L 22

Mr. Brian Winning
Transportation Director
Galin Transportation, Inc.
RD 5
Stanhope, NJ 07874

NEF-121rpb
EA88-007

Dear Mr. Winning:

As you are aware, the National Highway Traffic Safety Administration has been conducting an investigation of General Motors concerning cracks forming in the left front lower control arm on certain GM 30 series vehicles. On July 6, 1988, GM notified this agency that a safety recall would be conducted on 1985 through 1986 P3 model trucks with gas and diesel engines, and G3 vans with 6.2 diesel engines. A copy of its correspondence has been included for your information. Although the investigation is still ongoing for other models and engine combinations, it appears that vehicles in your fleet are covered by the safety recall mentioned above.

We wish to thank you for notifying us of this matter and providing the necessary information and sample parts needed to pursue the investigation. Should you have any questions concerning this issue or any other safety related matter, please contact Mr. Richard Boyd of my staff at (202) 366-5194.

Sincerely,

M. B. Brownlee

Michael B. Brownlee, Director
Office of Defects Investigation
Enforcement

Enclosure

00C251

GM Current Product Engineering
General Motors Corporation

July 6, 1988

Mr. Michael B. Brownlee
Director
Office of Defects Investigation Enforcement
National Highway Traffic Safety Administration
Washington, D.C. 20590

Dear Mr. Brownlee:

The following information is submitted pursuant to the requirements of 49 CFR 573.5 as it applies to a determination by General Motors of a defect related to motor vehicle safety involving certain 1985 and 1986 "G-30" and "P-30" light duty truck models.

573.5(c)(1). GM Truck & Bus and Chevrolet Motor Divisions of General Motors Corporation.

573.5(c)(2)(3)(4). This information is shown on the attached sheet.

573.5(c)(5). General Motors has determined that a defect which relates to motor vehicle safety exists in some 1985-86 P3 and G3 model trucks. The left-hand lower control arm can crack starting at the rear flange and progress to the ball joint mounting hole and eventually cause the lower ball joint to separate from the control arm. If this happens, a loss of vehicle steering control can occur which could result in a vehicle crash without prior warning.

573.5(c)(6). The first field report was received by General Motors in March 1986. Control arms used in production were revised in July 1986. An investigation to review the condition of vehicles produced before that date was initiated in October 1987.

573.5(c)(8). This information is set forth in the dealer bulletin.

573.5(c)(9). Representative copies of the owner notification letter and dealer bulletin are attached.

Very truly yours,

C. Thomas Terry
Manager
Product Investigations

000252

attachment
CAMP.20/cm

573.5(c)(2),(3),(4)

VEHICLES POTENTIALLY AFFECTED BY MAKE, MODEL, AND MODEL YEAR
PLUS INCLUSIVE DATES OF MANUFACTURE

MAKE	MODEL SERIES	MODEL YEAR	NUMBER INVOLVED	INCLUSIVE MANUFACTURING DATES (FROM)	(TO)	DESCRIPTIVE INFO. TO PROPERLY IDENT. VEH.	EST. NO. W/CONDITION
GMC	P3__	1985	2,702	08/84	10/85		
	G3__	1985	242	09/84	07/85		Unknown*
GMC	P3__	1986	1,318	10/85	08/86		
	G3__	1986	613	08/85	07/86		
		GMC Total	4,875				
Chev.	P3__	1985	8,071	08/84	10/85		
	G3__	1985	412	08/84	08/85		
Chev.	P3__	1986	5,223	10/85	08/86		
	G3__	1986	2,904	08/85	07/86		
		Chev. Total	16,610				
		GM TOTAL	21,485				

* All affected vehicles will be corrected

Dear General Motors Truck Owner:

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

General Motors has determined that a defect which relates to motor vehicle safety exists in some 1985-1986 P3 and G3 model trucks. The left hand lower control arm can crack starting at the rear flange and progress to the ball joint mounting hole and eventually cause the lower ball joint to separate from the control arm. If this happens, a loss of vehicle steering control can occur which could result in a vehicle crash without prior warning.

To prevent this condition from occuring it will be necessary to repair or replace the lower left control arm on your vehicle. This service will be completed for you at no charge.

Instructions for performing this service have been sent to your GMC truck dealer. Please contact your dealer to arrange a service date. The labor time necessary to perform this correction will be approximately one hour. Please ask your dealer how much additional time will be needed to process your vehicle. Parts will be available approximately _____ 1988.

Your GMC Truck dealer is best equipped to obtain parts and provide service to ensure your vehicle is inspected and/or corrected as promptly as possible. However, if you take your vehicle to your dealer on the agreed service date and they do not service this condition on that date or within five days, we recommend you contact your nearest GMC Truck Zone Office by telephone. The Zone Office will assist you and your dealer in getting your vehicle serviced. The locations and telephone numbers of GMC Truck Zone Offices have been attached for your convenience.

After contacting your dealer and the Zone Office, if you are still not satisfied that we have done our best to remedy this condition without charge within a reasonable time, you may wish to write the Administrator, National Highway Traffic Safety Administration, 400 Seventh Street, S.W. Washington, D.C. 20590, or call 800-424-9393 (Washington, D.C. residents use 366-0123).

The enclosed owner reply card identifies your vehicle. Presentation of this card to your dealer will assist in making the necessary correction to your vehicle in the shortest possible time. If you have sold or traded your vehicle, please let us know by completing the postage paid owner reply card and returning it to us.

We are sorry to cause you this inconvenience; however, we have taken this action in the interest of your safety and continued satisfaction with our products.

000254

GMC TRUCK DIVISION
GENERAL MOTORS CORPORATION

NUMBER:
GROUP: 3C Front Suspension

DATE: ____ 1988

SUBJECT: LH Lower Control Arm Cracking

MODELS: 1985-86 P3 Model Trucks with Gas and Diesel Engines and G3 Vans with 6.2 L Diesel Engines (LL4)

The National Traffic and Motor Vehicle Safety Act, as amended, provides that each vehicle which is subject to a recall campaign of this type must be adequately repaired within a reasonable time after the owner has tendered it for repair. A failure to adequately repair within 60 days after tender of a vehicle is prima facie evidence of failure to repair within a reasonable time.

If the condition is not adequately repaired within a reasonable time, the owner may be entitled to an identical or reasonably equivalent vehicle at no charge, or to a refund of the purchase price less a reasonable allowance for depreciation.

To avoid having to provide these burdensome solutions, every effort must be made to promptly schedule appointments with owners and to repair their vehicles as soon as possible. As you will see in reading the attached copy of the letter which is being sent to owners, the owner is being instructed to contact the nearest GMC Zone Office if the dealer does not remedy the condition within five days of the mutually agreed upon service date. If the condition is not remedied within a reasonable time, they are instructed now to contact the National Highway Traffic Safety Administration.

DEFECT INVOLVED

General Motors has determined that a defect which relates to motor vehicle safety exists in some 1985-86 P3 and G3 model trucks. The left-hand lower control arm can crack starting at the rear flange and progress to the ball joint mounting hole and eventually cause the lower ball joint to separate from the control arm. If this happens, a loss of vehicle steering control can occur which could result in a vehicle crash without prior warning.

To prevent the condition from occurring at this time, it will be necessary to install a new left-hand lower control arm on all involved vehicles.

006255

VEHICLES INVOLVED

Involved are certain P3 model t[illegible]ks with gas and diesel engines and G3 vans equipped with 6.2 L D[illegible]esel engines (RPO LL4) only built with[illegible]n the following VIN breakpoints:

MODEL YEAR	MODEL	ASSEMBLY PLANT	FROM	THROUGH
1985	P3	Detroit	F3500001	F3510494
	G3	Scarborough	F4500663	F4525796
1986	P3	Detroit	G3500001	G3504509
	G3	Scarborough	G4500456	G4529600

The specific vehicles involved in this campaign have been identified by Vehicle Identification Number Computer Listings. These listings are furnished to all involved dealers with the campaign bulletin.

DEALER CAMPAIGN RESPONSIBILITY

Dealers are to perform the required service described under Service Procedure for all vehicles subject to this campaign at no charge to owners, regardless of mileage, age of vehicle, or ownership, from this time forward.

Whenever a vehicle subject to this campaign is taken into your new or used vehicle inventory, or it is in your dealership for service in the future, you should take the steps necessary to ensure the campaign correction has been made before reselling or releasing the vehicle.

Owners of vehicles recently sold from your new vehicle inventory are to be contacted by the dealer and arrangements made to make the required correction according to instructions contained in this bulletin.

If no owner's name and address were available to GMC Truck Division at the time of campaign initiation, the dealer will determine the owner's name and address from the dealership sales records. Please provide this information directly on the second copy of the listing next to the applicable VIN so that our records may be updated and the appropriate notification mailed to the owner. This second copy should then be submitted to the address listed below in the previously supplied yellow campaign envelopes.

GMC Truck Division
General Motors Corporation
101 Union Street
Plymouth, Michigan 48170

COL255

OWNER NOTIFICATION

Owners will be notified of this campaign on their vehicles by GMC Truck Division (see copy of owner letter included with this bulletin). A listing of owner names and addresses has been furnished to the involved dealers to enable dealers to follow up with owners involved in this campaign. This listing may contain owner names and addresses obtained from state motor vehicle registration records. The use of such motor vehicle registration data for any other purpose is a violation of law in several states. Accordingly, you are urged to limit the use of this listing to this campaign.

SERVICE INFORMATION

G3,P3 LOWER CONTROL ARM REPLACEMENT

TOOLS REQUIRED:
J 23028-02 Spring Remover and Installer
J 23742 Ball Joint Remover

REMOVAL

1. Remove 2/3 of the brake fluid from the master cylinder.
2. Raise the vehicle and support it with suitable safety stands.
3. Mark the relationship of the wheel to the hub.
4. Remove the wheel and tire assembly.
5. Remove the brake caliper. Position a C-clamp around the outer pad and caliper. Tighten the C-clamp until the piston bottoms in its bore (figure 1) Remove the caliper mounting bolts (figure 2) Lift out the caliper. Suspend the caliper so that the flexible hose is not strained (figure 3)
6. Disconnect the shock absorber at the lower end and move it aside (figure 4)
7. Remove the stabilizer bar retaining nuts,bolts, and clamps at the lower control arm (figure 5)
8. Remove the stabilizer bar from the lower control arm.
9. Remove the grease fittings from the ends of the pivot bar.
10. Secure J 23028-02 to a suitable floor jack.

CAUTION: Failure to secure J 23028-02 to a suitable floor jack could result in personal injury.

000257

11. Place J 23028-02 under the lower control arm shaft (figure 6)

12. Install a chain around the coil spring and through the lower control arm as a safety precaution.

13. Raise the jack to remove the tension from the lower control arm shaft.

14. Remove the U-bolt's retaining nuts and washers.

15. Remove the U-bolts.

16. Lower the control arm by slowly releasing the jack until the spring can be removed.

17. Remove the spring and the safety chain only after all compression force has been removed from the spring.

18. Continue to support the inboard end of the lower control arm with a jack and J 23028-02.

19. Remove the lower ball joint cotter pin. Throw it away.

20. Loosen the lower ball joint retaining nut one turn.

21. Install J 23742, with the large cup end over the upper ball joint retaining nut (figure 7)

22. Extend the threaded end of J 23742 until the lower ball joint stud loosens from the steering knuckle.

23. Remove J 23742.

24. Remove the nut.

25. Remove the lower control arm assembly.

26. Remove the rubber bumper from the lower control arm.
    On G van models the bumper is retained by a "tree". The bumper is pried free.
    On P models the bumper is retained by a nut. Remove the nut and then remove the bumper.

