isuzu dealers will install a new OBD II calibration that will prevent the evaporative monitor from terminating prematurely.	8,386	50S	8,386

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JAGUAR	R493 T493	1466	I	9/15/2001	1995 1995 1996 1997 1996 1997	XJS, XJ6, XJR	SJC4.0VJGFEK SJC4.0VJGAEK TJC4.0VJGK GK VJC4.0VJGK GK TJC4.0VJGFGK VJC4.0VJGKHK	The MIL illuminates and any of the following DTCs are stored: P0400, P1400, P1401, P1408, P1409. Carbon deposits were causing the EGR pintle shaft to stick in the bushing. <b>Remedy:</b> Jaguar will carry out a number of modifications which will include the installation of a new improved EGR valve and gasket, replacement of a computer chip (PROM) located in the Engine Control Module (ECM), which controls the operation of the EGR valve and replace the throttle return spring for certain VIN ranges. The new chip contains revised operation strategies that incorporate a cleaning cycle of the EGR valve.	17067 749 15,589 10,412 511 469	50S	44,797
HONDA/ACURA	AHCERT- 210356	1646	V	1/17/2001	2001	Civic	1HNXV01.7YJ9 1HNXV01.7YJ9	A power surge may damage components in the ECM/PCM. <b>Remedy:</b> The ECM is replaced with a new one which has an improved electric circuit to prevent LSI damage.	30941 995	NF	31,936
KIA	SC022	1494	V	10/19/2001	1999	Sportage	XKMXT02.0B02	Some car owners have complained of noise coming from the underbody of the car. The noise has been found to be caused by a cracked weld between the catalyst body and the tapered outlet flange. The failure of the weld is caused by a lack of welding depth. <b>Remedy:</b> KIA Motors America, Inc. will replace the Manifold Catalytic Converter at no charge.	36,510	50S	36,510

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NISSAN/INFINITI	12/18/2000	1640	V	2/5/2001	1993 1994 1994 1995 1996 1997 1998	Quest	PNS3.0T5FEA5 RNS3.088GAFA RNS3.028GDEA SNS3.028GFEA TNS3.028GKEK VNS3.028GKEK WNSXT03.0A4A	The fuel tank vent hose allows air to vent from the fuel tank during refueling. It is not part of the engine fuel delivery system and not subject to constant fuel flow. On some Quest vehicles, cracks have developed in the vent hose. If (1) the fuel tank is overfilled contrary to the Owner's Manual instructions, not allowing excess fuel in the vent hose to flow back into the tank, (2) the vehicle is driven only a short distance after refueling and (3) there is significant heating of the fuel tank, the fuel in the tank can expand into the vent hose and leak significant amounts of fuel if a large crack exists. If this should occur in an enclosed area in the presence of an external ignition source, a fire could result. <b>Remedy:</b> The vent hose will be replaced with a new part with different material specifications.	41,982 15,630 33,992 65,811 46,453 52,220 18,525	50S	274,613
ROLLS ROYCE	RE 01/02	1649	V	4/16/2001	2000 2001	Corniche, Azure, Continental T, R and SC	YRRXV06.7TUR 1RRXV06.7TUR	In the event fuel vapors stored in the vehicle's evaporative emission control system are vented into the air from the leak detection filter located adjacent to the front wheel well on the driver's side, some of the vapor could enter a body cavity behind the rocker panel on the driver's side. The evaporative emission control system is designed for the purpose of venting air, and under normal vehicle operating conditions, no vapor is emitted and could accumulate in body cavities. However, if vapor is emitted and the vapor in the body cavity reaches a certain concentration, the resulting air/vapor mixture could be ignited in the event the central window operating mechanism is activated. <b>Remedy:</b> The company will remedy the defect by affixing a plated mild steel extension pipe to the leak detection filter which will ensure that any vapor emanating from the vehicle's evaporative emission control system is vented to the outside.	218 175	50S	393
SATURN	01-E-01	1712	V	5/1/2001	2001	LS/LW	1GMXV02.4022	Vehicles have a risk of increased evaporative emissions. The vehicles were produced with an intermediate fitting and seals between the fuel feed pipe and the fuel rail assembly that could result in fuel seepage. <b>Remedy:</b> Saturn Will replace the intermediate fuel rail fitting and seals at no charge to the owner.	98	FED	98

