January 1984

Lemon laws: Putting the Squeeze on Automobile Manufacturers

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American consumers spend more time shopping for an automobile than for any other consumer product. This is true in part because the automobile industry makes available a large number of foreign and domestic models and a wide variety of optional equipment, permitting consumers to order automobiles tailored to their individual needs. Manufacturers and dealers, however, severely limit consumers' options regarding warranty coverage on a new automobile. All but one manufacturer offer a standard warranty that restricts a consumer's remedy.


3. There are only two types of warranty coverage available from automobile manufacturers selling cars in the United States: American Motors Corporation's (AMC) full warranty, see Appendix A, and all other manufacturers' standard limited warranties, see, e.g., Appendix B. Only AMC's warranty meets the minimum federal standards for full warranty coverage set out in the Magnuson-Moss Warranty—Federal Trade Commission Improvement Act of 1975, 15 U.S.C. §§ 2301-2312 (1982). See id. § 2304; see also infra note 90 and accompanying text (describing the Magnuson-Moss Act's full/limited warranty dichotomy). All others offer almost identical limited warranty coverage. See infra notes 4, 5, 91 & 92 and accompanying text. See generally FTC Summary Report, Warranty Rules Warranty Content Analysis 48-50 (1979).

Most warranties provide coverage for 12 months or 12,000 miles, whichever comes first, see, e.g., Appendix B; some warranties extend coverage for 24 months or 24,000 miles. Foreign car warranties offer varying combinations of time and mileage limitations. See FTC Summary Report, supra at 20. In addition, some warranties extend coverage for up to five years or 50,000 miles on specified parts, usually the components of the power train. See, e.g., Appendix B. See generally FTC Summary Report, supra, at 19-24. All warranties exclude certain parts, such as tires, from coverage. Id. at 49.

4. Although AMC is the only manufacturer to offer a full warranty, see supra note 3, it holds only about 2% of the market for new car sales. Approximately 98% of all new cars sold in the U.S., therefore, carry the automobile manufacturer's standard limited warranty. See FTC Summary Report, supra note 3, at 46. Because full warranties have a minimal impact on consumers' automobile warranty problems, this Note gives them only limited consideration. For a fuller analysis see generally C. Reitz, Consumer Protection Under the Magnuson-Moss Warranty Act 45-57 (1978); Brickey, The Magnuson-Moss Act—An Analysis of the Efficacy of Federal Warranty Regulation as a Consumer Protection Tool, 18 Santa Clara L. Rev. 73, 78 (1978).
for manufacturing defects to repair or replacement of defective parts. Many manufacturers allow consumers to purchase a service contract if they wish to extend the duration of the warranty's coverage.

For most automobile purchasers, this repair or replace warranty provides adequate protection against minor defects which commonly occur in mass produced goods. In most cases, the dealer can repair these defects quickly and completely. Thus, the warranty usually insures

5. The standard automobile warranty traditionally consists of five elements: an express warranty that none of the covered parts will prove defective during a specified period of time; an integration clause excluding any other express warranty; a disclaimer of all implied warranties; a clause providing that repair or replacement of any defective part is the buyer's sole remedy for any breach of warranty; and a term excluding liability for any consequential losses resulting from a breach of warranty. See Appendix B. Cf. Eddy, Effects of the Magnuson-Moss Act Upon Consumer Product Warranties, 55 N.C.L. REV. 835, 841 (1977) (identifying four elements of "limited repair warranty"); Whitford, Law and the Consumer Transaction: A Case Study of the Automobile Warranty, 1968 WIS. L. REV. 1005, 1013-15 (enumerating risks covered by standard automobile warranty). The Uniform Commercial Code (U.C.C.) authorizes each of these provisions. See U.C.C. § 2-313 (creation of express warranties); id. §§ 2-316(1), 2-202 (exclusion of express warranties); id. § 2-316(2) (exclusion of implied warranties of merchantability and fitness for particular purpose); id. § 2-719(1) (creation of exclusive remedy for breach); id. § 2-719(3) (exclusion of consequential damages); Eddy, supra at 841-42. State and federal legislation has restricted or occasionally negated a manufacturer's ability to disclaim implied warranties and limit liability for consequential damages in sales of consumer goods. See, e.g., CAL. CIV. CODE § 1792.4 (Deering 1981); D.C. CODE § 28-2-316.1(2) (Supp. 1982); KAN. STAT. ANN. § 50-639(a) (1976); ME. REV. STAT. ANN. tit. 11, § 2-316(5) (Supp. 1982); MD. COM. LAWS CODE ANN. § 2-316.1 (1975 & Supp. 1982); MASS. ANN. LAWS ch. 106, § 2-316A (Michie/Law. Co-op. 1976); MISS. CODE ANN. §§ 75-2-719(4) (1972); Vt. STAT. ANN. tit. 9A, § 2-316(5) (Supp. 1983).

While implied warranties are an important source of consumer rights against a seller, most of the "lemon laws," which are the subject of this Note, apply only if the manufacturer offers an express warranty. See Appendix D. This Note, therefore, will focus on consumers' rights under an express warranty, giving an explanation of implied warranties only insofar as they are relevant to lemon laws. For a fuller discussion of these warranties, see generally J. WHITE & R. SUMMERS, UNIFORM COMMERCIAL CODE §§ 9-6 to 9-9, 12-5 to 12-7 (2d ed. 1980); Millsap & Coffinberger, Sellers' Disclaimers of Implied Warranties: The Legislatures Strike Back, 13 U.C.C. L.J. 160, 168-70 (1980).

6. The consumer may purchase a service contract at the time the car is purchased or shortly thereafter. The service contract merely extends the duration of the manufacturer's obligation to repair defects and does not increase responsibility for replacing defective automobiles that the dealer cannot repair. See Automobile Warranty and Repair Act Hearings, supra note 1, at 498-99 (statement of James G. Vorhes, Vice President, General Motors Corp.).

7. See Goddard v. General Motors Corp., 60 Ohio St. 2d 41, 45, 396 N.E.2d 761, 764 (1979).

Quality control problems are worse for automobiles, however, than for any other consumer product. While about 7% of all consumer products have warranted defects upon delivery, almost 30% of all new automobiles sold have warranted defects. Perschuk, Consumer Automobile Problems, 11 U.C.C. L.J. 145, 146-47 (1979). Cf. Automobile Warranty and Repair Act Hearings, supra note 1, at 485 (comments of James G. Vorhes, Vice President, General Motors Corp.) (complexity of automobiles makes defects arising during production inevitable). See generally R. NADER, C. DITLOW & J. KINNARD, THE LEMON BOOK 15 (1970) [hereinafter cited as R. NADER].
that the buyer will have an automobile substantially free of defects soon after the sale, while it protects the dealer until he has had an opportunity to correct defects. In some instances, however, the automobile suffers from serious defects that the dealer cannot remedy. In other cases, the dealer resists the buyer's efforts to secure repairs under the warranty. When these situations arise, the buyer may become convinced that the dealer will never completely repair the automobile.


In cases governed by the U.C.C., the contractually reserved exclusive remedy of repair or replacement precludes the buyer from asserting other remedies unless, under the circumstances, it fails of its essential purpose. U.C.C. § 2-719(1)(b) (1978). This remedial scheme protects the seller from liability until he has had an opportunity to attempt repairs. See, e.g., id. § 2-601 (buyer may reject nonconforming goods "unless otherwise agreed under the sections on contractual limitations of remedy"). See supra note 5 and accompanying text.


9. The dealer's inability to remedy defects may result from several causes. In some cases the dealer may be unable to locate the defect causing the malfunction. See, e.g., Ford Motor Co. v. Mayes, 575 S.W.2d 480 (Ky. Ct. App. 1978) (unusual noise and vibration in truck required several mechanics to diagnose); Massingale v. Northwest Cortez, Inc., 27 Wash. App. 749, 620 P.2d 1009 (1980) (motor home that would not start when motor was hot required several months to diagnose). In some situations, the dealer identifies and repairs defective parts, yet the automobile continues to malfunction. See, e.g., Tiger Motor Co. v. McMurtry, 284 Ala. 283, 224 So. 2d 638 (1969) (after numerous repairs car still misfired, skipped, burned oil and got poor gas mileage); Pavesi v. Ford Motor Co., 155 N.J. Super. 373, 382 A.2d 954 (1978) (paint would not adhere to automobile repainted several times). Even when the dealer has located the difficulty and cured it, other circumstances may make it foreseeable that the automobile will never be in good repair. See, e.g., Bayne v. Nall Motors, Inc., 12 U.C.C. Rep. Serv. (Callaghan) 1137 (Iowa 1973) (automobile's entire power train probably damaged when differential "froze" while car was in motion); Asciolla v. Manter Oldsmobile-Pontiac, Inc., 117 N.H. 85, 370 A.2d 270 (1977) (when transmission malfunctioned because automobile had been submerged, it would probably develop other defects). In all of these cases even the dealer's good faith efforts to repair could not give the buyer a defect-free automobile.

10. Many of these cases involve disputes over whether the warranty requires the dealer to repair a particular defect. See, e.g., Ford Motor Co. v. Fairley, 398 So. 2d 216 (Miss. 1981) (dealer disputed whether extended warranty coverage was still in effect when buyer demanded repairs);
and attempt to return the "lemon" to the dealer.\textsuperscript{11} The repair or replace warranty, however, can severely hamper the buyer's efforts to negotiate with the dealer or manufacturer for a refund or a replacement vehicle.\textsuperscript{12} Indeed, the buyer often must litigate in order to receive the relief he seeks.\textsuperscript{13} The cost of bringing suit, however, frequently exceeds

\begin{quote}
\textsuperscript{11} Ehlers v. Chrysler Motor Corp., 88 S.D. 612, 226 N.W.2d 157 (1975) (dealer refused to repair because he believed buyer had changed odometer).

Proponents of statutes regulating automobile warranties often suggest that dealers raise disputes about warranty coverage in order to avoid performing unprofitable repairs. While speaking in favor of proposed federal legislation H.R. 1005, 96th Cong., 1st Sess. (1979), which would have made the full warranty provisions of the Magnuson-Moss Warranty Act, 15 U.S.C. § 2304 (1982), applicable to all new automobiles, FTC Chairman Michael Pertschuk explained how the automobile warranty system operates to deprive consumers of effective service.

[The manufacturers have designed a warranty system primarily to control costs. Dealers complain that labor rates are too low, that flat-rate time allowances are too short, and parts mark-ups too small compared to their retail service business. As a result they feel they are underpaid to do warranty work. They also complain about arbitrary refusals to reimburse for work and long delays (up to 3 months) in receiving reimbursement. Delays in delivery of needed parts also contribute to dealer and consumer dissatisfaction with warranty service.

