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OUR FILE NO.
21782-142

June 27, 2000

Mr. Scott York
Office of Defects Investigation
U.S. Department of Transportation
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, DC 20590

Re: 1998- 1999 Kia Sephia
ORVR Valve

Dear Mr. York:

The enclosed information is submitted pursuant to ODI's communications with Kia Motors America, Inc. ("KMA") and in the form established by Part 573, Title 49 of the Code of Federal Regulations.

573.5 (C)(1)

Manufacturer:

Kia Motors Corp.
15-21 Yeouiddong, Youngdeungpogu
Seoul, Korea

Importer:

Kia Motors America, Inc.
9801 Mulrands Blvd.
Irvine, CA 92618

Agent Designated by Manufacturer:

Stephen T. Walmey
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650 Town Center Drive, Suite 1400
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00V-175 (01)

REPORTS INVESTIGATION
OFFICE

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573.5 (C)(2)

Identification of Vehicle, Make,
Model Year and Manufacturing
Date:

1998 and 1999 Sephia vehicles manufactured
from October 17, 1997 to May 16, 1999.

The name and address of the supplier of the
affected parts is:

TI Group Automotive Systems
12345 East Nine Mile Road
Warren, Michigan 48090

573.5 (C)(3)

Total Number of Vehicles:

A total of 100,137 Kia Sephia vehicles were
manufactured during the period identified in (C)(2)
and imported into the United States. These all
potentially have the ORVR problem.

573.5 (C)(4)

Percentage of Vehicles:

Kia was unable to establish a procedure on which to
base such an estimate. It depends on the probability
of distribution of manufacturing tolerances for the
ORVR spring and float wire.

573.5 (C)(5)

Description of the Problem:

Walbro Co., now part of TI Group Automotive
Systems, made manufacturing changes to the spring
force and float wire length, and those reduced the
valve angle for the ORVR valve. As a result, certain
valves caused fuel shut off before the tank reached
95% of nominal capacity as required by EPA refueling
regulations. This in turn induced customers to redick
the fuel nozzle to place more fuel in the tank. While
conducting additional clicks for vehicles with
undesirable combinations of spring rates and wire
length, fuel can spillback or spitback from the fuel
filler neck.

573.5 (C)(6)

Basis for Determination:

There have been no accidents or injuries related to
this issue. Based upon Kia's investigation into this
matter, it does not believe that any safety incidents

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00V-175 (03)

have occurred or are reasonably likely to occur. However, after evaluation of the issue with the assistance of ODI, and in light of Kia's decision to conduct an emissions recall, Kia has concurred with ODI's position that the potential safety implications of this issue warrant the conduct of a simultaneous emissions and safety recall.

573.5 (C)(8)

Repair Program:

KMA will instruct its dealers to replace the ORVR valve.

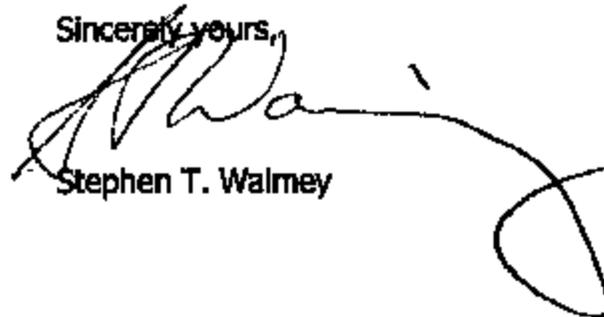
573.5 (C)(9)

Notices:

Draft copies of the owner notification letter and the Technical Service Bulletin that will be sent to all U.S. Kia dealers will be forwarded to NHTSA by July 10, 2000.

If you or your staff have questions regarding this matter, please feel free to contact me. You may also contact Tim McCurdy, Director, Technical Operations, Kia Motors America, Inc. at (949) 470-7045, especially concerning matters related to implementation.

Sincerely yours,



Stephen T. Walme