INSTALLATION

1. Install the lower control arm ball joint stud into the steering knuckle.

2. Install the balljoint retaining nut on the stud. Snug the nut down but do not tighten.

3. Secure J 23028-02 to a suitable floor jack.

CAUTION: Failure to secure J 23028-02 to a suitable floor jack could result in personal injury.

4. Support the inboard end of the lower control arm with J 23028-02.

5. Install the spring on the lower control arm. Secure the spring to the lower control arm with a chain.

6. Position the spring on its mount.

7. Slowly raise the lower control arm into position.

8. Line up the front indexing hole in the pivot shaft with the crossmember attaching stud (figure 8)

9. Install the U-bolts, washers, and nuts.

10. Tighten the U-bolt nuts to 115 N·m (85 ft.lbs.)

11. Tighten the ball joint nut to 122 N·m (90 ft.lbs.)

12. Install the new cotter pin in the ball joint stud. The nut may be tightened to a maximum of 176 N·m (130 ft.lbs.) in order to align the cotter pin holes.

13. Lower the floor jack and remove J 23028-02.

14. Install the stabilizer bar to the lower control arm.

15. Install the stabilizer bracket,bolts, washers and nuts.

16. Tighten the nuts to 33 N·m (24 ft.lbs.)

17. Install the lower end of the shock absorber to the lower control arm.

18. Install the bolt, washer, and nut.

19. For the G3 vehicle, tighten the nut to 103 N·m (80 ft.lbs.) For the P3 vehicle, tighten the nut to 80 N·m (59 ft.lbs.)

20. Remove the caliper from its hanger.

21. Install the caliper assembly on the brake.

22. Install the caliper support bolts. Tighten the bolts to 50 N·m (37 ft.lbs.)

23. Install the wheel and tire. Make sure the alignment marks match.

24. Install the wheel nuts.

25. Tighten the nuts to 160 N·m (120 ft. lbs.)

26. Lower the vehicle.

27. Pump the brake pedal several times to make sure that the brake pedal is firm before moving the vehicle.

28. Check the brake fluid level in the master cylinder and fill to the proper level.

PARTS INFORMATION

Parts are to be obtained from General Motors Service Parts Operation (GMSPO). To ensure that these parts will be obtained as soon as possible, they should be ordered from GMSPO on a C.I.O. order with no special instruction code, but order on an advise code (2)

PART NUMBER	DESCRIPTION	QUANTITY
15594133	LH Lower Control Arm Assembly P3 model with ROS dual rear wheels	1
14026581	LH Lower Control Arm Assembly P3 model without ROS dual rear wheels	1
14026585	LH Lower Control Arm Assembly G3 Van model	1

WARRANTY INFORMATION

Dealers should submit a warranty claim on each vehicle completed under this campaign.

LABOR OPERATION NUMBER	DESCRIPTION	*TIME ALLOWANCE	TROUBLE CODE
V 4720	Replace Lower Left Control Arm	0.9 Hr.	96

*For dealer to receive Administrative Time Allowance associated with this campaign, add 0.1 hour to the Labor Operation Time Allowance.

000260

CAMPAIGN IDENTIFICATION LABEL

Each vehicle corrected in accordance with the instructions outlined in this product campaign bulletin will require a 'Campaign Identification Label. Each label provides a space to include the five (5) digit dealer code of the dealer performing the campaign service. This information may be inserted with a typewriter or ball point pen.

Each 'Campaign Identification Label is to be located on the radiator core support in an area which will be visible when the vehicle is brought in for periodic servicing by the owner.

Apply 'Campaign Identification Label only on a clean dry surface.

ADMINISTRATIVE PROCEDURE

Procedures covering this campaign are outlined in Section V of your dealership's 'GMC Truck Claims Processing Manual #P 8719.

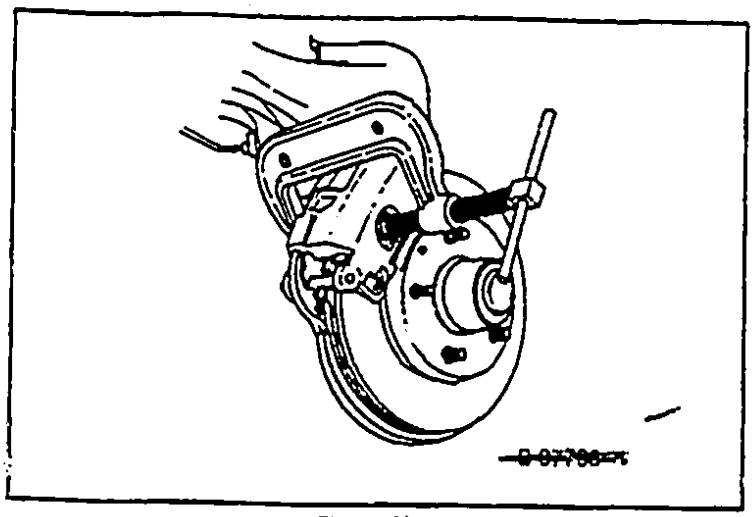


Figure No. 1

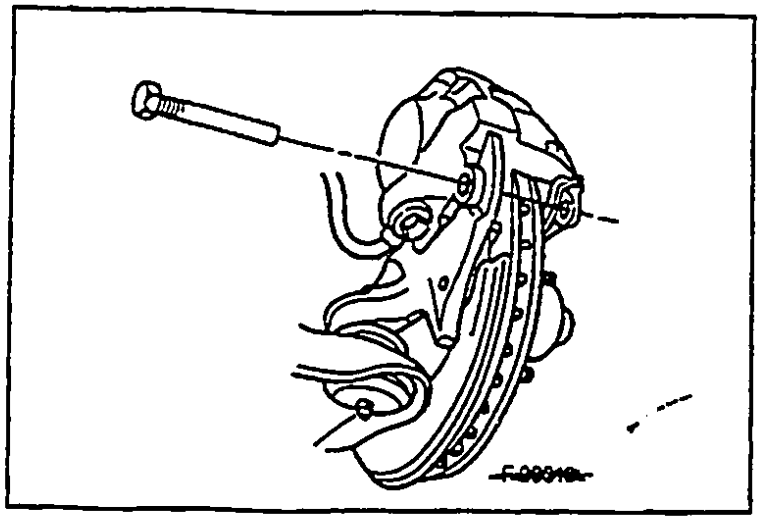
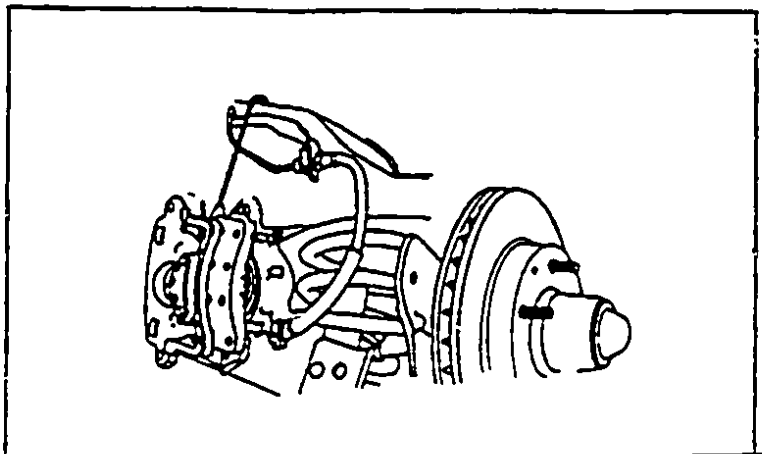
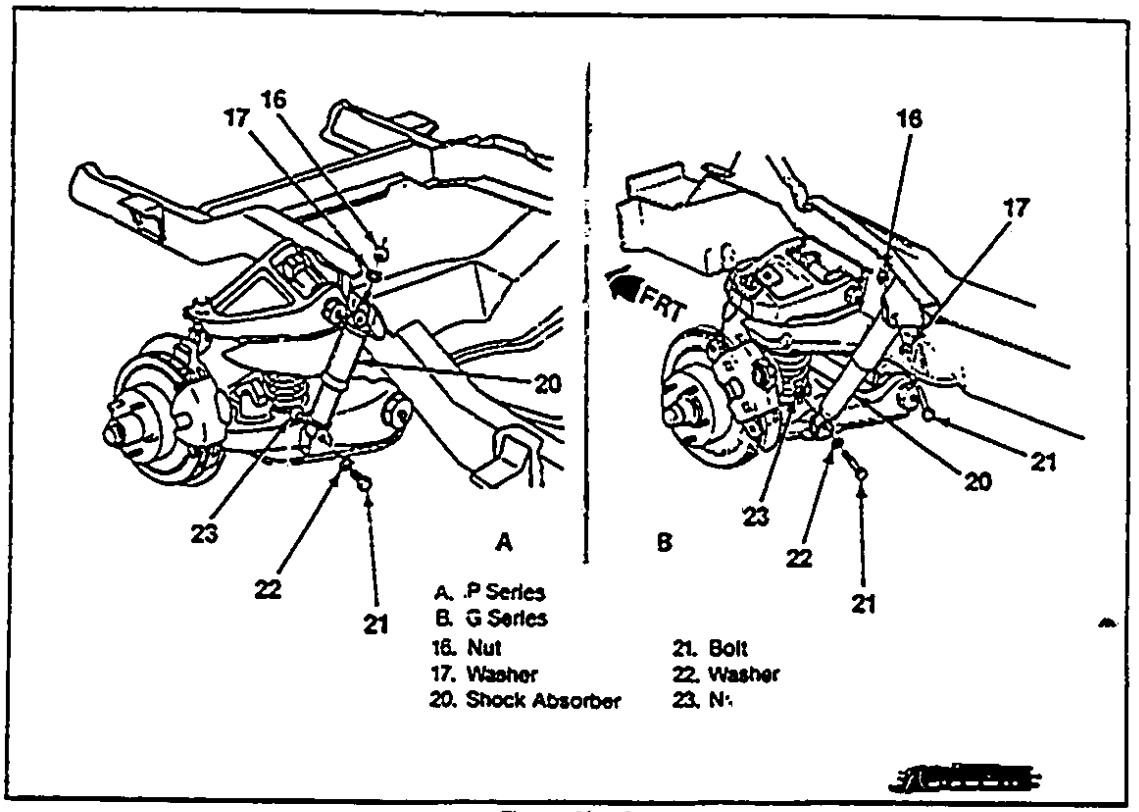


Figure No. 2

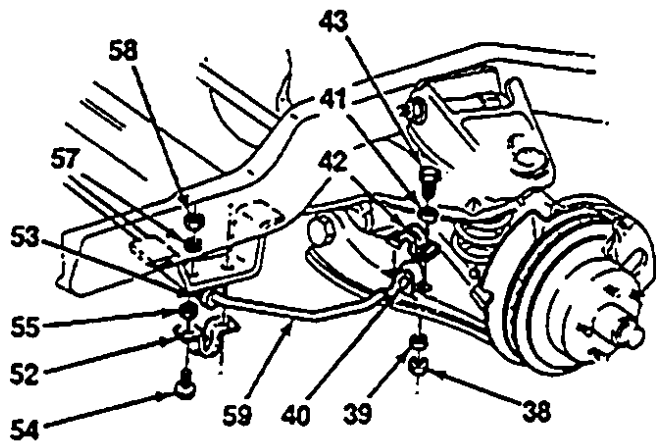




A. P Series
B. G Series
16. Nut
17. Washer
20. Shock Absorber
21. Bolt
22. Washer
23. N:

Figure No. 4

38. Nut
39. Washer
40. Bushing
41. Washer
42. Clamp
43. Bolt
52. Clamp
53. Bushing
54. Bolt
55. Washer
57. Washer
58. Nut
59. Stabilizer Bar