Dealers undoubtedly contribute to the warranty system's failures, by assigning warranty work a low priority, and by being unresponsive to consumer's reasonable expectations for service and for resolving disputes.


\textsuperscript{12} The dealer typically insists that so long as he continues to attempt repairs free of charge he has fulfilled his obligations under the repair or replace warranty. See supra note 5 and accompanying text. This argument usually fails after the buyer has allowed the dealer several repair opportunities. See, e.g., Beal v. General Motors Corp., 354 F. Supp. 423, 427 n.2 (D. Del. 1973); Durfee v. Rod Baxter Imports, Inc., 262 N.W.2d 349, 356 (Minn. 1977); Durant v. Palmetto Chevrolet Co., 241 S.C. 508, 514 129 S.E.2d 323, 325 (1963); Kure v. Chevrolet Motor Div., 581 P.2d 603, 608 (Wyo. 1978). Although dealers typically lose cases on this point, asserting this position can be an effective method of avoiding the expense of resolving complaints when the dealer does not believe the customer will bring suit. See infra notes 14, 67-68 & 172 and accompanying text.

\textsuperscript{13} An attorney giving advice to those handling warranty disputes recommends that they follow the manufacturer's complaint handling procedure because failing to do so could defeat a cause of action under the U.C.C. or the Magnuson-Moss Act. He also acknowledges that doing so
the amount recoverable.\textsuperscript{14}

In response to the automobile owner's plight, several states recently passed "lemon laws."\textsuperscript{15} These statutes compel automobile manufacturers to give purchasers a refund or a replacement vehicle if, after a reasonable number of attempts at repair, an automobile fails to conform to the terms of a warranty.\textsuperscript{16} Lemon laws also specify what constitutes a presumptively reasonable number of attempts at repair.\textsuperscript{17}

\textsuperscript{14} The most obvious expense in bringing suit is the attorneys' fees a consumer must pay. The economics of private litigation makes the recovery of costs and attorneys' fees crucial remedies if private enforcement of warranties is to be a workable option for consumers. Unless a consumer can be assured of recovering these costs, the consumer is limited to recovering contract damages, generally the difference in value between the goods as warranted (defect free) and as delivered (with unremedied defects). Even where the consumer seeks a refund for a lemon, the car has some trade-in value, and the true recovery is only the difference between the purchase price and this value. Often the potentially recoverable damages are less than the likely costs of litigation.


Another expense to the buyer is the inconvenience of not using the car during the pendency of the dispute. \textit{See infra} notes 69-74 and accompanying text. The inefficiency of litigation as a mode of settling warranty disputes is also costly for both individuals and consumers as a group. \textit{See H.R. REP. No. 1107, 93d Cong., 2d Sess. 40, reprinted in 1974 U.S. CODE CONG. & AD. NEWS 7702, 7748-49; Pertschuk, supra} note 7, at 149.


17. Most lemon laws state that 4 repair attempts on the same defect or 30 days out of service
satisfying these statutory prerequisites\textsuperscript{18} can invoke this presumption to shift to the manufacturer the burden of proving that an automobile is not a lemon.\textsuperscript{19}

This Note explores the means of recovery currently available to lemon owners. Part I shows that the Uniform Commercial Code (U.C.C.) creates barriers to the lemon owner's recovery. Part II demonstrates that the Magnuson-Moss Warranty Act does little to remove these barriers. Part III sets out the policies legislatures sought to further by passing lemon laws, and analyzes the ways that courts can implement those policies. This Note concludes that lemon laws can achieve the goals legislators envisioned if courts interpret them in a manner that is consistent with the underlying policy considerations, rather than relying on the modes of statutory analysis courts have developed under the U.C.C.

I. The Uniform Commercial Code

The U.C.C.\textsuperscript{20} authorizes enforcement of the automobile manufac-
In the event that a new automobile has defects which constitute a breach of warranty, the exclusive remedy obligates both the manufacturer and the buyer to allow the dealer to attempt to repair or replace the defective parts. If the buyer complies with the warranty by allowing the dealer several attempts to correct defects, yet the automobile still fails to conform to the terms of the manufacturer’s standard warranty as written,21 In the event that a new automobile has defects which constitute a breach of warranty, the exclusive remedy obligates both the manufacturer and the buyer to allow the dealer to attempt to repair or replace the defective parts. If the buyer complies with the warranty by allowing the dealer several attempts to correct defects,23 yet the automobile still fails to conform to the terms

21. See statutes cited supra note 5. If the seller’s promises or affirmations of fact become part of the basis of the parties’ bargain, the seller bears the risk that the product does not conform to these express warranties. U.C.C. § 2-313(1)(a) (1978); see also id. § 2-313(b), (c) (seller creates an express warranty when description of goods becomes part of the basis of the bargain or seller uses a sample or model to induce the sale).

Absent express contractual provisions to the contrary, the U.C.C. generally allocates the risk of product failure to the seller through implied warranties of merchantability, U.C.C. § 2-314 (1978), and fitness for a particular purpose, id. § 2-315. The U.C.C. specifically allows the parties to a sales transaction to reallocate the risk of product failure by excluding implied warranties and oral express warranties. See id. §§ 2-202, 2-316. See also supra note 5 (describing U.C.C.’s authorization of each term of standard automobile warranty). The parties may also limit the buyer’s remedies for breach of warranty. See id. § 2-719 (1978); Eddy, supra note 5, at 842-48.


23. Some particularly tenacious buyers have allowed dealers many attempts to repair. See, e.g., Tiger Motor Co. v. McMurrity, 284 Ala. 283, 224 So. 2d 638 (1969) (buyer allowed dealer over 30 attempts to repair); Orange Motors v. Dade County Dairies, Inc., 258 So. 2d 319 (Fla. App.)
of the warranty, the U.C.C. allows the buyer to pursue other remedies. Courts consider the contractually reserved exclusive remedy to have "failed of its essential purpose," and allow the aggrieved purchaser to seek other appropriate relief.

The U.C.C. offers several remedies to consumers who establish that the repair or replace remedy failed of its essential purpose. Among these remedies, rejection and revocation of acceptance are the most

(buyer had possession of auto only 6 out of first 197 days following delivery), cert. denied, 263 So. 2d 831 (Fla. 1972); Zoss v. Royal Chevrolet, Inc., 11 U.C.C. Rep. Serv. (Callaghan) 527 (Ind. 1972) (during first three months after delivery automobile spent more than half its time at dealer's for repairs).

24. U.C.C. § 2-719(2) (1978). The comments to § 2-719 set forth the rationale for refusing to enforce a remedy which has become oppressive to one party:

[I]t is of the very essence of a sales contract that at least minimum adequate remedies be available. If the parties intend to conclude a contract for sale within this Article they must accept the legal consequence that there be at least a fair quantum of remedy for breach of the obligations or duties outlined in the contract.

Id. § 2-719 comment 1.

25. Id. § 2-719(2).


27. See J. WHITE & R. SUMMERS, supra note 5, § 8-1. If the buyer successfully rejects or revokes acceptance, he may "cover" under § 2-712 by purchasing similar goods and then seeking recovery of the difference in price between the substitute goods and those returned to the seller. Alternatively, the buyer may recover the difference between the market price for the goods returned at the time he learned of the breach and the contract price under § 2-713. These additional remedies insure that the buyer will have funds to secure goods similar to those covered by the contract. For a full discussion of these remedies, see J. WHITE & R. SUMMERS, supra note 5, §§ 6-3 to 6-4. Both of these remedies entitle the buyer to prove any incidental and consequential losses suffered as a result of the seller's breach. U.C.C. §§ 2-712(2), 2-713(1), 2-715 (1978). For a description of other buyer's remedies under the U.C.C. see infra notes 28-30 & 54.

28. The U.C.C. states that "if the goods . . . fail in any respect to conform to the contract, the buyer may . . . reject the whole." U.C.C. § 2-601 (1978). Thus, the U.C.C. incorporates the traditional "perfect tender rule" which requires a seller to tender goods that conform to each and every term of the contract in order to create any obligation for the buyer to accept. See J. CALAMARI & J. PERILLO, THE LAW OF CONTRACTS 413 (2d ed. 1977). See also U.C.C. § 2-106(2) (1978) ("Goods or conduct . . . are 'conforming' . . . when they are in accordance with the obligations under the contract"). The primary limitation on the buyer's right to reject nonconforming goods is the seller's right to cure nonconforming tender. Id. § 2-508. The seller's right to cure creates an obligation on the buyer to at least permit the seller to inspect the goods to determine what steps must be taken to make them conform to the contract. Wilson v. Scampoli, 228 A.2d 848, 850 (D.C. Ct. App. 1967) (buyer's rejection of malfunctioning television set defeated because buyer refused to allow seller to determine if it could be repaired).

Thus, the perfect tender rule has little practical effect under the U.C.C. For an analysis of the
adequate for owners who wish to rid themselves of defective automobiles. A buyer who exercises one of these remedies may cancel his contract with the dealer and recover payments toward the purchase price. Because the U.C.C. focuses on preserving bargains it sets stringent standards for these remedies.

A. Rejection

Zabriskie Chevrolet, Inc. v. Smith illustrates the extreme circumstances which must exist before courts will allow lemon owners to recover pursuant to rejection. In Zabriskie the Smiths' automobile lost


A buyer who cannot establish that he rightfully rejected or justifiably revoked acceptance of goods may nonetheless recover monetary damages for breach of warranty. So long as the buyer gives notice of the defects to the seller, he may recover damages based on the difference between the value of the goods accepted and the value they would have had if they had been as warranted. U.C.C. §§ 2-607, 2-714 (1978). He may also recover incidental and consequential damages. Id. § 2-714(3).

29. See infra notes 50-70 and accompanying text. Like rejection, revocation of acceptance allows the buyer to return nonconforming goods to the seller. See U.C.C. § 2-608 (1978).

For rejection or revocation of acceptance to be procedurally effective, a buyer must seasonably notify the seller of any objections to the goods delivered. Id. §§ 2-602(1), 2-605(1), 2-608(2).

30. Monetary damages based on a defective automobile's decreased value, U.C.C. § 2-714 (1978), cannot compensate the owner of an automobile that has irreparable defects. See cases cited supra note 9. Theoretically the buyer may resell the defective automobile and apply its sale price and the amount recovered as damages toward the purchase of a new automobile. In this situation, however, the buyer faces the risk that prospective purchasers will not agree with the court's assessment of the automobile's value in its defective condition. Also, the price of similar automobiles may have increased since the buyer purchased the defective automobile so that he cannot afford to replace it. Recovery pursuant to rejection or revocation of acceptance places the risk of depreciation in the value of the goods on the selling dealer. See J. WHITE & R. SUMMERS, supra note 5, § 8-1. For the lemon owner who can establish a rightful rejection or justified revocation of acceptance, the U.C.C. provides reasonably complete recovery. See also supra note 29 (rejection and revocation of acceptance allow buyer to return nonconforming goods to seller). But see supra note 14 (describing nonrecoverable costs of bringing suit).


