

Report on Car Company Hood Defect Recalls

Based on Data from the
**National Highway Traffic Safety
Administration**

U.S. Department of Transportation
1987-2001

Compiled by
**The Certified Automotive Parts
Association**

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CAPA Report: DEFECTIVE CAR COMPANY HOODS

CAPA is concerned whenever anyone has a potential problem with a CAPA certified part. For this reason, we vigorously solicit complaints about problem parts, immediately decertify parts that do not meet our standards and facilitate a unique recall program designed to remove problem parts from the market. In fact, CAPA is the only independent organization overseeing the quality of collision repair parts on the market. CAPA's presence ensures that basic quality standards are in place. Those standards are monitored, enforced and, most importantly, when manufacturers fail to comply, the public is notified. Without an independent certifier like CAPA there would be no way to differentiate the quality of parts or monitor part quality in the market.

Two Problem Hoods

During the past 5 years, the trade press has focused on the failure of two particular non-car company hoods—one for a 1987 Honda Accord and the other for a 1997 Toyota Tacoma. The Honda hood was also the subject of a Consumer Reports investigation in 1999. No injuries were reported from these two hood problems. Initially, CAPA was denied access to the Accord hood. When CAPA engineers finally were able to view the hood, they discovered that it was manufactured over a year after the owner testified under oath that it had been installed.

4.8 Million Car Company Hoods

In order to put the issues created by the failure of these two hoods into perspective, we have analyzed U.S. Government records regarding car company hood problems. As CAPA was founded in 1987, we looked at NHTSA hood recalls during the time period CAPA has been certifying parts (14 years). Here's what we found: **From 1987-2001 the government recalled 4,866,545 vehicles for hood related problems that could cause the hood to fly open while the vehicle is in motion.**

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In addition, approximately, 75% of the recalls listed in this report are related to the car company primary or secondary latching mechanism, is anyone doing anything to solve this historical problem in the car company standard?

These two failures correspond to the 4,866,545 car company potential failures over the last 14 years. In addition, according to government recall analysis, an estimated 1.4 million of these car company hoods have yet to be checked by the car companies (estimated open recalls). This is a very serious problem and it's with car company hoods. **While CAPA is aggressively checking and monitoring the quality of independently manufactured hoods, who is fixing the problem with the 1.4 million car company parts?**

Car Company Hood Problems 1987-2001 Manufacturer Ranking Based on U.S. Department of Transportation Recall Actions

Car Company	No. of Recalls	No. of Recalled Hood Problems	Overall Rank
Ford	7	2,174,625	1
General Motors	9	1,198,040	2
Chrysler	4	1,112,000	3
Volkswagen	1	238,000	4
Mercedes	1	44,144	5
Hyundai	1	39,361	6
Suzuki	1	38,229	7
Lexus	1	16,036	8
Utilimaster	2	3,673	9
Porsche	1	2,451	10
Mazda	1	16	12
Total	29	4,866,545	

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Car Company Hood Problems 1987-2001

14 Year Detailed History

Based on U.S. Department of Transportation Recall Actions

Car Company	Model	Model Year	Recall Year	Number Recalled	Problem with Recalled Hood
Buick	Regal, Grand Prix	88	88	12,457	Secondary hood latch may not properly engage.
Buick	Roadmaster, Caprice, Custom Cruiser	91	91	224,588	Secondary hood latch can corrode, causing hood not to latch properly when closed.
Cadillac	Deville	98	97	14,423	Hood hinge pivot bolts can break due to improper heat treat conditions. Does not meet requirements of FMVSS No. 209, "Windshield Zone Intrusion."
Cadillac	Deville, Concours	96	95	12,783	Does not meet requirements of FMVSS No. 113 "Hood latch systems."
Chevrolet	Beretta, Corsica	87	91	290,408	Secondary hood latch assembly may not be properly adjusted and could become bent.
Chevrolet	Beretta, Corsica	87	88	282,052	Secondary hood latch assembly may not have been properly adjusted resulting in latch becoming bent.
Chevrolet	Beretta, Corsica	87	87	2,020	Loss of skid plate could lead to disengagement of secondary and primary latches.
Chevrolet	Cavalier, Sunbird	92	91	3,212	Secondary hood latch not installed properly or missing.
Chrysler	Cirrus, Stratus, Breeze	96	97	219,000	The secondary hood latch spring can disengage from its retention hole if the hood is slammed shut.
Chrysler	LeBaron	92	92	17,000	Hood latch assembly may not have been properly installed.
Dodge	Ram	94	2001	701,000	Corrosion of return spring on hood secondary latch could cause mechanism to bind in "release position."
Dodge	Ram	94	95	175,000	Secondary hood latch rod can bind on the guide bracket and prevent engagement of secondary latch--can cause the hood to fly up
Ford	Crown Victoria	96	97	125,000	Hood or latch striker can wear or become detached from the hood.
Ford	Explorer Sport Trak, Ranger, Explorer Sport	2000	2000	137,700	Hood or latch striker can wear or become detached from the hood.
Ford	Windstar, Mustang	96	97	769,000	Tearing of bond between inner and outer hood panels can cause outer

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Car Company	Model	Model Year	Recall Year	Number Recalled	Problem with Recalled Hood
					panel to fly up during minor collisions.
GEO	Metro	89	93	356,097	Mislocated attaching spot welds of the hood striker assembly cause cracks to start on the hood inner panel.
Hyundai	Sonata	89	90	39,361	Insufficient clearance could cause safety catch on secondary hood latch striker to bind.
Lexus	ES300	92	94	16,036	Secondary hood latch mechanism too narrow which can cause dust or other foreign matter to accumulate and the hood not to engage properly.
Lincoln	Town Car	91	95	142,800	Corrosion of Hood Latch Striker Plate causes detachment of the plate from the hood assembly resulting in an unexpected opening of the hood while vehicle is being driven.
Lincoln	Town Car	91	95	73,837	Secondary hood latch may not engage when the hood is closed. If primary hood latch releases or is not properly latched, the hood could fly up.
Lincoln	Town Car	91	91	72,000	Secondary hood latch may not engage when hood is closed.
Mazda	RX7	92	2000	16	The hook on hood striker could separate from the base plate at welded portion due to insufficient welding strength.
Mercedes	C220, C280, C360	95	96	44,114	Does not meet requirements of FMVSS No. 113 "Hood latch systems."
Mercury	Mountaineer, Explorer	99	99	854,288	Secondary hood latch can corrode, causing hood not to latch properly when closed
Porsche	Coupe, 911, Cabrio, Carrera, Targa	90	91	2,451	Safety latch may be prevented from locking properly.
Suzuki	Swift	89	93	38,229	Mislocated attaching spot welds of the hood striker assembly cause cracks to start on the hood inner panel.
Utilimaster	Aeromate	90	91	541	Primary hood latch can release when vehicle is driven in the condition of high wind gusts.
Utilimaster	Walk-in Van	97	97	3,132	Hood or latch striker can wear or become detached from the hood.
Volkswagen	Golf, GTI, Jetta	93	98	238,000	The secondary hood latch may corrode at the latch pivot and stick in the open position.