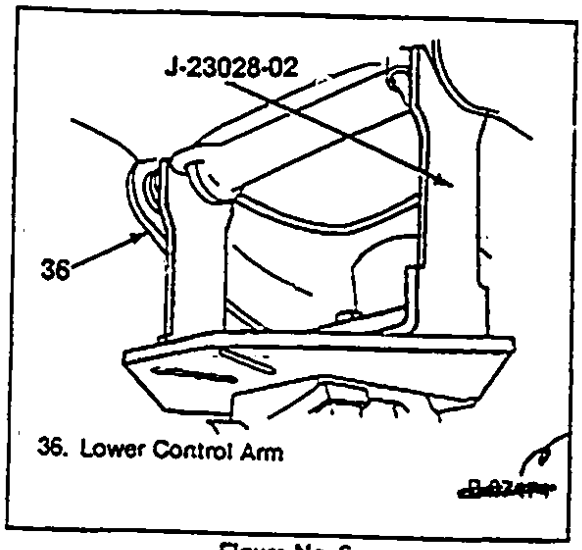


Figure No. 6

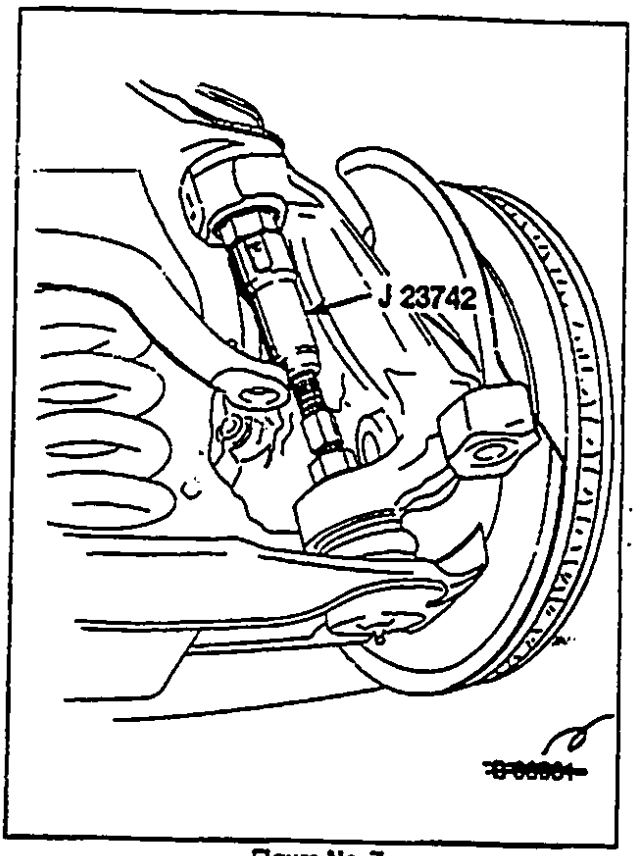


Figure No. 7

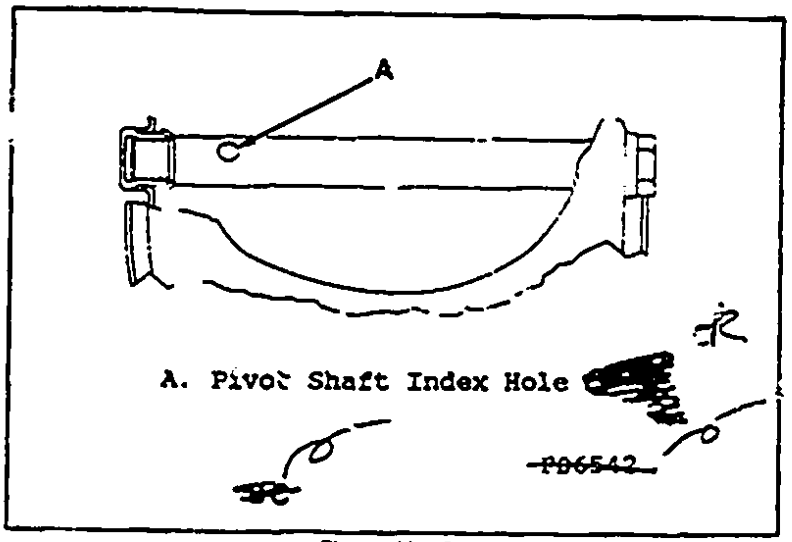


Figure No. 8

Current Product Engineering
General Motors Corporation

September 20, 1988 GM-278

Mr. Michael B. Brownlee
Director
Office of Defects Investigation Enforcement
National Highway Traffic Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

NEF-121rpb
EA88-007

Dear Mr. Brownlee:

This is in response to your letter of July 26, 1988 pertaining to left lower control arm cracking on 1985 and 1986 G-30 and P-30 light trucks. Your numbered requests and our corresponding responses follow.

1. Identify the number of vehicles GM has sold by make, model, and model year, and built with the irregularly formed control arms described in Response 4 of your October 22, 1987 letter to this office (GM278) which concerns the alleged defect.

Left front lower control arm assemblies which were manufactured from blanks which may have less than the specified radius in the 6263891 control arm stamping were used on the vehicles detailed in the sales data provided in Attachment "A". The final control arm configuration used on these vehicles varies on vehicles using heavy duty suspensions as reinforcements are added to the control arm during manufacture of the assembly. In addition, the front suspension configurations vary for the models listed.

2. Explain GM's rationale for recalling some, but not all, vehicles equipped with the irregularly formed control arms referenced in Question 1.

Incidents of left front lower control arm cracking were occurring on a limited population of vehicles which were assembled using the control arms in question. GM's investigation of this condition indicated that the vehicle configuration, loads, use history and aftermarket modifications (if any) could have a significant affect on the control arm durability. Comparisons of the reports to the usage of the various control arm assembly and suspension configurations and examination of vehicles in the field revealed that incidents were primarily confined to certain vehicles using the base front suspension and control arm at

000205

3190

certain GVWR ranges. These included G-30 cutaway commercial vans having diesel engines and GVWR's of 8600 lbs. to 10,000 lbs. G-30 panel vans equipped with diesel engines and ordered for school bus usage and P-30 commercial chassis from 7600 lbs. to 10,000 lbs. GVWR. A small number of incidents were reported outside this vehicle population. Some of these incidents involved either aftermarket modifications or lack of suspension maintenance which affected the control arm durability. Reports pertaining to vehicles outside the recall population are being monitored to determine if any trends develop relative to these vehicles.

Copies of documents summarizing this rationale and used in the identification of the vehicle models subject to recall are provided in Attachment "B".

3. GM's response to Question 21 of the National Highway Traffic Safety Administration (NHTSA) November 19, 1987 Information Request on this subject was incomplete. Therefore, furnish GM's opinion of the alleged defect in the subject vehicles. Please include an assessment of the following:

   a. the causal or contributory factors which may result in the alleged defect;
   b. the failure mode;
   c. the risk to motor vehicle safety created by the alleged defect; and
   d. any warning of the alleged defect.

a. The blank used for the base control arm stamping incorporated a less than specified radius at the transition area from the rear flange to the ball joint pad.

b. The vehicle dynamic loads in service may initiate cracks at the improper transition area. Continued load cycling could cause the crack to propagate across the ball joint pad. If the crack was not detected during vehicle maintenance and was allowed to progress, separation of the ball joint or the ball joint end of the control arm could occur.

c. Separation of the ball joint or ball joint end of the control arm would result in the lower control arm dropping to the road surface. This condition could result in loss of vehicle control.

d. The cracks in the control arm are readily visible in a visual inspection during routine vehicle maintenance such as front suspension lubrication.

4. GM's letter of March 31, 1988, to NHTSA stated ". the investigation of G-30 vehicles equipped with gasoline engines and the investigation of C-30 and K-30 vehicles is still in process." Identify the current status of this investigation, the results and recommendations, or projected date of completion, if still ongoing.

The initial investigations of these vehicles indicated that incidents of control arm cracking or separation were isolated incidents related to either aftermarket suspension alterations, severe service conditions at very high mileage or lack of maintenance. Thus the recommendation was that reports be monitored to confirm that these vehicles were not experiencing the condition under normal loading and service conditions.

The investigation of two reports of control arm failures in G-30 vehicles equipped with gasoline engines revealed that the vehicles were equipped with air bag front suspensions in which the air bags were not inflated. This condition resulted in loads which were not representative for the suspension system of that class of vehicles.

Reports and complaints on these vehicles are continuing to be monitored to confirm the assessment that no field action is required concerning these vehicles.

5. Furnish a copy of all documents not specifically requested which GM believes are relevant or were used in formulating its assessment of the alleged defect.

The documents provided in response to item 2 above are responsive to this item. Copies of additional documents identified in response to this item are provided in Attachment "C".

6. Furnish any new information of which GM is aware concerning any report, document, or information which may have been previously provided by GM. Also, furnish any additional information of which GM is aware concerning the reports provided by NHTSA on this matter.

No new information other than that provided in response to item 5 above has been identified relative to documents previously provided or reports provided by NHTSA on this matter.

* • •

This reply is based upon a search of records at those locations within General Motors where documents pertaining to vehicles subject to Federal motor vehicle safety standards and of the type that appear to be called for by your request reasonably can be expected to be found, including such records at Chevrolet-Pontiac-Canada and GM Truck and Bus Groups and Product Improvements' central file and field investigation activities. In effecting these searches, of course, interpretations of the requests were required. Once these searches were completed, documents were forwarded for review and responsive documents provide the basis for the responses contained in this reply.

The searches that were conducted did not include field offices or other offices where some of the information requested by your inquiry is received initially. Such a search would be unlikely to produce any significant additional information, because in the ordinary course of business, information of this type is required to be transmitted to the locations which have been searched. In addition, such a search could be extremely time-consuming and expensive.

Additionally, the searches described above were conducted subsequent to receipt of your letter and should have resulted in the identification of information received or generated up to that time by the General Motors units that conducted the searches, except information received initially by field or other offices as referenced above. However, it is possible that additional responsive information may have been received or generated by General Motors between the time the searches were completed and the date of this response. Any such information has not been included. Please advise if you require more specific information about the nature or the scope of the searches made.

Very truly yours,

C. Thomas Terry
Manager
Product Investigations

Attachments

004208

ATTACHMENT "A"

GM-278B
ATTACHMENT "A"

1985 AND 1986 LIGHT DUTY TRUCKS
LOWER CONTROL ARMS
.JITH 6263891 BLANKS
VEHICLE SALES DATA

MODEL YEAR	MODEL	CHEVROLET	GMC	TOTAL
1985	C20	67,264	19,436	86,700
	C30	35.826	12,929	48,755
	G30	38,059	10,775	48,834
	P20	590	69	659
	P30	42,729	7,829	50,558
1986	C20	58,007	17,176	75,183
	C30	40,814	16,80~	57,621
	G30	30,114	9,049	39,163
	P20	269	58	327
	P30	30,856	2,571	33,427
			TOTAL	441,227

000210

ATTACHMENT "B"

LCA USAGE CHART (1985, 6)

(C-20 & 30 MODELS)

05MY88
PAGE 1

EPN 35854
E. L. PAULY

ARM ASM	TYPE	REAR WHEEL	MODELS	RESTRICTIONS	SUSPENSION ASM	AIR BAG	FGAWR BAG	GVWR (LB)
14026581	NR	SINGLE	C20003	& LB1/LE9/LS9 & JB7 F60	14043461	NO	3800	8600
		"	C20003	& LB1/LE9/LS9 & JB7 & F60	14043462	"	"	"
			"	& LT9/L25 & JB7	"			"
		"	C20906	& LT9 & JB7				
			C20903, 06	& 7B7				
			C20003, 06	& LE8 & JB7	14043463	"		"
			"	& LH6/LL4 & JD7	"	"	"	"
			"	& JB7				
		"	C20943	NONE	14043464		"	"
			C20003	& LB1/LE9/LS9 & JB6 F60	14064636		"	"
			C20003	& LB1/LE9/LS9 & JB6 & F60	14064639	"	"	
			C20003	& LH6 & JD6	14064654	"		
14026581	NR	SINGLE	C30003	& LT9/L25 R05	14024512	"		9000
			C30003	& LE8/LL4 R05	14024513	"		9000
		"	C30943	R05	"	"	4000	9000, 9600
		DUAL	C30943	& R05 F42	14024514	"	4000	10000
		"	C30903	& R05	"	"	3800	"
			C310,14 (03)	& LE8/LL4/LT9 & R05 F42	"	"	3800	
			C310,14 (03)	& L25 & R05 F42	14024515	"	3800	
14026591	R	DUAL DUAL	C39043 C310,14 (03)	& F42	14032908	YES	4000 "	10500 "

RPO CODES: LB1 = 4.3L CARB V6; LE9 = 5.0L CARB V8; LS9 = LD5.7L CARB V8; LT9 = HD5.7L CARB V8; L25 = 4.1L CARB LINE 6; LH6 = LD6.2L DIESEL V8; LL4 = HD 6.2L DIESEL V8; LE8 = 7.4L CARB V8; JB6, JB7 = VACUUM BRAKES; JD7, JB8 = HYDRABOOST BRAKES; R05 = DUAL REAR WHEELS; R60 = HD FRONT SPRINGS; F42 = HD FRONT SUSPENSION.