32. "The general policy of this Article . . . looks to preserving the deal wherever possible, [and] therefore insists that the seller's right to correct his tender [when the buyer rejects] be protected." Id. § 2-605 comment 2. See supra note 28 (seller's right to cure as a limitation on the buyer's ability to reject). For a fuller discussion of the standards for rejection and revocation of acceptance, see J. WHITE & R. SUMMERS, supra note 5, § 8-3.


34. For other cases in which courts allowed buyers to reject, see Lloyd v. Classic Motor
power to the transmission within a mile after leaving the dealer's showroom. The buyer immediately notified the dealer that he wished to cancel the sale and stopped payment on his check. In the dealer's suit for payment, the court upheld the buyer's rejection, stating that the buyer had not accepted because an adequate opportunity to inspect an automobile contemplates more than a "spin around the block." In addition, because it was not reasonable for the dealer to believe that the Smiths would accept an automobile that exhibited such a "remarkable" defect within so short a time, the court found that the dealer's attempt to cure the defects by replacing the transmission was ineffective. The court reasoned that the malfunction had shaken the Smiths' faith in the automobile's integrity and reliability, making cure impossible.

Coaches, Inc., 388 F. Supp. 785 (N.D. Ohio 1974) (purchaser of Rolls-Royce delivered with defects costing several thousand dollars to repair allowed to reject almost three weeks after delivery when automobile spent most of that time in garage); Bayne v. Nall Motors, 12 U.C.C. REP. SERV. (Callaghan) 1137 (Iowa 1973) (buyer allowed to reject where differential "froze" after 400 miles creating a risk of additional mechanical difficulties with the automobile).


Acceptance of goods occurs when the buyer
(a) after a reasonable opportunity to inspect the goods signifies to the seller that the goods are conforming or that he will take or retain them in spite of their nonconformity; or
(b) fails to make an effective rejection (subsection (1) of Section 2-602), but such acceptance does not occur until the buyer has had a reasonable opportunity to inspect them; or
(c) does any act inconsistent with the seller's ownership; but if such act is wrongful as against the seller it is an acceptance only if ratified by him.

Id. § 2-606(1).


37. Two of the three methods of accepting goods under the U.C.C. operate only when the buyer has had an adequate opportunity to inspect. U.C.C. § 2-606(1)(a)-(b) (1978).

The court acknowledged the difficulties in determining whether an automobile has defects: "To the layman, the complicated mechanisms of today's automobiles are a complete mystery. To have the automobile inspected by someone with sufficient expertise to disassemble the vehicle in order to discover latent defects before the contract is signed, is assuredly impossible and highly impractical." 99 N.J. Super. at 453, 240 A.2d at 202.

38. 99 N.J. Super. at 453, 240 A.2d at 202. Thus, the court found that there had been no acceptance under the applicable statute. N.J. REV. STAT. § 12A:2-606 (1962).
40. 99 N.J. Super. at 458, 240 A.2d at 205. The court found that:
B. Acceptance

A number of courts have recognized that the U.C.C.'s requirement of an adequate opportunity to inspect goods for defects means that acceptance does not necessarily occur when a buyer takes possession of an automobile. Other courts, however, have refused to recognize a purchaser's right to reject after an automobile is driven from the dealer's showroom. Because most lemons do not begin malfunctioning as quickly, or with such severity, as did the automobile in Zabriskie, rarely does the buyer learn of defects in time to reject. In addition, the U.C.C. provides that, regardless of an opportunity to inspect, a buyer's conduct that is inconsistent with the seller's ownership of defective goods may constitute acceptance. When the manufacturer's exclusive remedy precludes rejection until after the dealer has failed several times to effect repairs, a buyer can seldom avoid acting.

For a majority of people the purchase of a new car is a major investment, rationalized by the peace of mind that flows from its dependability and safety. Once their faith is shaken, the vehicle loses not only its real value in their eyes, but becomes an instrument whose integrity is substantially impaired and whose operation is fraught with apprehension.

Id.

41. See supra notes 36-37 and accompanying text.
44. See THE LEMON FILE (Consumer Press) Case Profile Nos. 0001-1 to 0160-1 (case summaries describing defect and time it appeared compiled by the Center for Auto Safety, Washington, D.C.). See also supra notes 33-40 and accompanying text.
45. See cases cited supra note 34. While a buyer who revokes acceptance need only notify the dealer within a reasonable time after discovery of the defect, or within a reasonable time after the defect should have been discovered, U.C.C. § 2-608(2) (1978), one who rejects must notify the dealer within a reasonable time after delivery, id. § 2-602(1). See J. WHITE & R. SUMMERS, supra note 5, § 8-3. The circumstances surrounding the sale of an automobile make it unlikely that a buyer will be able to discover defects. A salesman typically reassures the buyer that the car is in good condition, and that if any defects are found, the buyer need only make a list and the dealer will repair them free of charge. Thus, the buyer has little reason to make a careful inspection at the time of delivery. See Highsmith & Havens, Revocation of Acceptance and the Defective Automobile: The Uniform Commercial Code to the Rescue, 18 AM. BUS. L.J. 303, 315-16 (1980).
47. See supra notes 5, 8 & 21-22. The U.C.C. specifically acknowledges the parties' right to preclude rejection as a remedy. See U.C.C. § 2-601 (1978) ("[U]less otherwise agreed under the sections on contractual limitations of remedy . . . if the goods . . . fail in any respect to conform to the contract, the buyer may . . . reject the whole").
inconsistently with the seller's ownership. Because acceptance bars any demand for relief based on rejection,\textsuperscript{48} most buyers must rely on the remedy of revocation of acceptance in order to secure a refund.\textsuperscript{49}

C. Revocation of Acceptance

Revocation of acceptance allows a buyer to cancel a contract of sale, after acceptance when the seller's opportunity to cure has passed.\textsuperscript{50} Because it is a drastic remedy, the U.C.C. sets strict standards for revocation of acceptance.\textsuperscript{51} The revoking buyer has the burden of proving\textsuperscript{52} that the automobile does not conform to the warranties in the sales contract,\textsuperscript{53} and, further, that the nonconformities "substantially impair" the value of the automobile to the buyer.\textsuperscript{54} By the terms of the

\textsuperscript{48} Id. § 2-607(2).

\textsuperscript{49} Courts often avoid an explicit finding that acceptance has occurred. Rather, they assume it has taken place in cases that can be decided on the basis of revocation of acceptance. See, e.g., Hahn v. Ford Motor Co., 434 N.E.2d 943 (Ind. App. 1982); Asciola v. Manter Oldsmobile-Pontiac, Inc., 117 N.H. 85, 370 A.2d 270 (1977); Pavesi v. Ford Motor Co., 155 N.J. Super. 373, 382 A.2d 954 (1978).

\textsuperscript{50} U.C.C. § 2-608 (1978). See supra notes 28-29, 31 & 36 and accompanying text.

\textsuperscript{51} See U.C.C. § 2-608 (1978); see also infra note 52 (revoking buyer has burden of proof to establish defects).

\textsuperscript{52} See id. § 2-607 (burden of proof is on buyer after acceptance). In cataloging the advantages of rejection over revocation of acceptance, one commentator noted that in rejection cases the burden of proof is on the seller to establish that the tender conformed to the contract. Wallach, supra note 28, at 21.

In order to justify revocation of acceptance, a buyer must prove:

(1) [t]he goods are nonconforming;

(2) the nonconformity substantially impairs the value of the goods to the buyer;

(3) the buyer accepted the goods on the reasonable assumption that the nonconformity would be cured;

(4) the nonconformity could not have been seasonably cured;

(5) the buyer notified the seller of revocation;

(6) revocation occurred within a reasonable time after the buyer discovered or should have discovered the ground for it and before any substantial change in condition of the goods which is not caused by their own defects; and

(7) the buyer took reasonable care of the goods for which acceptance has been revoked.

Durfee v. Rod Baxter Imports, Inc., 262 N.W.2d 349, 353 (Minn. 1977).

\textsuperscript{53} See Durfee v. Rod Baxter Imports, Inc., 262 N.W.2d 349, 351 (Minn. 1977). See also supra note 52.

\textsuperscript{54} See U.C.C. § 2-608(1) (1978). See also cases cited infra note 59 (demonstrating that courts use wide variety of standards for determining substantial impairment).

The U.C.C. also requires a revoking buyer to notify the seller of defects in the goods within a reasonable time after discovery and before any substantial change occurs in the goods that is not due to their own defects. U.C.C. § 2-608(2) (1978). This prerequisite seldom has prevented recovery by revoking buyers. See, e.g., Tiger Motor Co. v. McMurtry, 284 Ala. 283, 293, 224 So. 2d 638, 647 (1969) (reasons for allowing a buyer to revoke acceptance after dealer fails to cure outweigh any prejudice dealer might suffer if forced to accept return of automobile which has logged
manufacturer's standard warranty, the buyer must show that the automobile's malfunctioning results from a defect in material or workmanship.\textsuperscript{55} Some courts require the buyer to prove precisely what parts of the automobile contain defects and that those defects caused the malfunction.\textsuperscript{56} Other courts hold that evidence that an automobile malfunctioned during the warranty period creates an inference that a warranted defect exists.\textsuperscript{57} Even in these jurisdictions the lemon owner may need to adduce expert testimony to rebut evidence that a malfunction resulted from other causes.\textsuperscript{58}

Judicial attempts to insure that automobile purchasers do not revoke acceptance on the basis of trivial or easily corrected defects have produced an array of standards for determining whether an automobile's

\textsuperscript{55} When the buyer alleges breach of warranty as the basis for revocation of acceptance, he must show that the goods fail to conform to the contract specifications. See U.C.C. §§ 2-608, 2-106 (1978). See also Clark v. Ford Motor Co., 46 Or. App. 521, 612 P.2d 316 (1980) (when seller disclaimed all warranties in sale of an individual identified automobile, defects did not make it nonconforming to any contract term). \textit{But cf.} Seekings v. Jimmy GMC of Tucson, Inc., 130 Ariz. 596, 638 P.2d 210 (1981) (when seller disclaimed all warranties relief still allowed against seller on manufacturer's warranty because seller did not represent vehicle as one sold with no warranties).

\textsuperscript{56} \textit{See} Collum v. Fred Tuch Buick, 6 Ill. App. 3d 317, 322, 285 N.E.2d 532, 536 (1972) (the doctrine of res ipsa loquitur does not apply to show that a malfunction results from a defect in material or workmanship).

