

FORD PINTO FUEL TANK REMEDY DEVELOPMENT CHRONOLOGY

<u>Date</u>	<u>Remedy</u>	<u>Test Results</u>	<u>NHTSA Reaction</u>
1/78	None	DySci test in Phoenix. Car to car crashes. Massive leaks and fire. In these and all other car to car crashes below a 1971 Impala was used as the striking vehicle.	Initial Determination issued 5/78.
6/30/78	High density poly-ethelene shield over front of tank, filler neck lengthened to 7.1 in. insertion, filler neck affixed to tank by double-lip seal [hereinafter these measures referred to as "A"].	"A" shown to be effective by Ford's static tests performed in a crushing device, which looks like a giant vise. On 6/30 Ford performed a 25 mph moving barrier rear-end crash into a hand-built "1971 Pinto" modified with "A". Stoddard solvent shot from the gas cap and continued to leak from that area. "A" worked well; right side of shield pulled loose from its mounting; area of tank underneath badly creased (but no leak).	Need for further corrective action obvious.
7/11/78	"A" plus better sealing gas cap [hereinafter the gas cap is referred to as "B"].	Same barrier crash test performed on 6/30. No leak. Shield stayed on tank. Actual 1971 Pinto used.	Barrier crash deemed unrealistic. Car to car crashes as performed at DySci advised, Ford told that if it does not perform such tests NHTSA will.
8/7/78	"A" and "B".	NHTSA performs 30 mph car to car crashes at DySci. The Pintos tested were modified with "A" and "B" by Ford personnel. In one test the left rear fuel tank support strap pulled out enabling the filler neck to pull out of tank. In the other a brittle "U" bolt fractured loosening shield and permitting tank to puncture.	Ford informed of test results and need for further corrective action.

8/15/78

"A", "B", plus deletion of all "U" bolts which would show embrittlement and addition of less brittle bolts. Addition of left tank hanger strap reinforcement bolt [hereinafter improved "U" bolt and extra reinforcement bolt referred to as "C"].

Ford performs two 30 mph car to car crashes into 1971 Pintos modified with "A", "B", and "C". Shield pulled loose on right side from mounting in each case, and in each case small holes were punctured in exposed area of tank permitting leak to occur. Otherwise "A", "B", and "C" do well.

NHTSA personnel on scene indicate that further corrective action required to prevent shield from pulling loose.

8/18/78

"A", "B", "C", plus small polyethelene shield added to front, right side of tank and sharp corners of mounting bracket rounded off [hereinafter extra shield and rounded corners referred to as "D"].

Ford performs car to car crash into 1971 Pinto modified with "A", "B", "C", and "D" at 30 mph. No leak. "A", "B", "C", and "D" perform well.