ABBREVIATIONS: NR=NON REINFORCED; R=REINFORCED.

C 200

- No reported failures on unmodified vehicles.
- Usage not likely to produce high CG loading.

C 300

- Very low number of failures coupled with extremely severe usage and/or high mileage.

C 300 & H.D. Frt. Suspension

- No reported failures.
- Air Bags & Reinforced L/C/L.

LCA USAGE CHART (1985, 6)

G-30 MODELS

EPN 35854
E. L. PAULY

05MY88
PAGE 2

ARM ASM	TYPE	REAR WHEEL	MODELS	RESTRICTIONS	SUSPENSION ASM	AIR BAG	FGAWR (LB)	GVWR (LB)
14066885	NR	SINGLE	G31303	& LT9 & JB7 F60	15597830	NO	3400	7400
"	"	"	G31305, 06	& LB1	"	"	"	7100
	"		G31305	& 784	15522295		3900	8600
	"		G31303	& LT9 & F60 & JB7	15597832	"	3900	7400, 8600
	"		G31305, 06	& LS9/LT9	"		"	7400, 8600
	"		G31332	& LT9 & JB7			"	8600
	"		G31305	& 784	"			"
"	"		G31303	& LL4 & JD7 F60	15557833		3400	7400
	"		G31305, 06	& LL4	"	"	3900	8600
	"		G31303	& LL4 & JD7 & F60	15597834	"	3900	7400, 8600
	"		G31332	& LL4 & JD7	"		"	8600
	"	DUAL	G31303, 32	& LT9 & GT5/HC4 & JB8	15597831		"	8900
"	"	"	G31332	& LT9 & GT5 & JB8 & 6V6	"	"		"
"	"	"	G31603	& LT9 & GT5/HC4	15597835	"	"	8900
	"	"	G31632	& LP9/LT9	"	"	"	10000
	"	"	"	& LT9 & 9A2	"	"	"	"
			G31332	& LT9 & GT5 & JB8 & 6V6				
"	"	"	G31303	& LL4 & GT5 & JB8	15597836	"	"	8900
"	"	"	G31332	& LL4 & JB8	"	"	"	"
"	"		G31603	& LL4 & GT5	"	"	"	
"	"	"	G31632	& LL4	"	"	"	10000
	"		"	& LL4 & 9A2	"	"		"

000243

LCA USAGE CHART (1985, 6)

G-30 MODELS (CONT'D)

05MY88
PAGE 3

EPN 35854
E. L. PAULY

ARM ASM	TYPE	REAR WHEEL	MODELS	RESTRICTIONS	SUSPENSION ASM	AIR BAG	FGAWR (LB)	GVWR (LB)
14066885	NR	DUAL	631603	& JB4	15522157	YES	3900	10000
			631303	& LT9 & GT8/HF7 & JB8	15597837	YES		
	"	"	631603	& LP9/LT9 & GT8/HF7 F42	"	YES		"
		"	631603	& 7B4	"	YES		
			631303	& LL4 & GT8 & JB8	15597838	YES		"
			631603	& LL4 & GT8 F42	"	YES	"	"
15598369	R	DUAL	631603	& LP9/LT9 & F42	15598362	YES	3900	10500
			631632	& LT9 & 9A2	"	YES	"	11000
			631603	& LL4 & F42	15598363	YLS		10500
			631632	& LL4 & 9A2	"	YES		11000

FPO CODES: LB1 4.3L CARB V6; LS9 = LD5.7L CARB V8; LT9 = HD 5.7L CARB V8; LP9 = 5.7L PROPANE V8; LL4 = HD 6.2L DIESEL V8; GT5, GT8 4.10 AXLE RATIO; HC4, HF7 = 4.56 AXLE RATIO; JB7 = VACUUM BRAKES; JD7, JB8 = HYRABOOST BRAKES; F42 = HD FRONT SUSPENSION.

SEO CODES: 7B4 = 'RIDER' FRONT SUSP; 6V6 = REC VEH CHASSIS MOD; 9A2 = REC VEH CHASSIS MOD FOR 11000 GVWR.

ABBREVIATIONS: NR NONREINFORCED; R = REINFORCED.

G 300 (32) Motor Home
- o No reported failures.
- o Loading tends to be distributed towards rear axle.

G 313 (06) Passenger Van
- o No reported failures.
- o Usage not likely to produce high CG loading.

G 300 (00) Gas Engine
- o Very low frequency (2 reports).
- o Both cases involved lack of reconnended maintenance.
- o Gas engine is 250# lighter than diesel.

G 316 (03) Diesel Engine
- o No reported failures.
- o Longer W/B distributes load towards rear axle.

G 313 (03) Diesel Engine & 7,4000 GTW
- o No reported failures.
- o Usage not likely to product sufficient loading to cause failure.

G 313 (05) Diesel Engine & Non-School Bus
- o No reported failures.
- o Usage not likely to produce high CG loading.

G 300 (00) > 10,0000 GTW
- o No reported failures.
- o Air Bags & Reinforced L/C/A.

LCA USAGE CHART (1985, 6)

P-20 & 30 MODELS

ARM ASM	TYPE	REAR WHEEL	MODELS	RESTRICTIONS	SUSPENSION ASM	AIR BAG	FGAWR	GWVR
14067155	NR	SINGLE	P200 (00)	& JB6/JD6	14067153	NO	3600	6800
	"	"	P200 (00) & P308,10,14 (42)	& JB7/JD7	14067154	"	4000 3880	68, 75, 8000 7600, 8200
		"	P308,10,14 (42)	& JB8 FS3/R05	14067157	"	4000	76, 82, 9000
				~~& JB8 & 7B1 FS3/R05~~				
15599301	"	DUAL	P308,10,14 (42)	& JB8 & R05 FS3	14057158	"	3880	9000, 10000
	"	"	P31842	& JB8 FS3		"	"	" "
			~~P308,10,14 (42)~~	~~& JB8 & R05 & 7B1 FS3~~				
			~~P31842~~	~~& JB8 & 7B1 FS3~~				
14067147	R	DUAL	P311 (00)	& F66 FS3	14067144	YES	4880	11000,12300
	"		P308, 14 (32)					
14067149	R	"	P31432	& JF9 FS3	14067145		5000	14500
			P31832	-FS3				
14067151	R	"	P30832	-FS3/F66	14067146	"	4300	10500, 11800
	"	"	P311 (00)	-FS3/F66		"		"
			P31432	& JB8 FS3/F66				
15599355	R	SINGLE	P308,10,14 (42)	& 7B1 R05	15599352	"	3880	9000
	R	DUAL	P308,10,14 (42)	& 7B1 & R05		"	"	10000
	R	"	P31842	& 7B1	"			

RPO CODES: JD6, JB7 = VACUUM BRAKES; JD6, JD7, JB8 = HYDRABOOST BRAKES; JF9 = HYDRABOOST & REAR WHEEL DISK BRAKES; FS3 = I-BEAM FRONT AXLE; R05 DUAL REAR WHEELS; F66 = NO FRONT SUSPENSION.

SEO CODES: 7B1 NO FRONT SUSPENSION.

ABBREVIATIONS: NR = NONREINFORCED; R = REINFORCED.

P 200
- o No reported failures.
- o Usage not likely to product sufficient loading to cause failure.

P 309 (32) Motor Home
- o No reported failures.
- o Air Bags & Reinforced L/C/A.
- o Loading tends to be distributed towards rear axle.

P 300 (42) & H.D. Frt. Suspension
- o No reported failures.
- o Air Bags & Reinforced L/C/A.

LH LOWER CONTROL ARM CRACKING
1985-86 C/G/P 300

-- Rationale For No Involvement --

C Models

C 200
- o No reported failures on unmodified vehicles.
- o Usage not likely to produce high CG loading.

C 300
- o Very low number of failures coupled with extremely severe usage and/or high mileage.

C 300 & H.D. Frt. Suspension
- o No reported failures.
- o Air Bags & Reinforced L/C/A.

P Models

P 200
- o No reported failures.
- o Usage not likely to produce sufficient loading to cause failure.

P 300 (32) Motor Home
- o No reported failures.
- o Air Bags & Reinforced L/C/A.
- o Loading tends to be distributed towards rear axle.

P 300 (42) & H.D Fr. Suspension
- o No reported failures.
- o Air Bags & Reinforced L/C/A.

LH LOWER CONTROL ARM CRACKING
1985-86 C/G/P 300

-- Rationale For No Involvement --
-2-

G Models

G 300 (32) Motor Home
- o No reported failures.
- o Loading tends to be distributed towards rear axle.

G 313 (06) Passenger Van
- o No reported failures.
- o Usage not likely to produce high CG loading.

G 300 (00) Gas Engine
- o Very low frequency (2 reports)
- o Both cases involved lack of recommended maintenance.
- o Gas engine is 250# lighter than diesel

G 316 (03) Diesel Engine
- o No reported failures.
- o Longer W/B distributes load towards rear axle.

G 313 (03) Diesel Engine & 7,400# GVW
- o No reported failures.
- o Usage not likely to produce sufficient loading to cause failure.

G 313 (05) Diesel Engine & Non-School Bus
- o No reported failures.
- o Usage not likely to produce high CG loading.

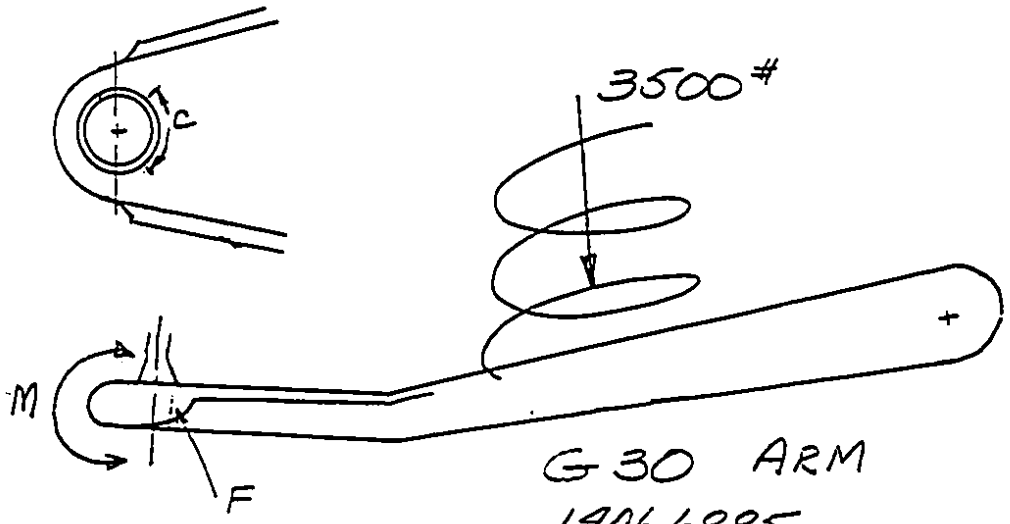
G 300 (00) > 10,000# GVW
- o No reported failures.
- o Air Bags & Reinforced L/C/A.