\textsuperscript{57} \textit{See} A.A.A. Exteriors, Inc. v. Don Mahurin Chevrolet & Oldsmobile, Inc., 429 N.E.2d 975, 978 (Ind. App. 1981) (proof of a malfunction, absent other causes, leads to an inference of a defect in material or workmanship).

defects "substantially impair" its value to the buyer.59 In Asciolla v. Manter Oldsmobile-Pontiac, Inc.,60 the New Hampshire Supreme Court articulated a reasonably coherent standard for determining whether an automobile's defects substantially impair its value to the purchaser.61 This standard requires the fact-finder to assess the buyer's particular needs and expectations and then determine whether such a buyer could reasonably find that the automobile's defects substantially impair its value.62 This test does not indicate, however, the weight a

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62. This section [§ 2-608 of the U.C.C.] therefore, creates a subjective test in the sense that the needs and circumstances of the particular buyer must be examined. This determination is not, however, made by reference to the buyer's personal belief as to the
court should assign to any particular consideration. Because the outcome in many cases hinges on the balance a court strikes between the objective and subjective elements of substantial impairment, a great deal of uncertainty exists in revocation of acceptance litigation.

A purchaser asserting revocation of acceptance as the basis for recovery bears a formidable burden of proof. Failure to prove any one of the elements of revocation of acceptance can be fatal to the buyer's claim. The difficulty of establishing this claim and the expense of litigation deter consumers who have legitimate claims from bringing suit. In addition, infrequent litigation gives dealers little incentive to negotiate satisfactory settlements with lemon owners.

D. Using the Automobile After Rejection or Revocation

Even when the buyer properly rejects or revokes acceptance, subsequent use of the automobile can defeat any right to recovery. Most courts insist that, upon rejecting or revoking acceptance, the buyer re-

reduced value of the goods in question. The trier of fact must make an objective determination that the value of the goods to the buyer has in fact been substantially impaired. 117 N.H. at 89-89, 370 A.2d at 273.

63. This becomes apparent in examining cases which have cited the Asciolla standard yet arrive at divergent results in similar factual situations. See Koperski v. Husker Dodge, Inc., 208 Neb. 29, 41-42, 302 N.W.2d 655, 662 (1981) (court cited test in refusing to allow revocation because cost of repair was minimal); Pavesi v. Ford Motor Co., 155 N.J. Super. 373, 378, 382 A.2d 954, 956 (1978) (court cited test in allowing revocation where paint defects marred appearance and value of automobile to owner).

64. See Highsmith & Havens, supra note 45, at 310-13; Wallach, supra note 28, at 32-38. See also Durfee v. Rod Baxter Imports, Inc., 262 N.W.2d 349, 353 (Minn. 1977) ("[T]he language of the statute hardly provides a sensitive gauge to test the justification for any particular revocation").


66. See supra notes 52 & 65.

67. Litigation costs may well exceed the purchase price of a lemon and the amount a consumer could hope to recover. See supra note 14 and accompanying text.

68. See California Automobile Hearings, supra note 10, at 139-40 (statement of Noel Quintana, founder of Lemon-Aide). See also Pertschuk, supra note 7, at 147 (dealers often urge consumers to "cut losses" by selling defective automobiles).

69. Under the U.C.C., one who revokes acceptance of nonconforming goods "has the same rights and duties with regard to the goods involved as if he had rejected them." U.C.C. § 2-608(3) (1978). Therefore, both consumers who reject and those who revoke acceptance of a defective automobile are bound by the U.C.C.'s provision that "after rejection any exercise of ownership by the buyer with respect to any commercial unit is wrongful as against the seller." Id. § 2-602(2)(a). Because subsequent use of the automobile is an act inconsistent with the seller's ownership of the goods, the lemon owner can defeat his recovery by reaccepting the automobile. See supra note 36.
turn the automobile to the dealer or store it as security against a refund. A few courts, recognizing the hardship this requirement imposes on the average automobile purchaser, have held that continued use after rejection or revocation of acceptance does not defeat an otherwise proper claim. These courts supplement the U.C.C.'s damage measures with equitable principles and compensate the dealer for the value of the continued use.

E. Vertical Privity Under the U.C.C.

Normally a buyer will seek recovery against both the dealer who sold him the lemon and the manufacturer who set the terms of its warranty. Most courts hold that a buyer rejecting or revoking acceptance of an automobile may recover only against the selling dealer. Successfully rejecting or revoking acceptance allows a buyer to cancel his contract with a seller. Courts therefore find that rejecting or revoking acceptance is inappropriate against a manufacturer that is not in privity.

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72. Courts allow continued use after rejection or revocation of acceptance when the auto is a necessity to the buyer. See, e.g., Orange Motors v. Dade County Dairies, Inc., 258 So. 2d 319 (Fla. App.), cert. denied, 263 So. 2d 831 (Fla. 1972); Pavesi v. Ford Motor Co., 155 N.J. Super. 373, 382 A.2d 954 (1978); Moore v. Howard Pontiac-Am., Inc., 492 S.W.2d 227 (Tenn. App. 1972).

73. See U.C.C. § 1-103 (1978) (principles of law and equity apply where not displaced by U.C.C. provisions).

74. These courts allow a set-off against the buyer's recovery for the value of the buyer's continued use. See cases cited supra note 72.


of contract with the buyer.\textsuperscript{78} Because the dealer, as a franchisee, does not act as the manufacturer's agent in selling the automobile,\textsuperscript{79} claims for relief against the manufacturer pursuant to rejection or revocation of acceptance ordinarily fail\textsuperscript{80} for lack of privity.\textsuperscript{81}

Courts generally allow recovery for breach of an express warranty directly against the manufacturer of a defective automobile if the buyer claims only damages for its diminished value rather than a refund of its purchase price.\textsuperscript{82} The dealer in these cases merely acts as a conduit, transmitting the express warranty from the manufacturer to the consumer.\textsuperscript{83} Because the buyer's recovery does not result in cancellation of the contract of sale, courts relax the privity requirement.\textsuperscript{84}

When a buyer bases rejection or revocation of acceptance on an au-

\textsuperscript{78} See cases cited supra note 76.

\textsuperscript{79} "[N]ormally dealers in new automobiles, although commonly spoken of as agents, are purchasers from the manufacturers, their only attribute as agents being to extend to purchasers from them the limited warranty of the manufacturers." \textsc{Restatement (Second)} of Agency § 14J comment \textit{e}.

\textsuperscript{80} See cases cited supra note 76. \textit{Contra} Durfee v. Rod Baxter Imports, Inc., 262 N.W.2d 349 (Minn. 1977). In \textit{Durfee} the Supreme Court of Minnesota held that the plaintiff could revoke acceptance against a distributor despite the absence of privity. Because the manufacturer used the automobile's warranty as a sales tool and the distributor profited indirectly from the sale to the plaintiff, the court saw no reason to block plaintiff's recovery merely because the selling dealer had gone out of business. 262 N.W.2d at 357-58.

\textsuperscript{81} Parties who have contracted with each other are said to be "in privity." There are two basic kinds of "non-privity" plaintiffs. The "vertical" non-privity plaintiff is a buyer within the distributive chain who did not buy directly from the defendant. The "horizontal" non-privity plaintiff is not a buyer within the distributive chain but one who consumes or uses or is affected by the goods.

\textsc{J. White} & \textsc{R. Summers}, supra note 5, § 11-2, at 399. The U.C.C. specifies which horizontal non-privity plaintiffs can recover. U.C.C. § 2-318 (1978) (three differing versions of statute provided). The drafters left state legislatures and courts to determine the rules for vertical privity which would apply in each state. See \textit{id}. § 2-318 comment \textit{2}. See \textit{also} Kassab v. Central Soya, 432 Pa. 217, 233, 246 A.2d 848, 856 (1968) (drafters of the U.C.C. sought to regulate only horizontal privity).

Because this Note explores legal relations between the parties primarily during the first year of ownership of an automobile, during which resale of the automobile is rare, the doctrines relating to horizontal privity are of little relevance.


\textsuperscript{83} See cases cited supra note 82. See \textit{generally} \textsc{J. White} & \textsc{R. Summers}, supra note 5, § 11-5.

\textsuperscript{84} See cases cited supra note 82.
omobile’s failure to conform to the terms of a manufacturer’s express warranty, it seems anomalous for courts to deny these remedies because the buyer is not in privity of contract with the manufacturer. The courts’ reasoning on privity dictates that a single breach could support an action for damages against the manufacturer or an action for a refund of the purchase price from the dealer, without regard for their relative abilities to control defects or redistribute losses. Thus, the U.C.C.’s insistence on preserving the parties’ bargain often places the economic loss resulting from a manufacturer’s production mistakes on automobile dealers who can do little to redistribute these costs and almost nothing to prevent them.

II. THE MAGNUSON-MOSS WARRANTY ACT

The Magnuson-Moss Warranty—Federal Trade Commission Im-

85. The court in Durfee v. Rod Baxter Imports, Inc., 262 N.W.2d 349 (Minn. 1977), relied on this anomaly and the U.C.C.’s mandate in favor of liberal administration of remedies to allow revocation against the distributor. “If plaintiff had sued Saab Scania for breach of either express warranty or implied warranty, the absence of privity would not bar the suit despite the language of the pertinent Code sections.” Id. at 357.

Although the goods-oriented remedies of rejection and revocation of acceptance do not account for the manufacturer’s receiving less than the retail price that the buyer paid to the dealer for the automobile, neither do monetary damages. In cases based on breach of warranty, courts will determine damages based on the automobile’s diminution in value by comparing the automobile’s value in its defective condition with its original retail price. See, e.g., Riley v. Ford Motor Co., 442 F.2d 670 (5th Cir. 1971) (upon determining that automobile was worthless in its defective condition, the court could award its retail purchase price as damages for breach of warranty). Thus, differentiating between a damages award against the manufacturer and a goods-oriented remedy against the dealer on the basis of the manufacturer’s receiving only the wholesale price for the automobile originally seems unwarranted.


88. The primary reason for altering the current patterns of warranty recovery, according to one commentator, is to facilitate quality control.

In the first place, the manufacturer and not the retailer is in most cases responsible for the existence of the defects in issue. The chronic defects that afflict the typical lemon nearly always have their origin in faulty design, manufacture, or assembly; factors under the control of the manufacturer rather than the dealer. The manufacturer rather than the dealer determines the quality of what the purchaser receives.