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SUBARU	WXW-80	1504	V	2/7/2001	2000 2001	Forester Legacy, Impreza	YFJXV02.5JEH 1FJXV02.5JEH	Some cars may experience air-fuel ratio sensor element cracking due to thermal stress and an open heater circuit. The open heater circuit condition results from ceramic dust remaining after drilling the heater seat hole during the manufacturing process. <b>Remedy:</b> Subaru will replace the front oxygen (air-fuel ratio) sensor with an improved part.	106,990 11,905	50S	118,895
TOYOTA/LEXUS	10B	1615	V	7/31/2001	2001	Highlander	1TYXT02.4FFP	MIL illumination related to the Air Fuel ratio sensor (P1130, P1150, P0171, P0174, etc.). This is caused by an internal crack of the Air Fuel ratio sensor due to sudden thermal stress when the engine is started in cold ambient temperature. <b>Remedy:</b> Toyota will reprogram the engine control computer and confirm proper Air-Fuel Ratio Sensor operation on the affected vehicles.	700	CL(CA+NL)	700
VOLKSWAGEN/AUDI	WA	1805	I	12/31/2001	1999 1999 2000 2000 2001 2001	Golf, Jetta, New Beetle	XVWXV02.0222 XVWXV02.0227 YVWXV02.0222 YVWXV02.0227 1VWXV02.0227 1VWXV02.0222	An application problem exists which is associated with the location of the oxygen sensor in certain MY 1999 through 2001 2.0L engines. The pre-oxygen sensor is mounted in the exhaust manifold, and under certain cold and damp ambient conditions, thermal shock can take place, cracking the internal ceramic element of the oxygen sensor. <b>Remedy:</b> VW will check the vehicle's emission control system for proper function, reset electronically the engine's control module and replace the oxygen sensor, if necessary.	59783 83,140 63,942 88,136 12,989 13,046	50S CL(CA+NL) 50S CL(CA+NL) CL(CA+NL) 50S	321,036

**Type:**

O-Ordered by EPA

I- Manufacturer voluntary Action with EPA Influence

V- Voluntary Action by Manufacturer

**Total Number of Vehicles recalled:** 1,233,584

**Sales Area:**

50S- 50 State

FED - Federal states (all altitude)

CA - California

NF - CLEAN FUEL VEH + NLEV(ASTR) + CA

CL- California + NLEV (all states)

FED/NLEV northeast states (all altitude)

NE+CA - NLEV northeast states + California

**Number of recalls by type:** O: 0

I: 2

V: 18

\*For the purposes of this report only, a Recall Campaign is a direct owner notification requesting or recommending that the vehicle be brought into a service facility for inspection and/or repair regardless of whether there is an indication of failure. For the purposes of this report only, a Voluntary Service Campaign is a direct owner notification alerting the owner of a potential problem should there be an indication of failure, and how the problem will be remedied by the manufacturer should the problem effect the owner's vehicle. However, under 40 CFR 85.1902 (d), any repair, adjustment, or modification program voluntarily initiated by a manufacturer to remedy any emission-related defect for which direct owner notification is provided is defined as a Voluntary Emissions Recall.



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Voluntary Service Campaigns

<http://www.epa.gov/otaq/cert/recall/>

Mfr.	Mfr. Number	EPA #	Type	Date of owner Notification	Model year	Vehicle or Engine Class	Engine Family	Emission Problem / Remedy	Number of Vehicles by engine family	Sales Area	Total number of vehicles
HYUNDAI	44	1776	V	3/26/2001	1997 1997 1997 1997 1998	Sonata	VHY2.0VJG2EK VHY2.0VJGFFK VHY3.0V8G1EK VHY3.0V8GFFK WHYXV02.01SD	Some 1997 and 1998 MY Hyundai Sonata vehicles have experienced small stress cracks in the fuel tanks due to excessive vacuum applied to the fuel tanks of these vehicles. After prolonged exposure to the excessive vacuum, a small crack may develop on the upper fuel tank. The vehicle driver may notice a gasoline odor. <b>Remedy:</b> If the fuel tank is cracked it will be replaced. Hyundai will also replace the canister two-way valve filter assembly with a new canister air intake system that will be repositioned to prevent its becoming contaminated, which will prevent an excessive amount of vacuum from developing inside the fuel tank.	2,576 11,247 1,476 4,485 10,590	CA FED CA FED FED	30,374
KIA	SC019	1711	V	3/23/2001	2001	Optima	1KMXV02.4D01	Under certain operating conditions, the engine timing belt could jump on Optimas equipped with four-cylinder engines resulting in rough engine idle and/or engine damage. <b>Remedy:</b> Hyundai will replace the timing belt cover at no charge.	5,524	50S	5,524
TOYOTA/LEXUS	1A1	1710	V	8/31/2001	2000 2001	CNG Camry	YTYXV02.2PPA 1TYXV02.2PP2	The engine in affected vehicles may not start because the pressure sensor in the fuel delivery system will detect an incomplete seal and prevent fuel flow. <b>Remedy:</b> Toyota will replace the fuel main tube connector.	166 85	50S	251

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Voluntary Service Campaigns

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**Type:**

- I-Influenced Voluntary Action by manufacturer
- V-Voluntary Action by manufacturer

**Sales Area:**

- 50S- 50 State
- FED - Federal states (all altitude)
- CA - California
- CL- California + NLEV (all states)
- FED/NLEV northeast states (all altitude)
- NE+CA - NLEV northeast states + California

Total number of vehicles in Manufacturer  
Service Campaigns: 36,149

**Number of Campaigns by type: V: 3**

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**Total number of vehicles  
Effectuated by recalls and  
service campaigns: 1,269,733**