Note: Field reports and 1241's will continue to be monitored for failures on these vehicles.

000217

JLF
Relia. Engrg
6/1/88

9MR 88



LOCKED BALL JOINT

G30 ARM
1406 6885
POA 1560 5085

NVL TEST SUMMARY TO DATE

SAMPLE #	DESCRIPTION	LOAD (M, PP)	COUNT	CRACK
1	TO PRINT	300 LB FT	300K	2" CRACK AT C NO FLAN. CRACK
		450 LB FT	300K	
		500 LB FT	100K	
2, 3, 4, 5	SIMULATED NOTCH FRONT & REAR FLANGES	450 LB FT	20K	2" @ C
			60-70K	CRACK AT F. REAR
			90-100K	CRACK AT F. FRONT

crack thru's happen more on loaded P's & G's than C's
crack thru may begin the cracking normal loading then continues the process

F42 } air bag suspension
F66 } also gets reinforced arm

no reported incidents to date GOC 218

1989 & 1890 P-TRUCK MINIMUM MANDATORY EQUIPMENT CHART
P200-300 MODELS
ALL PRESSURES IN LBS/SQ.IN. RATINGS IN LBS.
/ = Statement Separator

‡ = Factor Limiting Frt GAWR
} = Factor Limiting RR GAWR
/ = Statement Separation

ID	MODEL	GVWR/ RPO	TIRE SIZE FRT/RR	*TIRE INFL PRES FRT	RR	MAXIMUM TIRE CAPACITIES ‡ TOTAL AT FRT	TOTAL AT RR	FRONT AXL	FRONT TOTAL SPGS	FRONT GAWR	REAR AXL	REAR TOTAL SPGS	REAR GAWR	BRAKE RPO	REQUIRED OPTS/ REMARKS	REFERENCE
						SINGLE REAR WHEELS										
A	P20042	6800/C5U	LT215/85R16C/C	51	51	3880	3880}	3700	3600‡	3600	5700	4400	3880	JB6	N/A CALIF	907480
B	P20042	6800/C5U	LT215/85R16C/C	51	51	3880	3880}	3700	3600‡	3600	6000	4400	3880	JD6	W/LL4 DIESEL	907480
C	P20042	7500/C6E	LT215/85R16C/D	51	65	3880‡	4630}	4000	4400	3880	5700	5700	4630	JB7	N/A CALIF / W/G50	888510
D	P20042	7500/C6E	LT215/85R16C/D	51	65	3880‡	4630}	4000	4400	3880	6000	5700	4630	JD7	W/LL4 DIESEL &G50	888510
E	P20042	8000/C6L	LT235/85R16D/D	51	65	5246	5246	4000‡	4400	4000	5700	5700	5246	JB7	N/A CALIF / W/G50	879246
F	P20042	8000/C6L	LT235/85R16D/D	51	65	5246	5246}	4000‡	4400	4000	6000	5700	5246	JD7	W/LL4 DIESEL &G50	879246
G ✓	P30042	7600/C6G	LT215/85R16C/D	51	65	3880‡	4630}	4000	4400	3880	7900	6200	4630	JB7**	N/A CALIF	898510
H ✓	P30042	8200/C6H	LT235/85R16D/D	51	65	5246	5246}	4000‡	4400	4000	7900	6200	5246	JB7**	N/A CALIF	879246
I ✓	P30042	9000/C6U	LT235/85R16E/E	51	80	6084	6084}	4000‡	4400	4000	7900	6200	6084	JB8		8910084
									DUAL REAR WHEELS (MOTOR HOME CHASSIS)							
J	P30832	MODEL CANCELLED														
K		10500/C7C	LT215/85R16 D/C	65	44	4630	7056	4300‡	5000	4300	7900	6200}	6200	JB8		1001050
L	P31132	11000/C7E	7.50-16 D/D	60	35	4880‡	8560	5000	5000	4880	7900	6200}	6200	JB8	W/F66; TUBE TIRE	9911080
M	P31432	11800/C7J	LT215/85R16 D/D	65	58	4630	8420	4300‡	5000	4300	7900	7500}	7500	JB8	W/G50	1001180
N		12300/C7N	7.50-16 D/D	60	50	4880‡	8560	5000	5000	4880	7900	7500}	7500	JB8	W/F66&G50;TUBE TIRE	9912380
O		12300/C7N	7.50-16 C/D	60	50	4880‡	8560	5000	5000	5000	7900	7500}	7500	JB8	W/FS3 I-BEAM & G50	9912380
P	P31432	14500/C7S	8-19.5 D/D	65	65	5600	9840}	5000‡	5000‡	5000	10000	10000	9840	JF9	IND. FRT. SUSP	9814840
Q	P31432	14500/C7S	8-19.5 D/D	65	65	5600	9840}	5000‡	5000‡	5000	10000	10000	9840	JF9	W/FS3 I-BEAM	9814840
R	P31832	14500/C7S	8-19.5 D/D	65	65	5600	9840}	5000‡	5000‡	5000	10000	10000	9840	JF9	IND. FRT. SUSP	9814840
S	P31832	14500/C7S	8-19.5 D/D	65	65	5600	9840}	5000‡	5000‡	5000	10000	10000	9840	JF9	W/FS3 I-BEAM	9814840
S.1	P32032	14500/C7S	8-19.5 D/D	65	65	5600	9840}	5000‡	5000‡	5000	10000	10000	9840	JF9	W/FS3 I-BEAM	9814840
S.2	P32032	14500/C7S	8-19.5 D/D	65	65	5600	9840}	5000‡	5000‡	5000	10000	10000	9840	JF9	INDEPEN. FRT SUSP	9814840
S.3	P31832	16000/TBD	8R19.5 D/D	70	70	5600	10800	5500‡	5500‡	5500	10500}	10500}	10500	JF9	LESS FS3 ONLY	
S.4	P32032	16000/TBD	8R19.5 D/D	70	70	5600	10800	5500‡	5500‡	5500	10500}	10500}	10500	JF9	LESS FS3 ONLY	
									(COMMERCIAL CHASSIS)							
T	P30042	9000/C6U	LT215/85R16 C/C	51	44	3880‡	7056	4000	4400	3880	7900	6200}	6200	JB8	(-FS3); N/A ON P31842	9910080
U	P30042	10000/C7A	LT215/85R16 C/C	51	51	3880‡	7056$	4000	4400	3880	7900	8000	7056	JB8	W/G60 (-FS3) NOTE 1	9110936
V	P30042	10000/C7A	LT215/85R16 C/C	51	51	3880‡	7056$	5000	4400	3880	7900	8000	7056	JB8	W/G60 & FS3 NOTE 1	9110936
W	P30042	11000/C7E	LT215/85R16 D/D	65	65	4630	8420	5000	4400‡	4400	7900}	8000	7900	JB8	W/G60 & FS3	8912300
X	P30042	11500/C7G	LT215/85R16 C/D	51	65	3880‡	8420	5000	4400	3880	7900}	8000	7900	JB8	W/G60 J B3D & FS3 N/A ON P31842	9711780
Y	P30042	12000/C7L	8-19.5 D/D	65	65	5600	9840}	5000‡	5000‡	5000	11000	11800	9840	JF9	W/FS3;	8014840
Z	P30042	14100/C7M	8-19.5 D/E	65	80	5600	11120	5000‡	5000‡	5000	11000}	11800	11000	JF9	W/FS3	8016000
AA	P30042	14500/C7S	8-19.5 D/E	65	80	5600	11120	5000‡	5000‡	5000	11000}	11800	11000	JF9	B3D REQ'D;W/FS3; N/AVAIL ON P31842	9016000

‡ AT MAX RECOMMENDED INFLATION PRESSURE
MINIMUM TO ACHIEVE STATED RATING AXLE RATING ** DIESEL (LL4) USES JD7
NOTE 1: RPO C7A MUST BE ORDERED TO OBTAIN 10,000# GVW RATING (ECA 35122).
ID S.1: P32032 (208" WB) ADDED ID S.2: P32032 W/IFS SHOWN ID S.3; S.4: ONLY WITH MICHELIN 8R19.5 TIRES RPO XNP/YNP (02/19/88)
NOTE 2: 02/02/87 REISSUED TO SHOW REINSTATEMENT OF 16" WHEELS FOR FS3 USAGES, PER ECA 37497
NOTE 3: IN ALL USAGES, BOTH "MINIMUMS" AS SHOWN, AND FOR OTHERS ABOVE THESE MINIMUMS: THE SPARE TIRE LOAD RANGE SELECTION SHALL BE THAT OF THE HIGHEST RANGE OF THOSE DESIGNATED FOR THE SPECIFIC VEHICLE. (11/19/87)

REISSUED 02/19/88
REISSUED 11/19/87
REISSUED 11/21/86
REISSUED 08/29/86
REISSUED 02/02/87
REISSUED 09/08/86
D. T. MacKinnon 08/25/86

GTZ000 1/3

✓ " MODELS ARE CANDIDATES ! USE N.R. (NON REINFORCED) ARMS
— MODELS EXCLUDED F66 REINFORCED ARMS OR FS3 I BEAM AXLE

MINIMUM MANDATORY EQUIPMENT CHART FOR 1989 G30 CUTAWAY VANS

(RATINGS IN LBS.)