Schwartz, supra note 87, at 585.
provement Act of 1975 (the Act) creates few remedial obligations that a warrantor cannot avoid by offering a "limited" warranty. Most automobile manufacturers, therefore, now offer limited warranties which vary from the traditional standard warranty only insofar as they must to comply with the Act’s disclosure requirements and limitations on disclaimers of implied warranties. The Act’s primary benefit to lemon owners lies in its authorization of discretionary awards of attor-

89. 15 U.S.C. §§ 2301-2312 (1982). The Act supplements state and federal warranty laws, but does not displace any rights or remedies available to consumers under state or federal law. Id. § 2311(b)(1). Although the Act focuses primarily on protecting consumers through full disclosure of warranty terms, see id. § 2302, it also prohibits disclaimers of implied warranties, id. § 2308(a), and thus limits a warrantor’s nearly absolute freedom under the U.C.C. to allocate risks of product failure to consumers. See supra notes 5 & 21 and accompanying text.

The Act applies only to written warranties, which differ somewhat from express warranties under the U.C.C.:

The term "written warranty" means—

(A) any written affirmation of fact or written promise made in connection with the sale of a consumer product by a supplier to a buyer which relates to the nature of the material or workmanship and affirms or promises that such material or workmanship is defect free or will meet a specified level of performance over a specified period of time, or

(B) any undertaking in writing in connection with the sale by a supplier of a consumer product to refund, repair, replace, or take other remedial action with respect to such product in the event that such product fails to meet the specifications set forth in the undertaking, which written affirmation, promise, or undertaking becomes part of the basis of the bargain between supplier and a buyer for purposes other than resale of such product.


90. While the Act sets federal minimum standards for “full warranties,” 15 U.S.C. § 2304 (1982), it does not make any standard mandatory for any warrantor. Id. § 2302(b)(2). A warrantor who offers a limited warranty need only comply with the Act’s disclosure requirements and prohibitions on disclaimers of implied warranties. In fact, the Act forbids the FTC from mandating warranty terms. Id. § 2302(b)(2).

The Act does require any warrantor who offers a written warranty to conspicuously label it “full” or “limited.” Id. § 2303. Congress imposed this requirement to help consumers differentiate more readily among products on the basis of warranty coverage. Thus, competitive forces should provide an incentive for suppliers to offer full warranties. See Brickey, supra note 4, at 74-79. But cf. id. at 96 (little competition among suppliers on basis of warranty despite full/limited regulatory scheme of the Act).

91. FTC SUMMARY REPORT, supra note 3, at 48. See, e.g., Appendix B. See also Pertschuk, supra note 7, at 148-49 (full warranties a rarity in automobile industry).


93. Section 2308(a) prohibits any supplier who offers a written warranty from disclaiming any implied warranties arising under state law. 15 U.S.C. §§ 2308, 2301(7) (1982). If the supplier offers a limited warranty, however, he may limit the duration of any implied warranties to that of the written warranty. Id. § 2308(b).
neys' fees to successful litigants. 94

Although the Act creates a federal cause of action for breach of a limited warranty, 95 it does not specify the measure of damages recoverable. 96 Most courts have relied on state law to determine the remedies available to consumers under the Act. 97 Thus, a lemon owner must still establish a rightful rejection 98 or justified revocation of acceptance 99 to receive a refund. 100

The U.C.C.'s remedial scheme allows owners to recover refunds only from the dealer who sold the automobile. 101 The Act's enforcement provisions, however, apply only to suits against a person who actually makes a written warranty. 102 Because automobile dealers merely transmit a manufacturer's written warranty to purchasers, a lemon owner cannot bring suit against a dealer under the Act. 103 Thus, on its face

94. Id. § 2310(a)(2). See supra note 14. See also Brickey, supra note 4, at 80 n.41 (attorneys' fees vital to the enforcement of consumers' rights).
95. "[A] consumer who is damaged by the failure of a supplier, warrantor, or service contractor to comply with any obligation . . . under a written warranty, implied warranty or service contract, may bring suit for damages and other legal and equitable relief." 15 U.S.C. § 2310(d)(1) (1982). An individual consumer usually can bring suit only in state court, however, because the Act allows suits in federal courts only when the amount in controversy exceeds $50,000. Id. § 2310(d)(3)(B).

The Act forbids a consumer to bring suit until the warrantor has had an opportunity "to cure his failure to comply." Id. § 2310(e). The Act also requires a consumer to resort to a qualified informal dispute settlement mechanism before bringing suit if the warrantor gives notice of this procedure in the written warranty. Id. § 2310(3). See, e.g., Appendix B.

The Act empowers the FTC to determine the minimum requirements for an informal dispute settlement procedure. 15 U.S.C. § 2310(a)(2) (1982). The FTC's rule on informal dispute settlement procedures sets out exceedingly detailed requirements for a warrantor who wishes to create such a mechanism. In addition to complex staffing and recordkeeping provisions, the rule contains the basic standards for the program's operation: (1) the decisionmaker must generally reach a result within 40 days; (2) that result does not bind the consumer, but does bind the manufacturer if the consumer chooses to accept it; (3) the decisionmaker must allow a party to the dispute the opportunity to refute contradictory evidence offered by the other; (4) the manufacturer must complete any work required within 30 days; (5) invoking an informal dispute settlement mechanism tolls the statute of limitations during the mechanism's operation. 16 C.F.R. § 703.5 (1983).

98. See supra notes 28 & 33-40 and accompanying text.
99. See supra notes 29 & 50-74 and accompanying text.
100. See supra notes 28-32 and accompanying text.
101. See supra notes 75-81 and accompanying text.
103. The Act specifies that a person designated by the warrantor to perform warranty services
the Act does not appear to improve the lemon owner's ability to recover both a refund and attorney's fees. Indeed, many courts simply hold that the Act does not provide any remedy for breach of a limited warranty.

Some courts, however, allow a lemon owner to join a state law claim against the dealer for a refund with a federal claim against the manufacturer for damages pursuant to breach of warranty. These courts reason that because the dealer acts as the manufacturer's agent for performing warranty obligations, a buyer who establishes a breach of warranty sufficient to support rejection or revocation against the dealer a fortiori establishes the same breach against the manufacturer. This in turn triggers the Act's beneficial enforcement provisions, allowing the lemon owner to recover attorneys' fees from the manufacturer.

A third group of courts, apparently attempting to implement the Act's policy of holding warrantors directly responsible for their representations, have struggled to find a principled means of allowing a lemon owner to recover a refund as well as attorneys' fees from the

does not become a cowarrantor. Id. § 2307. Thus, the Act insulates from liability automobile dealers who do not offer their own independent warranties. See supra notes 79 & 102 and accompanying text. Cf. FTC SUMMARY REPORT, supra note 3, at 46 (automobile dealers have not made independent written warranties since passage of the Act).

104. See supra notes 95-103 and accompanying text.

105. These courts generally find that the warranty terms comply with the Act's disclosure requirements and prohibitions against disclaimers of implied warranties. They then declare that the Act's enforcement provisions do not apply in these cases. See, e.g., Hahn v. Ford Motor Co., 434 N.E.2d 943, 953-54 (Ind. Ct. App. 1982); Ford Motor Co. v. Mayes, 575 S.W.2d 480, 483 n.1 (Ky. Ct. App. 1978); Koperski v. Husker Dodge, Inc., 208 Neb. 29, 46, 302 N.W.2d 655, 664 (1981).


107. See supra note 79. See also Appendices A & B (manufacturer will perform warranty repairs through its authorized dealer).


109. See supra notes 94-103 and accompanying text. See also supra note 14 and accompanying text. One commentator suggests that plaintiffs should always join a claim for relief under the Act with a claim for rejection or revocation of acceptance, because it is then possible to recover attorneys' fees. Oxenham, supra note 13, at 21.

110. See H.R. REP. NO. 1107, 93d Cong., 2d Sess. 39, reprinted in 1974 U.S. CONG. & AD. NEWS 7702, 7721 (by allowing warrantor to designate a representative for performing warranty service legislators did not intend to allow warrantor to relieve himself of direct responsibilities to consumer).
A few of these courts find that the interaction between the U.C.C. and the Act permits a lemon owner to recover a refund from the manufacturer upon revocation of acceptance against the dealer. One court has declared that the Act removes vertical privity barriers in suits brought for breach of warranty, thus allowing a “re-scission-type” remedy against the manufacturer.

While these courts provide remedies for breach of a limited warranty that the Act’s enforcement provisions seemingly exclude, they are commendable for their efforts to carry out the legislative intent underlying the Act. Congress sought to provide consumers with an adequate means of seeking redress against suppliers who use written warranties to induce sales, but then fail to fulfill their terms. Congress, however, did not include adequate remedies for consumers seek-


112. See, e.g., Royal Lincoln-Mercury Sales, Inc. v. Wallace, 415 So. 2d 1024 (Miss. 1982). In Royal the Mississippi Supreme Court held that the manufacturer’s repair or replace warranty merged into the sales agreement. Thus, when the automobile failed to conform to the dealer’s implied warranty of merchantability, the buyer could recover a refund from the manufacturer upon cancellation of the sales contract with the dealer in an action under the Act. Id. at 1028-29. Cf. Champion Ford Sales, Inc. v. Levine, 49 Md. App. 547, 433 A.2d 1218 (1981) (buyer allowed to recover refund from manufacturer with no discussion of privity problems).


114. “If we focus on the fact that the warranty creates a direct contractual obligation to the buyer, the reason for allowing the same remedy that is available against a direct seller becomes clear.” Id. at 65, 433 A.2d at 812. Cf. Durfee v. Rod Baxter Imports, Inc., 262 N.W.2d 349 (Minn. 1977) (reliance on similar policy reasons to abandon vertical privity ban under U.C.C.)

Other courts have taken the route sometimes followed prior to the Act’s enactment of awarding the defective vehicle’s purchase price as damages for a manufacturer’s breach of an express warranty. E.g., Riley v. Ford Motor Co., 442 F.2d 670, 674 (5th Cir. 1971). Under the Act, this tactic enables the plaintiff to collect attorneys’ fees as part of the damages. See, e.g., Schrumpf v. General Motors Corp., No. 81-921 (Wis. Ct. App. March 10, 1982).

115. While the Act creates a set of remedies, including a “lemon provision,” for breach of a full warranty, 15 U.S.C. § 2304(a)(4) (1982), it does not do so for limited warranties. See supra notes 95-97 and accompanying text. Thus, construing the Act’s enforcement provisions to allow the same remedies for breach of a limited warranty as for breach of a full warranty seems to vitiate the Act’s full/limited warranty dichotomy. See supra notes 90, 92, 95 & 96.

116. See supra note 110; infra note 117 and accompanying text.

117. See H.R. REP. No. 1107, 93d Cong., 2d Sess. 22-29, reprinted in 1974 U.S. CONG. & AD. NEWS 7702, 7705-11. See also id. at 1 (purpose of the Act was to make warranty terms more understandable and enforceable).
ing a refund for a defective product covered by a limited warranty.\textsuperscript{118}

### III. \textbf{LEMON LAWS}

Legislatures passing lemon laws\textsuperscript{119} sought to simplify an owner's case for recovery,\textsuperscript{120} thereby giving the owner greater bargaining power.

\textsuperscript{118} See supra notes 95-115 and accompanying text. See also Pertschuk, supra note 7, at 148-49 (outlining inadequacies of remedies available to lemon owners under the Act).


While there is practically no legislative history yet available on lemon laws passed in 1983, the Connecticut legislature kept records of its consideration of the nation's first lemon law. Also, documents are available from California to show the considerations that motivated passage of its lemon law. Given the similarity among lemon laws and the timing of their passage, it is reasonable to impute similar legislative goals to all legislatures passing lemon laws. See 2A C. Sands, Statutes and Statutory Construction § 52.03 (4th ed. 1973) ("The phraseology and language of similar legislation in other jurisdictions is deserving of special consideration not only in the interests of uniformity, but also for determining the general policy and objectives of a particular course of legislation."). Thus, the best guides currently available for interpreting lemon laws are the committee hearings and floor debates published by California and Connecticut. See generally id. § 52.01.

The United States House of Representatives was first to consider an automobile lemon law. See H.R. 1005, 96th Cong., 1st Sess. (1979). This bill would have amended the Magnuson-Moss Warranty Act, 15 U.S.C. §§ 2301-2312 (1982), to make its remedies for breach of a full warranty applicable to all new automobile warranties. Although the bill died in committee, it was subject to extensive hearings before the Subcommittee on Consumer Protection and Finance. Automobile Warranty and Repair Act Hearings, supra note 1.

\textsuperscript{120} See S. Tanner, Statement to the California Senate Comm. on the Judiciary on A.B. 1787 5 (1982) ("The clear standard proposed in this bill would offer a more effective remedy to the consumer . . . ") (on file at Washington University Law Quarterly) [hereinafter cited as Statement of S. Tanner]; Hearings on House Bill 5729 Before the Connecticut General Law Comm. 235 (March 11, 1982) ("The bill would release the consumer from the legal burdens and difficulties that exist when one brings suit under our present law.") (remarks of Rep. Woodcock, bill sponsor) (on file
against a dealer or manufacturer who refuses to honor warranty obligations.\textsuperscript{121} They also sought to create a system of recovery that would counter automobile manufacturers' and dealers' reluctance to perform warranty service on new automobiles.\textsuperscript{122} To achieve the goals estab-

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\textsuperscript{121} See Statement of S. Tanner, supra note 120, at 5 ("[C]urrent law does not protect consumers who purchase defective automobiles, because dealers and manufacturers never admit . . . that they have a 'reasonable number' of attempts to repair it . . . "); Connecticut House Debates, supra note 10, at 3161 ("The rationale behind the lemon bill has been to improve and enhance the responsiveness an [sic] accountability of automobile manufacturer [sic] to consumer complaints with defective new cars [sic].")

\textsuperscript{122} See Statement of S. Tanner, supra note 120, at 5 ("[T]he bill would encourage improved quality control by manufacturers and improved repair service by dealers."); Connecticut General Law Committee Hearings, supra note 120, at 236 ("[I]t will provide a clear standard, which will give consumers an effective, reasonable and meaningful remedy, which will in turn, ultimately reduce costs and delays in lengthy litigation.") (remarks of Rep. Woodcock, bill sponsor). \textit{See also} Connecticut House Debates, supra note 10, at 3154 ("[I]t will help the dealer to press the manufac-

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lished by the legislatures, courts interpreting lemon laws must refer to the policies underlying these statutes rather than relying on settled interpretations of similar statutory language in the U.C.C..¹²³

A. Policy Goals

The law of products liability¹²⁴ generally has confined consumers who have suffered only economic loss¹²⁵ to recovery based on breach of warranty.¹²⁶ The U.C.C. and the Magnuson-Moss Warranty Act,

¹²³ See infra notes 147-79 and accompanying text. Lemon laws illustrate an instance in which individual states sought to provide protection for consumers beyond that afforded by the "neutral" U.C.C.. See supra note 20.

¹²⁴ Commentators generally identify negligence, strict liability in tort and warranty as the theories on which consumers may base a claim for damages caused by a defective product. See R. Hursh & H. Baily, American Law of Products Liability 2d § 1:3 (2d ed. 1974). Each of these theories limits the types of recovery allowed, the parties who may be held liable, and the prerequisites a consumer must satisfy before bringing suit. See generally W. Kimble & R. Lesher, Products Liability §§ 11-22 (1979). Generally, an action based on strict liability in tort or negligence will have advantages over an action for breach of warranty for a consumer who suffers physical injury or property damage when a defective product malfunctions. See Edmeades, The Citadel Stands: The Recovery of Economic Loss in American Products Liability, 27 Case W. Res. L. Rev. 647, 648-49 (1977). Because lemon laws apply only to the economic losses suffered by the purchaser of a defective automobile, this Note will discuss negligence and strict liability only insofar as these theories highlight the policies underlying lemon laws.

¹²⁵ One commentator gives the following description of the types of damages a consumer might incur:

A successful product liability suit offers an injured individual three potential forms of recovery: (1) "personal" damages, which compensate for bodily harm; (2) "property" damages, which compensate for injury to property other than the defective product; and (3) "economic" damages, of which "direct" compensate for harm to the defective product itself and "consequential" for harm to business expectations, such as profits and good will.

¹²⁶ Note, supra note 125, at 118. The most widely cited case holding that consumers can recover economic losses only on a breach of warranty theory is Seely v. White Motor Co., 63 Cal. 2d 9, 403 P.2d 145, 45 Cal. Rptr. 17 (1965). The court held that a manufacturer should not incur liability for any failure of a product to fulfill a consumer's expectations. Therefore, the court
along with state consumer warranty statutes, determine the applicable remedies. When defective products cause physical injury or property damage, however, courts and legislatures have found that the consumer's interest in recovery is too important to relegate to the "intricacies of the law of sales." Courts allowing recovery under alternative theories of liability have relied principally on the consumer's inability to guard against these losses by bargaining with a seller for more favorable warranty terms, and the manufacturer's superior capability for redistributing losses.

Similar concerns motivated legislatures passing lemon laws. They noted that a defective automobile causes economic losses beyond those associated with its decreased value because Americans depend so heavily on their automobiles for transportation. In addition, legis-


127. See supra notes 20, 89 & 120.


130. See Connecticut House Debates, supra note 10, at 101-02 (consumer can only look to manufacturer to perform in accordance with the terms of warranty); Hearings on H.B. 18 Before the Montana Business and Industry Comm. 1 (Jan. 19, 1983) (warranties are totally voluntary statements by the manufacturer on his product) (remarks of Brinton Markel, Montana Dept. of Commerce) (on file at Washington University Law Quarterly).


tures considered evidence that the interaction of the laws governing warranties and the structure of the automobile sales industry encourages dealers and manufacturers to avoid making warranty repairs. Lemon laws, therefore, represent a legislative judgment that a consumer's interest in a dependable automobile backed by an enforceable warranty is too important to relegate to the "intricacies of the law of sales."\footnote{133}

Lemon laws directly address the problems consumers face when they seek to enforce warranties on new automobiles.\footnote{135} They are founded on a recognition that consumers have no power to alter the terms of a manufacturer's warranty\footnote{136} and, therefore, impose performance obligations which exceed those a manufacturer voluntarily assumes in the standard automobile warranty.\footnote{137} Legislatures did not intend, however, to force manufacturers to provide replacements or refunds for automobiles having only minor defects or defects not covered by the (most onerous burden for consumers deciding to litigate is ceasing use of automobile during pendancy of dispute).


\footnote{135. \textit{See, e.g.,} Act of June 3, 1983, ch. 83-69, § 2, 1983 Fla. Sess. Law. Serv. 517, 518 (West) (to be codified at \textit{FLA. STAT. ANN.} § 681.101 (West)) ("It is . . . the intent of the Legislature to provide the statutory procedures whereby a consumer may receive a replacement motor vehicle, or a full refund, for a motor vehicle which cannot be brought into conformity with the express warranty issued by the manufacturer."); \textit{MINN. STAT.} § 325F.665 (1984) ("An Act . . . requiring the repair, refund, or replacement of new motor vehicles under certain circumstances."); Act of May 10, 1983, ch. 261, 1983 Nev. Stat. 610, 610 (to be codified at \textit{NEV. REV. STAT.} § 598) ("An Act relating to motor vehicles; requiring manufacturers, their agents or their authorized dealers under specified circumstances to make repairs necessary to conform certain motor vehicles to the express warranties covering them.").}

\footnote{136. \textit{See Connecticut House Debates,} supra note 10, at 3122-33 (remarks of Rep. Woodcock, bill sponsor) ("[T]he consumer cannot look to the manufacturer for any other relief, other than repairs as spelled out in the vehicle warrantee [sic].").}

\footnote{137. \textit{E.g.,} \textit{ME. REV. STAT. ANN.} tit. 10, § 1163(1) (Supp. 1983-84)) ("[T]he manufacturer, its agent or its authorized dealer shall make those repairs necessary to conform the vehicle to the express warranties, notwithstanding the fact that the repairs are made after the expiration of [the warranty] term or [a] one year period [after delivery].") \textit{See Appendix D} (notes which statutes impose similar obligations on automobile manufacturers).}
manufacturer's warranty. These statutes allow recovery only when an unrepaired defect seriously undermines the automobile's use or value. They also allow manufacturers to avoid liability by selling an automobile "as is." Legislatively sought to use a manufacturer's capability for redistributing losses on a broad scale to benefit all automobile purchasers. By allowing lemon owners to demand a refund or a replacement vehicle from manufacturers after a clearly defined number of unsuccessful repair attempts, the legislatures sought to encourage manufacturers to create incentives for dealers to offer better warranty service to automobile purchasers.