MODEL	W/B	FRONT TIRES	TIRE RATING (2)	REAR TIRES	TIRE RATING (2/4)	FRONT AXLE	FRONT SPRINGS	REAR AXLE	REAR SPRINGS	BRAKE SYSTEM	FRONT GAWR	REAR GAWR	GVWR	NOTES
G31303	125	8.75-16.5D	4700	8.75-16.5D	4700	3900	3400	5700	6000	JD7	3400	4220	7400	[illegible]
		8.75-16.5D	4700	8.75-16.5D	4700	3900	3400	7500(HD)	6000	JD7	3400	4220	7400	JLE
		8.75-16.5E	5360	8.75-16.5E	5360	3900	3900(F60)	5700	6000(G50)	JD7	3900	5360	8600	CGL
		8.75-16.5E	5360	8.75-16.5E	5360	3900	3900(F60)	7500(HD)	6000(G50)	JD7	3900	5360	8600	CGL
		8.00-16.5C	3460	8.00-16.5C	6080 DUAL	3900	3400	6200	6000	JD8	3400	6000	8900	DC
		8.00-16.5C	3460	8.00-16.5C	6080 DUAL	3900	3400	7500(HD)	6000	JD8	3400	6000	8900	DCL
		8.00-16.5D	4090	8.00-16.5D	7200 DUAL	3900	3900	7500	7200	JD8	3900	7200	10000	CDF
		8.00-16.5D	4090	8.00-16.5D	7200 DUAL	3900	3900	7500(HD)	7200	JD8	3900	7200	10000	CDF
G31603	146	8.00-16.5C	3460	8.00-16.5C	6080 DUAL	3900	3900	6200	7200	JD8	3460	6080	8900	C
		8.00-16.5C	3460	8.00-16.5C	6080 DUAL	3900	3900	7500(HD)	7200	JD8	3460	6080	8900	CL
		8.00-16.5D	4090	8.00-16.5D	7200 DUAL	3900	3900	7500	7200	JD8	3900	7200	10000	CF
		8.00-16.5D	4090	8.00-16.5D	7200 DUAL	3900	3900	7500(HD)	7200	JD8	3900	7200	10000	CFL
	——	8.00-16.5D	4090	8.00-16.5D	7200 DUAL	3900	3900(F42)	7500	7200	JD8	3900	7200	10500	ACJK
G31332	125	8.75-16.5E	5360	8.75-16.5E	5360	3900	3900	5700	6000	JD7	3900	5360	8600	CH
		8.75-16.5E	5360	8.75-16.5E	5360	3900	3900	7500(HD)	6000	JD7	3900	5360	8600	CL
		8.00-16.5C	3460	8.00-16.5C	6080 DUAL	3900	3900	6200	6000	JD8	3460	6000	8900	C
		8.00-16.5C	3460	8.00-16.5C	6080 DUAL	3900	3900	7500(HD)	6000	JD8	3460	6000	8900	CL
G31632	146	8.00-16.5D	4090	8.00-16.5D	7200 DUAL	3900	3900(F42)	7500	7200	JD8	3900	7200	10500	ACJK
		8.00-16.5D	4090	8.00-16.5D	7200 DUAL	3900	3900(F42)	7500	7200	JD8	3900	7200	10000	HCF
		8.00-16.5D	4090	8.00-16.5D	7200 DUAL	3900	3900(F42)	7500	7200	JD8	3900	7200	10000	HCF

NOTES:

A. REQUIRES L05 (5.7L V8 WITH HO3 EMISSIONS) OR LL4 (6.2 L DIESEL) ENGINE.
B. RPO B3D AVAILABLE.
C. RPO F59 STABILIZER BAR REQUIRED (STANDARD ON 32 MODEL AND 31603).
D. REQUIRED RPO B3D.
E. NOT AVAILABLE IN CALIFORNIA.
F. REQUIRES RPO NF7 OR GT8.
G. REQUIRES RPO ZW1 CHASSIS EQUIPMENT.
H. LL4 6.2L DIESEL ENGINE REQUIRES JD7 BRAKE SYSTEM.
J. MUST EXCEED 45 SQUARE FEET FRONTAL AREA OR EXCEED 6000 LB. CURB WT.
K. REQUIRES F42.
L. REQUIRES L19 (7.4L) ENGINE, 17500 (HD) AXLE IS DANA 10.5" SERIES 70 HD DUAL WHEEL).
M. REQUIRES L05 (5.7L TBI V8) OR LL4 (6.2L DIESEL) ENGINE.
N. REQUIRES RPO GT4 OR GT8.

000220 MODELS EXCLUDED F42 REINFORCED ARMS

E. A. PICHE (2202-8)
VAN CHASSIS DESIGN
8-292-3107/641-3107
11/HY/87/PB9411#WNG

1989 R/V MINIMUM MANDATORY EQUIPMENT CHART
HEAVY DUTY EMISSIONS GAS & DIESEL ENGINES

ID	MODEL	GVWR	GVW RPO	TIRE SIZE	INFLATION PRESSURE	TIRE CAPACITY	FRONT AXLE	FRONT SPRINGS	FRONT GAWR	REAR AXLE	REAR SPRINGS	REAR GAWR	BRAKE SYSTEM	BRAKE CAP	REQUIRED OPTIONS
20 —0—	R20913	8600	C6P	LT235/85R/16E	45/80	2030/3012	*3000	*3000	3000	7500	*6000	6000	JH7/JH7	*8600	NONE
P	R31003	9000	C6U	LT235/85R/16E	45/80	2030/3012*	*3000	*3000	3000	7500	7000	6084	JH8	*9000	-N05
Q	R31403	9000	C6U	LT215/85R/16D	50/60	1940/1765	*3000	*3000	3000	7500	*7000	7000	JH8	10500	N05,-G60/G52
R		10000	C7A	LT215/85R/16D	50/60	1940/1985	*3000	*3000	3000	*7500	$*7500	7500	JH8	10500	N05,G60/G52
—0—		10500	C7C	LT215/85R/16D	55/60	2050/1985	*4000	*4000	4000	*7500	$*7500	7500	JH8	*10500	N05,G60/G52 F42,LJA/L05/L19
T	R30913	9000	C6U	LT235/85R/16E	45/80	2030/3012*	*4000	*4000	4000	7500	7000	6084	JH8	9600	-N05/Z81/Z76
U		9600	C6Y	LT235/85R/16E	45/80	2030/3012*	*4000	*4000	4000	7500	7000	6084	JH8	*9600	-N05, & Z81/Z7
V		10000	C7A	LT215/85R/16D	55/60	2050/1985	*4000	*4000	4000	*7500	$ 7500	7500	JH8	10500	R05,G60/G52
—V—		10500	C7C	LT215/85R/16D	55/60	2050/1985	*4000	*4000	4000	*7500	$*7500	7500	JH8	*10500	N05,G60/G52 F42,LJA/L05/L19
EXC 4WD															
X	V31003	9200	C6W	LT235/85R/16E	55/80	2335/3012*	*4500	*4500	4500	7500	7000	6084	JH8	*9200	-N05
Y		9200	C6W	LT215/85R/16D	65/50	2335/1765	*4500	*4500	4500	7500	*7000	7000	JH8	11000	N05,-G60/G52
Z		10000	C7A	LT215/85R/16D	65/60	2335/1985	*4500	*4500	4500	*7500	$*7500	7500	JH8	11000	N05,G60/G52
AA		10000	C7E	LT215/85R/16D	65/60	2335/1985	*4500	*4500	4500	*7500	$*7500	7500	JH8	*11000	N05,G60/G52, & F01,LJA/L05/L1
BB	V31403	10000	C7A	LT215/85R16D	65/60	2335/1985	*4500	*4500	4500	/500	$*7500	7500	JH8	11000	NONE
CC		11000	C7E	LT215/85R16D	65/60	2335/1985	*4500	*4500	4500	*7500	$*7500	7500	JH8	*11000	F01,LJA/L05/L19
DD	V30913	9200	C6W	LT235/85R/16E	55/80	2335/3012*	*4500	*4500	4500	7500	7000	6084	JH8	*9200	-N05
EE		10000	C7A	LT215/85R/16D	65/60	2335/1985	*4500	*4500	4500	*7500	$*7500	7500	JH8	11000	R05,G60/G52
FF		11000	C7E	LT215/85R/16D	65/60	2335/1985	*4500	*4500	4500	*7500	$*7500	7500	JH8	*11000	N05,G60/G52, F01,LJA/L05/L19

* SIGNIFIES LIMITING COMPONENT WHICH IS THE DETERMINING FACTOR FOR FRONT OR REAR GAWR.
$ G52 REAR SPRING RATING 10,000 LBS; N.A. D53. (THIS DOES NOT INCREASE REAR GAWR.)
/ ALL RATINGS IN LBS; TIRE PRESSURES IN PSI.
% GVW RPO'S C7C & C7E (10500 LB & 11000 LB) AVAILABLE FOR EXPORT WITH RPO VB1/VT7.
& L05/L19. SEE VIB.
# MAX TIRE CAPS: LT235/85R16E 3042 LB @ 80 PSI
LT215/85R16D 2335 LB @ 65 PSI

— EXCLUDED MODEL F42 REINFORCED ARM

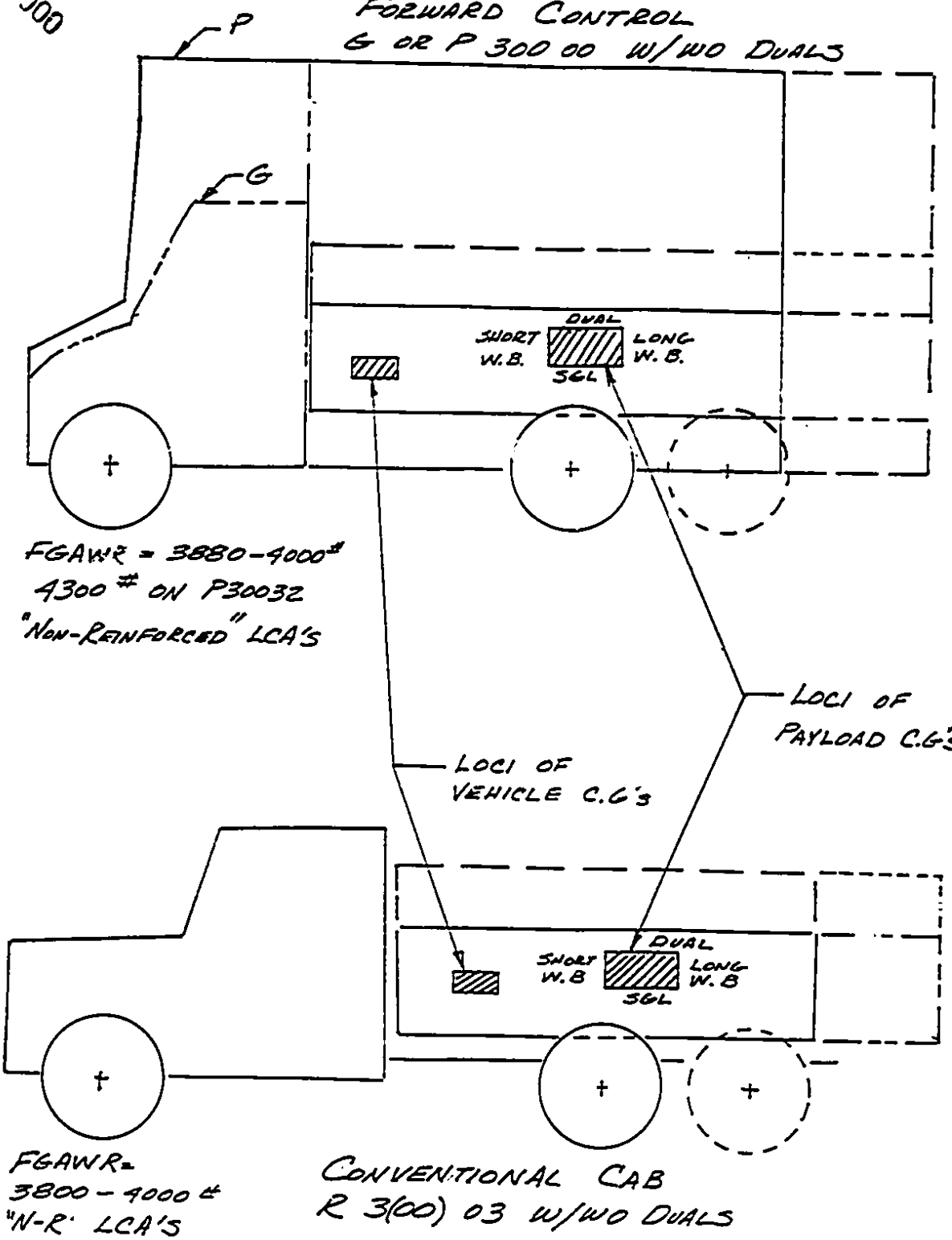
E.L. PAULY
19JUN87 INITIAL ISSUE

C00221

10 MAR 88

CG LOCATIONS

000222



EJP

LT III CU
EPN 35859

R-G-P 30 FLCA Model Summary

Model Codes of Veh with Reported Failures

Fleet	Qty	Use	Model	RR Wheel	Eng	GVWR	FAWR	Frt Susp	LCA
Galin	9	Sch Bus	G31305	SGL	LL4	8600	3900	15597833	14066885
Vimont	2	Ambul	G31303	SGL	LL4	8600	3900	15597833	14066885
W/St Unif	12	Laundry	P31403	R05	LT4	10000	3880	14067158	15599301
Rotella	4	Bakery	P31803	R05	LL4	10000	3880	14067158	15599301
American	2	Bakery	P31403	R05	LL4	10000	3880	14067158	15599301
Pechters	1	Bakery	P31403	R05	LT4	10000	3880	14067158	15599301
McDonnel	1	Mail	P31403	R05	?	10000	3880	14067158	15599301

Notes
R05 = Dual Wheels
LL4 = HD 6.2L Diesel Eng
LT4 = 5.7L Gas V8 Eng.