Legislators were aware that manufacturers would pass the cost of replacing lemons on to automobile purchasers in the form of higher prices. Consumers, therefore, will pay the premiums for the insurance that lemon laws give individual purchasers against losses attributable to a defective automobile. Consequently, lemon laws allow

139. Almost all lemon laws require that the defect "substantially impair" the automobile's use, value or safety. E.g., MONT. CODE ANN. § 61-4-503(1) (1983) ("If after a reasonable number of attempts the manufacturer or its agent or authorized dealer is unable, during the warranty period, to conform the new motor vehicle to any applicable express warranty by repairing or correcting any defect or condition that substantially impairs the use and market value or safety of the motor vehicle to the consumer . . . ") (emphasis added). See infra notes 164-66.
140. Statement of S. Tanner, supra note 120, at 4 ("If the vehicle was sold 'as is' . . . the bill would not apply."). See Appendix D.
141. See infra note 145 and accompanying text. Cf. Connecticut House Debates, supra note 10, at 3161 (remarks of Rep. Woodcock) ("The rationale behind the lemon bill has been to improve and enhance the responsiveness an [sic] accountability of automobile manufacturer [sic] to consumer complaints with defective new cars [sic].").
142. Compare cases cited supra note 23 (under the U.C.C. lemon owners must allow many repair attempts before seeking relief) with statutes cited infra note 148 (setting out the number of repair attempts an owner must allow before seeking relief under a lemon law).
143. See Connecticut House Debates, supra note 10, at 3154 (remarks of Rep. Zajac, bill co-sponsor) ("[C]ertainly on that third time, going in for the fourth, the manufacturer knowing that this be [sic] the case, will definitely say to the dealer, at all prices replace that transmission or make good on it before it has to come back. . . . [I]t will force the manufacturer to give the dealer the authority to, in fact, repair it and make it shipshape and put it back on the road."). Even if manufacturers can pass on to consumers the costs which they will incur due to recovery by consumers under lemon laws, see infra note 144 and accompanying text, manufacturers will eventually suffer some losses in the form of reduced demand for higher priced automobiles.
144. Cf. Connecticut General Law Committee Hearings, supra note 120, at 267 (statement of Eugene Wagner on behalf of the Motor Vehicle Manufacturers Association) (stating that consumers must pay the price for increased warranty protection).
145. "By shifting the lemon penalty from the unlucky few consumers to the manufacturer,
purchasers to recover a refund or a replacement only if an automobile is seriously defective.  

B. Judicial Interpretation  

Most lemon laws create a rebuttable presumption that four attempts to repair a single defect, or a total of thirty days out of service due to repairs during the first year after delivery, constitutes a reasonable number of attempts to make a new motor vehicle conform to applicable warranties. This presumption roughly parallels a showing under the U.C.C. that an exclusive remedy has failed of its essential purpose. These statutes differ from the U.C.C. in that they allow lemon owners to demand relief without fear that a court will find that

there is largely a transfer of risk; that is, the risk of getting a lemon is shared by all buyers, and not just imposed on the unlucky ones.” *Automobile Warranty and Repair Act Hearings, supra* note 1, at 154 (statement of Michael Pertschuk, Chairman of the Federal Trade Commission).

146. *See supra* note 139.


148. *E.g., Tex. Rev. Civ. Stat. Ann. art. 4413 (36) § 6.07(d) (Vernon Supp. 1984) (“It shall be presumed that a reasonable number of attempts have been undertaken to conform a motor vehicle to the applicable express warranties if (1) the same nonconformity has been subject to repair four or more times . . . within the express warranty term or during the period of one year following the date of original delivery of an owner, whichever is the earlier date, but such nonconformity continues to exist; or (2) the vehicle is out of service for repairs for a cumulative total of 30 or more days during such term or during such period, whichever is the earlier date.”). See Appendices C & D. Some lemon laws establish different standards for what constitutes a reasonable number of attempts at repair. Act of June 3, 1983, ch. 83-69 § 5(4), 1983 Fla. Sess. Law Serv. 517, 521 (West) (to be codified at Fla. Stat. Ann. § 681.104(4) (West) (3 repair attempts or 15 working days); N.Y. Gen. Bus. Law § 198-a(d) (McKinney Supp. 1983)) (time period during which the 4 attempts or 30 days must occur extended to two years or 18,000 miles, whichever comes first).  

149. *See supra* notes 24-26 and accompanying text. Compare U.C.C. § 2-719(2) (1978) (when circumstances cause an exclusive remedy to fail of its essential purpose all remedies provided by the U.C.C. become available) with Cal. Civ. Code § 1793.2(d) (Deering 1981) (when a reason-
slow and ineffective warranty service did not deprive the buyer of the benefit of his bargain. 150

Once the buyer establishes the required number of unsuccessful repair attempts, 151 the burden of proof 152 shifts to the manufacturer 153 to establish that, under the circumstances, the buyer reasonably should have allowed a greater number of attempts at repair. 154 A substantial number of statutory mechanisms designed to improve the buyer's ability to secure effective warranty service depend on this presumption. 155 Thus, legislative goals are best served if courts instruct juries that only exceptional circumstances can excuse failure to perform within the time allowed. 156 For instance, if a dealer's failure to perform results from an inability to diagnose the problem, or unexplainably slow deliveries of parts, courts faithful to the policies underlying lemon laws will not relieve the manufacturer of statutory liability. Delays of this order are components of the ineffective warranty service the legislatures sought to eliminate. 157 If delays result from supervening causes, 158 however, such as unavoidable equipment failures or personnel shortages, these statutes provide an excuse to the extent that these conditions interfered with the dealer's or manufacturer's timely performance of repairs.

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150. The need to assure a buyer an adequate remedy which preserves the benefit of the bargain underlies the buyer's ability under the U.C.C. to avoid the exclusive remedy set out in the manufacturer's warranty. See supra note 24. Buyers seldom know how long they must allow the dealer to attempt repairs under the U.C.C., since it is difficult to gauge when failure to remedy a breach of warranty will deprive the buyer of the benefit of his bargain. See supra note 23. Lemon laws set out a numerical standard for a reasonable number of attempts which a manufacturer can overcome only by a showing that efforts were reasonable under the circumstances. See infra note 154 and accompanying text.

151. See supra note 148 and accompanying text.

152. See supra note 148 and accompanying text.

153. See supra note 147.

154. See Statement of S. Tanner, supra note 120, at 14 ("The presumption could be overcome by a showing on the part of the warrantor that 4 attempts or 30 days were not reasonable in that particular case.").

155. See supra notes 141-46 and accompanying text.

156. Most lemon laws explicitly provide for extension of the warranty period and the 30 day period for causes that are clearly beyond the dealer's or manufacturer's control. E.g., N.H. Rev. Stat. Ann. § 357-D:6 (Supp. 1984) ("war, invasion, strike or fire, flood or other natural disaster.").


158. Cf. supra note 156 (setting out lemon law provision which extends warranty period for specified reasons).
To invoke the statutory presumption, a buyer must show that the manufacturer’s warranty covers the claimed defects. The lemon owner’s ability to recover under these statutes, therefore, will often depend on whether the court requires direct evidence that the malfunction resulted from a defect in material or workmanship. In balancing the interests of lemon owners and manufacturers, legislatures allowed manufacturers to limit their exposure to liability by limiting the coverage of their warranties. To fulfill this legislative intent, courts must require lemon owners to introduce at least circumstantial evidence of the defect’s origin by demonstrating an absence of other causes. To this extent, courts should not instruct juries to infer that a warranted defect exists from the mere fact that an automobile malfunctioned during the warranty period.

The statutory language indicates that a buyer seeking recovery must show that the warranted defect substantially impairs the automobile. Some statutes preserve the subjective elements of the test laid down by the U.C.C., requiring that the nonconformity “substantially impair[s]...
the use and value of the motor vehicle to the consumer." Other statutes, however, appear to establish a purely objective standard, allowing a refund only if the defect "substantially impairs the use, value, or safety of the new motor vehicle." Whether an objective or subjective standard applies, the statutory language provides little guidance for determining the types of defects that entitle an automobile purchaser to a refund.

Legislatures intended to protect manufacturers from unjustified demands for refunds or replacement vehicles by specifying standards for the types of defects which warrant cancellation of a contract of sale. To effectuate these goals courts must develop coherent standards for measuring the degree to which a defect impairs an automobile. If courts construe this language to allow recovery solely because an automobile's defects shake the buyer's faith in its dependability, these laws will operate to impose losses on manufacturers and consumers that they were not intended to bear. On the other hand, allowing recovery only if a defect diminishes the automobile's value to a certain percentage of its purchase price will undermine the legislative goal of increasing lemon owners' bargaining power in warranty disputes. Consumers can rarely evaluate an automobile's diminished value in terms of dollars, so that they seldom know when they stand securely

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165. E.g., CONN. GEN. STAT. § 42-179(c) (1983) ("a defect or condition which substantially impairs the use and value of the motor vehicle to the consumer."). See Appendix D.
166. E.g., CAL. CIV. CODE § 1793.2(e)(4)(A) (Deering Supp. 1983) ("nonconformity which substantially impairs the use, value, or safety of the new motor vehicle."). See Appendix D. Florida's statute is unique in that it requires only that the defect "impairs the use, market value, or safety of the motor vehicle to the consumer." Act of June 3, 1983, ch. 83-69 § 5(1), 1983 Fla. Sess. Law Serv. 517, 520 (West) (to be codified at FLA. STAT. ANN. § 681.104(1) (West)).
167. For a discussion of judicial inability to establish precisely what constitutes substantial impairment of an automobile under the U.C.C., see supra notes 59-64 and accompanying text.
170. For a discussion of the "shaken faith" doctrine, see supra note 40 and accompanying text.
171. For cases brought under the U.C.C. in which courts used this measure, see supra note 59.
172. See Connecticut General Law Committee Hearings, supra note 120, at 236 (statement of Rep. Woodcock, bill sponsor) ("[T]he bill . . . will strengthen the position of a Connecticut new car buyer who is forced to play the game when a manufacturer or its agents refuse to acknowledge the defects or in the alternative, request endless opportunities to repair those defects.").
within their rights in demanding a refund or a replacement vehicle. The standard that courts adopt, therefore, must comport with automobile purchasers' reasonable expectations for an automobile's performance.

Most lemon laws state that a defect must impair the automobile's use and value. Courts can focus on this language to allow recovery only when the dealer's repair efforts have failed to produce a safe and dependable vehicle. In states adopting a subjective standard, the fact-finder should also consider evidence of a buyer's particular needs to determine whether an automobile's defects prevent it from fulfilling that buyer's requirements.

In addition to clarifying the legal standards for recovery under lemon laws, judicial interpretation of these statutes can decrease the lemon owner's practical difficulties in bringing suit by allowing continued use of the automobile during the pendency of a warranty dispute. Presently, only two lemon laws incorporate provisions for continued use after the buyer demands a refund. No statute requires that the consumer surrender the automobile or cease using it after providing notice of its nonconformities. Because these laws do not rely on


174. See supra note 165 and accompanying text.


176. For a discussion of these difficulties see supra notes 71-74 and accompanying text.

Legislators considering lemon laws were aware of this problem. See Connecticut General Law Committee Hearings, supra note 10, at 234 (statement of Rep. Woodcock, bill sponsor).

the U.C.C.'s scheme of rejection, acceptance and revocation of acceptance, it would be improper for courts to construe these statutes to impose similar obligations on a consumer who demands a refund or a replacement automobile.