LCA Notes

14066885 — G-300 Usage Only (+/- R0
Non-Reinforced
Only N-R Arm on G-300

15599301 — P-300 & R05 Usage Only
Non-Reinforced

14067155 — P-200/300 - R05 Usage Only
Non-Reinforced

000223

24 MAR 88

R-G-P 30 FLCA AIR BAG / REINF ARM SUMMARY

IN ALL CASES REINFORCED ARMS USE AIR BAGS, AND SUSPENSIONS WITH AIR BAGS HAVE REINFORCED ARMS.

MODEL	RPO	LCA	SUSPENSION	AIR BAG
C 30043	F42	14026591	14032908	367762
C 310, 31400	"			
G 31603	F42	15598369	15598362	"
G 31632	(9A2)			
G31603	F42, LL4	15598369	15598363	"
G31632	(9A2)			
P308, 31432	F66	14067147	14067144	"
311(00)				
P314, 31832	—	14067149	14067145	"
P308 32	-F53/F66	14067151	14067146	"
P311 (00)	(?)			
P308, 10, 14 42	7B1 -R05	14026589	15599352	"
P308, 10, H 42	7B1 & R05	14026589	15599353	"

REINFORCED / NON REINFORCED ARM SUMMARY

	NON REINF	REINF
C TRUCK	1	1
G TRUCK	1	1
P TRUCK	2	4

CCC224

EDR

LH LOWER CONTROL ARM CRACKING
1985-86 C/G/P 300

Field/Customer Reports

Model	GVW	Engine	Cases	Estimated Population	Failures per 10,000 Veh.	Comments
C 300	9,000#	Gas	3	19,183	1.5639	Assignable cause of overload due to after market installation of special equipment & unique application (railroad) beyond the vehicle design intent. Or, very severe fleet operation on "Belgian" block like roads.
P 31_42	10,000#	Gas & Diesel	31	15,547	19.9395	No unique assignable cause found after vehicle were inspected.
G 31303	8,600#	Diesel		2,242	4.4603	Ambulance; no loading information available.
	10,000#	Diesel	3	1,805	16,6205	School Buses with aftermarket front helper leaf spring attached to the control arms because of wear out of idler arms at 3,000 4,000 miles and tires at 8,000 miles.
		Gas	2	21,797	0.9176	Vending company truck and school bus. Both had gas springs which were not inflated.
G 31305	8,600#	Diesel	8	3,038	26.3331	All are from one school bus fleet. Bodies have been modified by raising the roof.

GMC225

JLF
Relia. Engr'g
5/2/88

ATTACHMENT "C"

R-G-P 30 FLCA SUMMARY

MODEL 1985 P31442 DUAL RC5
QTY 1 4 6.2L DIESEL

OWNER MC DONNEL DOUGLAS MAIL DEL: 63127
MISSOURI

GVWR 10000 #
FGAWR. 3880 #
RGAWR 7056 #

LOADING	EMPTY	LOADED
FRONT	1670	NA
REAR	1650	
TOTAL	6640	

MILES TO REPL.
AVG NA
RANGE

ARM PN 15599301 NR

COMMENTS
- NO MODIFICATIONS TO SUSP
- BUMPERS POLISHED.

000227

Truck & Bus Group GM

27JA88

3 15. 88

Ed Pauley

Another Questionnaire response.

PRODUCT SERVICE

'88 MAR 15 A6:3

321ef3507399

GENERAL VEHIC

Customer and,

Year & Vehic:

Mileage when

Review maintenance records for frequent front or rear suspension repairs/adjustments or wheel and tire repairs. (List or attach copies)

Vehicle Configuration (i.e. Van Body, School Bus, Pickup Box, Custom Body, etc.)

Is the vehicle configured the same as when the LH lower control arm cracked? YES

What is the vehicle used for? PICK UP MAIL AND LIGHT FREIGHT

Has the vehicle had any other uses? NO

Describe the road surfaces this vehicle is regularly driven on: CITY&HWY.

What is the maximum speed this vehicle is driven? SPEED LIMIT

What are the average number of miles per day? VARIES FROM DAY TO DAY

Is this vehicle driven over rough railroad crossings, curbs, etc.? SOMETIME WHEN ON MAJOR ROADS

Number of vehicles in Fleet with same configuration: 20 VANS

TIRES & WHEELS

Tire Size, Type, & Manufacturer: 215 85r16

Wheel Size: 16'

Have tires/wheels been replaced (Same as Factory equipment or increased)? YES 2 TIMES

60C228

REAR SUSPENSION

Is the rear suspension Production or modified for extra load? NO

300 SERIES TRUCK
CRACKED LEFT HAND LOWER CONTROL ARM
EVALUATION DATA
-2-

FRONT SUSPENSION

Have there been any modificatio to the Front Suspension (Air Lifts, Transverse Leaf Springs, Coil Springs added to Front Shocks, etc.)?

Using a vernier caliper or micrometer, measure the wire diameter on (3) coils of the front coil spring and average the readings:

RH .875 LH .875

Has LH lower control arm been modified? NO REPLACED

What is the condition of the jounce bumper? OK REPLACED

Has the jounce bumper been modified (Compare with attached illustrations)?

What is the metal to metal jounce bumper condition (Rusted, Polished, Bent, etc.)? ALL BUMPER'S ANB STOPS THE METAL CONDITION WERE ALL WELL POLISHED

WEIGHTS

What are the vehicle weights at each wheel

LH Front Unloaded	1720	RH Front Unloaded	1620
LH Rear Unloaded	1760	RH Rear Unloaded	1540
LH Front Loaded		RH Front Loaded	
LH Rear Loaded		RH Rear Loaded	

Center of Gravity Heights (If possible)

PICTURES

Take pictures from several angles (Overall Vehicle, Front Suspension, LH Lower Control Arm)

GENERAL COMMENTS: TRUCK APPEARED TO BE WELL MAINTAINED AS FAR AS BEING GREASED. TRUCK DID SHOW SIGNS THAT THE FT. END WAS OUT OF ALING AND THA THE STABILIZER BAR BUSHING'S WERE IN NEED OF REPLACEMENT.

600229

R-G-P 30 FLCA SUMMARY

MODEL 1986 P3142 DUAL RDS
5.7 GAS
QTY 1

OWNER PECHTERS BAKERY
HARRISON, NJ

GVWR 10000 #
FGAWR. 3880 #
RGAWR 7056 #

LOADING	EMPTY	LOADED
FRONT	NA	NA
REAR		
TOTAL		

MILES TO REPL.

AVG 46000
RANGE —

ARM PN PROB 15599301 NR

COMMENTS
• NO MODIFICATIONS TO SUSPENSIONS

000230

TRUC...
...ER CONTROL ARM ... 87JA88

300 SERIES TRUCK
CRACKED LEFT HAND LOWER CONTROL ARM
EVALUATION DATA

PROD ... ICE
... 4.86 FEB 23

GENERAL VEHICLE INFORMATION

Customer and/or Fleet Name:

Year & Vehicle Model: 1986 P3500 VIN: 1GDHP32M3G3502666

Mileage when crack in LH lower control arm was noted: 46,000

Review maintenance records for frequent or any front or rear suspension repairs/adjustments or wheel and tire repairs. (List or attach copies) NONE

Vehicle Configuration i.e. (Van) Body, School Bus, Pickup Box, Custom Body, etc.) STEP

Is the vehicle configured the same as when the LH lower control arm cracked? YES

What is the vehicle used for? BREAD DELIVERY

Has the vehicle had any other uses? No

Describe the road surfaces this vehicle is regularly driven on: HIGHWAY
To TRENTON N.J. THEN CITY DELIVERY

What is the maximum speed this vehicle is driven? 55 M.P.H.

What are the average number of miles per day? N/A

Is this vehicle driven over rough railroad crossings, curbs, etc.? No

Number of vehicles in Fleet with same configuration: 150

TIRES & WHEELS

Tire Size, Type, & Manufacturer: 7.50 X 16 - 8 PLY TUBELESS - B.F. GOODRICH

Wheel Size:

Have tires/wheels been replaced (Same as Factory equipment or increased)? NO

REAR SUSPENSION

Is the rear suspension Production or modified for extra load? PRODUCTION

COC231

300 SERIES TRUCK
CRACKED LEFT HAND LOWER CONTROL ARM
EVALUATIO: DATA

FRONT SUSPENSION

Have there been any modifications to the Front Suspension (Air Lifts, Transverse Leaf Springs, Coil Springs added to Front Shocks, etc.)? *No*

Using a vernier caliper or micrometer, measure the wire diameter on (3) coils of the front coil spring and average the readings:

RH *22.5 mm* LH *22.5mm*

Has LH lower control arm been modified? *No*

What is the condition of the jounce bumper? *Good*

Has the jounce bumper been modified (Compare with attached illustrations)? *No - RE. PHOTOS*

What is the metal to metal jounce bumper condition (Rusted, Polished, Bent, etc.)? *BUMPERS ARE RUBBER*

WEIGHTS

What are the vehicle weights at each wheel?

LH Front Unloaded _____ RH Front Unloaded _____

LH Rear Unloaded _____ RH Rear Unloaded _____

LH Front Loaded _____ RH Front Loaded _____

LH Rear Loaded _____ RH Rear Loaded _____

Center of Gravity Heights (If possible) *UNABLE TO SECURE WEIGHTS VEHICLE LOADED - UNLOADED + OPERATED WHEN SCALES ARE*

PICTURES *UNAVAILABLE (BREAD)*

Take pictures from several angles (Overall Vehicle, Front Suspension, LH Lower Control Arm)

GENERAL COMMENTS:

R-G-P 30 FLCA SUMMARY

MODEL 1985 (7) / 1986 (2) G31305 (SCHOOL BUS) DUAL NO
QTY 9 6.2L DIESEL LA SGL WHL

OWNER GALEN TRANSPORTATION INC MORRISTOWN NJ

GVWR 8600 #
FGAWR. 3900 #
RGAWR 6000 #

LOADING		EMPTY	LOADED
FRONT	CNR	1530	—
REAR	CNR	1450	—
TOTAL		5950	EST: 16 PASS @ 1A + DVR @ 200 = 2416 ~ 8400 #

MILES TO REPL.

AVG 60900
RANGE 52600 TO 69600

ARM PN 14066885, N.R

COMMENTS
- NO LOADED WGTS PROVIDED, EST 8400# FULLY LOADED, WITHIN 8600 # GVWR & PROB WITHIN 3900 # FGAWR
- ALL BUMP STOPS POLISHED

00C233

CHEVROLET Chevrolet Motor Division General Motors Corporation **FLEET SERVICE ACCOUNT**

Yearly Record of Contacts

Date: 88

Name:

FLEET ACCOUNT NUMBER _____ RESPONSIBILITY CODE: _____

Fleet Gailin Transportation Inc Zone _____

Address 1 Cory Rd Phone (201) 984 1101

City Morristown State NJ Zip 07960

Contacts _____ Title _____

Samuel (Bud) Winning

Brian Winning

Rick Sm

Service Manuals Approved _____

Service Manuals Received _____

Warranty Code No. _____

Current Hourly Rate _____ Effective Date _____

TOTAL PASS FLT. SIZE	TOTAL CHEV.	TOTAL TRK. FLT. SIZE	CHEV.