IV. CONCLUSION

Legislatures had expansive goals for lemon laws. In creating a new remedy for lemon owners they sought to alleviate many systemic ills that have plagued the automobile sales industry. The statutes they enacted, however, may prove inadequate to achieve those goals because lemon laws incorporate terms and concepts that courts heretofore have interpreted within the U.C.C.'s framework of rejection, acceptance and revocation of acceptance.

Decisions interpreting the U.C.C. have produced inconsistent standards for determining whether a warranted defect exists, whether it substantially impairs the value of an automobile and whether the lemon owner's actions will defeat recovery. Courts can avoid inconsistent results in factually similar cases if they consciously attempt to implement legislative goals when construing these statutes. Fulfilling legislative goals for increasing a lemon owner's bargaining power in warranty disputes and equitably redistributing economic losses requires courts to establish coherent standards. Without such standards lemon laws may ease the lemon owner's route to recovery in particular cases, but will not achieve the legislatures' larger goals for reforming the automobile warranty system.

Elizabeth E. Vollmar

178. Lemon laws merge the U.C.C.'s remedies of rejection and revocation of acceptance into a single standard that relies on the reasonableness of the repair attempts the consumer allows. Thus, the issues in litigation under lemon laws should not revolve around whether the owner accepted the automobile. For a discussion of the effect of acceptance in cases governed by the U.C.C., see supra notes 33-49 and accompanying text.

179. Compare U.C.C. § 2-608 (1978) ("The buyer may revoke his acceptance of a lot or commercial unit whose non-conformity substantially impairs its value to him.") with ME. REV. STAT. ANN. tit. 10, § 1163(2) (Supp. 1983-84) (if the manufacturer fails to correct a defect which substantially impairs the use and value of the motor vehicle, the manufacturer shall give the consumer a refund or a replacement vehicle).
APPENDIX A

1984 AMC FULL 12-MONTH/12,000-MILE WARRANTY

1. Warranty Coverage Duration: A Strong Warranty

American Motors Corporation* warrants to the original purchaser and each subsequent owner of an AMC vehicle that the vehicle (including any replacement parts provided under this warranty) is free from defects in material and workmanship under normal use and service for the earlier of 12 months or 12,000 miles (20,000 km)** from the date of delivery or first use of the vehicle, whichever comes first.

If the vehicle becomes defective under normal use and service, any authorized AMC Dealer in the United States or Canada will, without charge and at the Dealer’s place of business within a reasonable time after delivery of the vehicle to the Dealer, repair or, at AMC’s option, replace with a new or Factory reconditioned part, any part found defective.

Except for other written warranties issued by AMC applicable to new AMC vehicles or parts, no other express warranty is given or authorized by AMC. AMC disclaims any implied warranty of MERCHANTABILITY or FITNESS for any period beyond the express warranty. No authorized AMC Dealer has authority to change or modify this warranty in any respect. EXCEPT AS MAY BE PROVIDED BELOW, AMC SHALL NOT BE LIABLE FOR LOSS OF USE OF VEHICLE, LOSS OF TIME, INCONVENIENCE, TOWING, RENTAL OR SUBSTITUTE TRANSPORTATION, LODGING, LOSS OF BUSINESS OR ANY OTHER INCIDENTAL OR CONSEQUENTIAL DAMAGES. SOME STATES AND PROVINCES DO NOT ALLOW THE EXCLUSION OR LIMITATION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE EXCLUSION MAY NOT APPLY TO YOU. This warranty gives you specific legal rights and you may also have other rights which vary from state to state or province to province.
APPENDIX B

1984 POWERTRAIN LIMITED WARRANTY

WHAT IS COVERED

WHAT IS COVERED
To the first retail purchaser only, upon expiration of the 12 month/12,000 mile basic new vehicle limited warranty, this powertrain warranty covers components listed below to 5 years or 50,000 miles whichever occurs first. This powertrain limited warranty is subject to a $100 deductible for each repair visit.

To all subsequent purchasers and vehicles placed in fleet, police, taxi, limousine or jitney service, upon expiration of the 12 month/12,000 mile basic new vehicle limited warranty, the powertrain warranty covers components listed below to 24 months or 24,000 miles, whichever occurs first. This powertrain limited warranty is subject to a $100 deductible for each repair visit.

WHAT IS COVERED

1984 NEW VEHICLE LIMITED WARRANTY

BASIC COVERAGE

The basic warranty is 12 months or 12,000 miles, whichever occurs first.

WARRANTY APPLIES

This warranty is for Chrysler vehicles registered and normally operated in the United States or Canada.

COVERAGE

This warranty covers any repairs to this vehicle (except tires) which proves defective in material and workmanship in normal use.

NO CHARGE

Warranty repairs (parts and labor) will be made by your selling dealer at no charge using new or remanufactured parts.

ADJUSTMENTS

Required adjustments will be made by your selling dealer during the first 3 months of the warranty period. (See "Adjustments" paragraph for details.)

CUSTOMER SATISFACTION BOARD

In the 50 United States and Washington, D.C., if a warranty dispute has not been resolved to your satisfaction you may submit the issue to a Chrysler Customer Satisfaction Board. The case must be submitted to the Customer Satisfaction Board before action under the Magnaflow-Moore Warranty Act can be taken. However, this does not apply for enforcement of state created rights or other rights which exist independent from the Magnaflow-Moore Warranty Act.

Additional information and the address of each Customer Satisfaction Board are contained in the Customer Satisfaction Board Brochure included in the owner's literature package.

OTHER TERMS: This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

This warranty is the only express warranty made by Chrysler Corporation applicable to this vehicle. Any implied warranty of merchantability or fitness for a particular purpose applicable to this vehicle is limited in duration to the duration of this written warranty. Chrysler Corporation shall not be liable for consequential or commercial damages resulting from breach of this written warranty.

Some states do not allow the exclusion or limitation of incidental or consequential damages or limitation on how long an implied warranty lasts, so the above limitations or exclusions may not apply to you.

1 CHRYSLER CORPORATION'S BASIC 12 MONTH/12,000 MILE NEW VEHICLE LIMITED WARRANTY

WHAT IS COVERED

WARRANTY BEGINS
This warranty begins on the date of original retail delivery or original use, whichever occurs first.

12 months or 12,000 miles, whichever occurs first

WARRANTY APPLIES
This warranty is for Chrysler vehicles registered and normally operated in the United States or Canada.

COVERAGE
This warranty covers any repairs to this vehicle (except tires) which proves defective in material and workmanship in normal use.

NO CHARGE
Warranty repairs (parts and labor) will be made by your selling dealer at no charge using new or remanufactured parts.

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This warranty is the only express warranty made by Chrysler Corporation applicable to this vehicle. Any implied warranty of merchantability or fitness for a particular purpose applicable to this vehicle is limited in duration to the duration of this written warranty. Chrysler Corporation shall not be liable for consequential or commercial damages resulting from breach of this written warranty.

Some states do not allow the exclusion or limitation of incidental or consequential damages or limitation on how long an implied warranty lasts, so the above limitations or exclusions may not apply to you.
APPENDIX C

CONNECTICUT LEMON LAW

(1)(a) As used in this section and section 2 of this act: (1) “Consumer” means the purchaser, other than for purposes of resale, of a motor vehicle, any person to whom such motor vehicle is transferred during the duration of an express warranty applicable to such motor vehicle, and any other person entitled by the terms of such warranty to enforce the obligations of the warranty; and (2) “motor vehicle” means a passenger motor vehicle or a passenger and commercial motor vehicle, as defined in subdivisions (35) and (36) of section 14-1, which is sold in this state.

(b) If a new motor vehicle does not conform to all applicable express warranties, and the consumer reports the nonconformity to the manufacturer, its agent or its authorized dealer during the term of such express warranties or during the period of one year following the date of original delivery of the motor vehicle to a consumer, whichever is the earlier date, the manufacturer, its agent or its authorized dealer shall make such repairs as are necessary to conform the vehicle to such express warranties, notwithstanding the fact that such repairs are made after the expiration of such term or such one-year period.

(c) If the manufacturer, or its agents or authorized dealers are unable to conform the motor vehicle to any applicable express warranty by repairing or correcting any defect or condition which substantially impairs the use and value of the motor vehicle to the consumer after a reasonable number of attempts, the manufacturer shall replace the motor vehicle with a new motor vehicle or accept return of the vehicle from the consumer and refund to the consumer the full purchase price including all collateral charges, less a reasonable allowance for the consumer's use of the vehicle. Refunds shall be made to the consumer, and lienholder if any, as their interests may appear. A reasonable allowance for use shall be that amount directly attributable to use by the consumer prior to his first report of the nonconformity to the manufacturer, agent or dealer and during any subsequent period when the vehicle is not out of service by reason of repair. It shall be an affirmative defense to any claim under this act (1) that an alleged nonconformity does not substantially impair such use and value or (2) that a noncon-
formity is the result of abuse, neglect or unauthorized modifications or alterations of a motor vehicle by a consumer.

(d) It shall be presumed that a reasonable number of attempts have been undertaken to conform a motor vehicle to the applicable express warranties, if (1) the same nonconformity has been subject to repair four or more times by the manufacturer or its agents or authorized dealers within the express warranty term or during the period of one year following the date of original delivery of the motor vehicle to a consumer whichever is the earlier date, but such nonconformity continues to exist or (2) the vehicle is out of service by reason of repair for a cumulative total of thirty or more calendar days during such term or during such period, whichever is the earlier date. The term of an express warranty, such one-year period and such thirty-day period shall be extended by any period of time during which repair services are not available to the consumer because of a war, invasion, strike or fire, flood or other natural disaster.

(e) Nothing in this act shall in any way limit the rights or remedies which are otherwise available to a consumer under any other law.

(f) If a manufacturer has established an informal dispute settlement procedure which complies in all respects with the provisions of title 16 Code of Federal Regulations Part 703, as from time to time amended, the provisions of subsection (c) of this section concerning refunds or replacement shall not apply to any consumer who has not first resorted to such procedure.

(2) In any action by the consumer against the manufacturer of a motor vehicle, or the manufacturer's agent or authorized dealer, based upon the alleged breach of an express or implied warranty made in connection with the sale of such motor vehicle, the court, in its discretion, may award to the plaintiff his costs and reasonable attorneys' fees or, if the court determines that the action was brought without any substantial justification, may award costs and reasonable attorneys' fees to the defendant.
As this Note went to press the text of lemon laws enacted by the legislatures of Colorado, Georgia, Hawaii, Kansas, Pennsylvania, and South Dakota remained unpublished. Citations to bill numbers available Nov. 22, 1983, Electronic Legislature Search Service (CCH).