Record of Contacts

JAN	FEB	MAR	APR	MAY	JUNE	JULY	AUG	SEPT	OCT	NOV	DEC
	2										
TOTAL											

CM-234

over for inspection rec cap

2-24 Labor Transportation

Inspect (8) 1985 units for evaluation of cracked left lower control arm.

① All units had Goodyear 8.75 R16.5 LT tires on the front (either G159 or Wrangler.

all rear tires were Goodyear G133 - 8.25R16.5LT

② All units had 8 leaf rear suspension, no modification

③ All units were production front suspension, no modifications

④ Range of front coil spring were diameter was .885" min to .893" max on (8) units

⑤ Lower control arms had not been modified on any units

⑥ Spacer bumpers were all in good condition and original unmodified design except for No. 45L left spacer bumper was missing and No. 46C on which the left lower control arm had been replaced with a used part and had the old design cone bumper installed

⑦ On all units metal to metal contact was either polished or some paint remaining, none were bent or damaged

⑧ Unit 45L (2GBGG35SF4147021) was weighed at the nearest certified scale the account could locate; Bruno & D'Elia Dr. Hackensack NJ (40 minute one way trip from the account) Weights are. (vehicle empty

Left front (ticket No. 203583) 1560; right front (ticket No 203584) 150
right rear (ticket no 203585) 1370; left rear (ticket no 203586) 1520
All vehicles loading capacity is driver and 16 elementary through high school students. 2225

⑨ Vehicle inspection; 2GDGG35S3F4139519 (45A); 2GBGG35S5F4139559 not available (45B)
2GBGG35S3F4176664 (45E); 2GBGG35S9F4142331 (45F) 2GBGG353 94F4142001 (45J
2GBGG3 3F 4147021 (45L) 2GBGG35S8F4142390 (45M) 2GDGG35S5F4140346 (4

Pg 1/21

-24 87
62,500

45L

27JA88

300 SERIES TRUCK
CRACKED LEFT HAND LOWER CONTROL ARM
EVALUATION DATA

GENERAL VEHICLE INFORMATION

Customer and/or Fleet Name: Gaben Transportation Inc.

Year & Vehicle Model: 85 G Van modified body VIN: 2GBGG35JF 4147021

Mileage when crack in LH lower control arm was noted: 53,000 mile

Review maintenance records for frequent or any front or rear suspension repairs/adjustments or wheel and tire repairs. (List or attach copies) History not available at contact

Vehicle Configuration (i.e. Van Body, School Bus, Pickup Box, Custom Body, etc.) modified G Van

Is the vehicle configured the same as when the LH lower control arm cracked? yes

What is the vehicle used for? school bus

Has the vehicle had any other uses? no

Describe the road surfaces this vehicle is regularly driven on: mixed suburban & rural black top

What is the maximum speed this vehicle is driven? 55

What are the average number of miles per day? 100

Is this vehicle driven over rough railroad crossings, curbs, etc.? no

Number of vehicles in Fleet with same configuration:

TIRES & WHEELS

Tire Size, Type, & Manufacturer: (F) Goodyear G159 - 8.75 R16.5 LT m+
R " G133 " "

Wheel Size: 16.5

Have tires/wheels been replaced (Same as Factory equipment or increased)? tires replaced check invoice for OE

REAR SUSPENSION Production 8 leaf - check invoice for OE

2/21

300 SERIES TRUCK
CRACKED LEFT HAND LOWER CONTROL ARM
EVALUATION DATA
-2-

FRONT SUSPENSION

Have there been any modifications to the Front Suspension (Air Lifts, Transverse Leaf Springs, Coil Springs added to Front Shocks, etc.)? no

Using a vernier caliper or micrometer, measure the wire diameter on (3) coils of the front coil spring and average the readings:

RH .890" LH .888"

Has LH lower control arm been modified? no

What is the condition of the jounce bumper? good Right left missing

Has the jounce bumper been modified (Compare with attached illustrations)? no

What is the metal to metal jounce bumper condition (Rusted, Polished, Bent, etc.)? folded right - folded under grease left

WEIGHTS See attached weight tickets - passenger weight is one adult driver and 16 students

What are the vehicle weights at each wheel?

LH Front Unloaded	1560	RH Front Unloaded	1500
LH Rear Unloaded	1520	RH Rear Unloaded	1370
LH Front Loaded	_____	RH Front Loaded	_____
Rear Loaded	_____	RH Rear Loaded	_____

Center of Gravity Heights (If possible):

PICTURES 2 photos attached

Take pictures from several angles (Overall Vehicle, Front Suspension, LH Lower Control Arm)

ADDITIONAL COMMENTS:

recycling centers

BRUNO & D'ELIA, INC.
HACKENSACK, NJ

Weight Ticke

TICKET NUMBER	DATE	TIME IN	TIME OUT	GROSS WEIGHT
A 181167	02/24/88	00:00	16:13	0
NAME / ACCOUNT NUMBER	**NO. OF PASSENGERS**	**DRIVER ON/OFF**		**TARE WEIGHT**
GALIN TRANS				1560
VEHICLE IDENTIFICATION	**TRAILER ID**	**TRACTOR ID**		**NET WEIGHT**
		45L		0
MATERIAL			**UNIT**	**UNIT PRICE**
				0.00
SOURCE	**DESTINATION**			**AMOUNT DUE**
Front	Left Rear			$ 5.00

ST 101

COMMENTS

PUBLIC SCALE WEIGHING — REGULAR

203583

SCALE LOCATION: 109 MCKINLEY ST.

JMV

Pg 3/21

paper recycling centers

BRUNO & D'ELIA, INC.
HACKENSACK, NJ

Weight Ticke

TICKET NUMBER	DATE	TIME IN	TIME OUT	GROSS WEIGHT
A 181168	02/24/88	00:00	16:13	0
NAME / ACCOUNT NUMBER	**NO. OF PASSENGERS**	**DRIVER ON/OFF**		**TARE WEIGHT**
GALIN TRANS				1500
VEHICLE IDENTIFICATION	**TRAILER ID**	**TRACTOR ID**		**NET WEIGHT**
		45L		0
MATERIAL			**UNIT**	**UNIT PRICE**
				0.00
SOURCE	**DESTINATION**			**AMOUNT DUE**
Front Right				$ 5.00

ST 101

COMMENTS

PUBLIC SCALE WEIGHING — REGULAR

203584

SCALE LOCATION: 109 MCKINLEY ST.

JMV

001229

paper recycling centers

BRUNO & D'ELIA, INC.
HACKENSACK, NJ

Weight Ticket

TICKET NUMBER	DATE	TIME IN	TIME OUT	GROSS WEIGHT
A 181169	02/24/88	00:00	16:15	0
NAME / ACCOUNT NUMBER		NO. OF PASSENGERS	DRIVER OR VOR	TARE WEIGHT
GALIN TRANS				1370
VEHICLE IDENTIFICATION		TRAILER ID	TRACTOR ID	NET WEIGHT
			45L	0
MATERIAL			UNIT PRICE	UNIT CODE
				0.00
SOURCE		DESTINATION	AMOUNT DUE	
Right Rear			$	5.00

BT 101

COMMENTS

PUBLIC SCALE WEIGHING -- REGULAR

203585

SCALE LOCATION: 109 MCKINLEY ST.

JMV

Pg 4 / 21

paper recycling centers

BRUNO & D'ELIA, INC.
HACKENSACK, NJ

Weight Ticket

TICKET NUMBER	DATE	TIME IN	TIME OUT	GROSS WEIGHT
A 181170	02/24/88	00:00	16:16	0
NAME / ACCOUNT NUMBER		NO. OF PASSENGERS	DRIVER OR VOR	TARE WEIGHT
GALIN TRANS				1520
VEHICLE IDENTIFICATION		TRAILER ID	TRACTOR ID	NET WEIGHT
			45L	0
MATERIAL			UNIT PRICE	UNIT CODE
				0.00
SOURCE		DESTINATION	AMOUNT DUE	
		Left Rear	$	5.00

BT 101

COMMENTS

PUBLIC SCALE WEIGHING -- REGULAR

203586

SCALE LOCATION: 109 MCKINLEY ST.

JMV

Gr 23

EA85-007

Form Approved: O.M.B. No. 2127-...

U.S. Department of Transportation
National Highway Traffic Safety Administration

VEHICLE OWNER'S QUESTIONNAIRE

The Privacy Act of 1974 - Public Law 93-579

This information is requested pursuant to authority vested in the National Highway Traffic Safety Act and subsequent amendments. You are under no obligation to respond to this questionnaire. Your response may be used to assist the NHTSA in determining whether a manufacturer should take appropriate action to correct a defect. If the NHTSA proceeds with administrative enforcement or litigation against a manufacturer, your response, or a statistical summary thereof, may be used in support of the agency's action.

FOR HQ USE ONLY

ODI NO	HL NO.

OWNER

LAST NAME	FIRST NAME & MIDDLE INITIAL	TELEPHONE NO. (Area Code)
Byram Bus Line Inc.	Galin Transportation Inc (Lessee)	Work- 201 984-7107 Home-

STREET ADDRESS	CITY	STATE	ZIP CODE
R.D. 5 ILLEGIBLE	Stanhope	N.J	07874

VEHICLE INFORMATION

VEHICLE MAKE & MODEL	MODEL YEAR	BODY STYLE	VEHICLE IDENTIFICATION NO.
Chevy G-30	1985	VAN	2GBGG35J5F4149021

ENGINE SIZE (CID/CC/L)	MILEAGE	DATE PURCHASED	DEALER'S NAME AND ADDRESS	AIR CONDITIONED
6.2 ☐ FUEL INJECTION ☐ GAS ☒ DIESEL	55,000	6/30/85 ☒ NEW ☐ USED	Ayers Chevy Dover N.J. Byram Bus Line	☐ Yes ☒ No

VEHICLE SPEED AT FAILURE	NO CYLINDERS	POWER STEERING	POWER BRAKES	TRANSMISSION
☒ Parked	8	☒ Yes ☐ No	☒ Yes ☐ No	☐ MANUAL (Speed) ☐ 3 ☐ 4 ☐ 5 ☒ AUTOMATIC TYPE Turbo 400

FAILED COMPONENT(S)/PART(S) INFORMATION

COMPONENT PART NAME(S)	LOCATION	FAILED PART(S)	MILEAGE(S) AT FAILURE(S)	NO. OF FAILURE
Left lower control arm GM Part 14041585	☒ Left ☐ Right ☒ Front ☐ Rear	☒ ORIGINAL ☐ REPLACEMENT	55,000	1

DATE(S) OF FAILURE(S)	DESCRIPTION OF FAILURE(S)
1/20/87	Left lower control arm cracked and broke by ball joint

FAILED TIRE INFORMATION

MANUFACTURER	TIRE NAME	SIZE	TYPE FAILURE

CONSTRUCTION	FAILED TIRE	BELT MATERIAL	LOCATION	DOT IDENTIFICATION NO.*
☐ Belted ☐ Bias ☐ Radial	☐ Original ☐ Replacement	☐ Steel ☐ Fiberglass ☐ Aramid ☐ Rayon	☐ Right Front ☐ Right Rear ☐ Left Front ☐ Left Rear ☐ Spare	

*The identification number consists of about ten letters and numerals following the letters DOT usually located near the rim flange on the side opposite the whitewall or on either side of a blackwall tire.

APPLICABLE ACCIDENT INFORMATION

ACCIDENT	NO. INJURIES	NO. FATALITIES	
☐ Yes ☒ No			

DESCRIPTION OF ACCIDENT

000280