DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY A.M.
July 1, 1970

NHSB -- 26-70
(202) 426-0686

Automobile manufacturers -- foreign and domestic -- conducted a total of 180 safety defect recall campaigns last year, involving a total of 7.9 million vehicles.

Figures released by the Department of Transportation's National Highway Safety Bureau show that domestic manufacturers conducted 138 safety defect campaigns involving 7,502,440 vehicles.

Recall campaigns by foreign manufacturers totaled 42 for the 1969 calendar year, and affected 415,744 vehicles.

The National Traffic and Motor Vehicle Safety Act of 1966 requires that manufacturers of motor vehicles notify owners of any safety related defect discovered in any motor vehicle or item of motor vehicle equipment.

Among the major domestic manufacturers, General Motors conducted 18 recall campaigns involving 6.5 million vehicles. Ford Motor Company carried out 11 campaigns affecting 666,522 vehicles, Chrysler Motors Corporation had 22 involving 72,692 vehicles and American Motors Corporation had 9 campaigns and 82,682 vehicles.

-more-

Topping the number of recall campaigns among the foreign manufacturers was Toyota Motor Sales, with 6 campaigns involving 122,158 vehicles. Nissan Motor Corporation issued 5 campaigns affecting 144,306 vehicles.

The Bureau emphasized that all of the vehicles recalled were not faulty vehicles, but represent the extent of the production runs within which the manufacturers reported that safety defects could have occurred.

The Bureau's report for calendar year 1969, entitled "Motor Vehicle Safety Defect Recall Campaigns", may be purchased for 40 cents from the U.S. Government Printing Office, Washington, D.C. 20402. It contains information on each recall campaign, the models involved, the number of vehicles involved, a description of the defect, and how to correct it.

Total vehicles recalled by both foreign and domestic manufacturers since the law became effective is 14,124,108.

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DEPARTMENT OF TRANSPORTATION

National Highway Safety Bureau

[49 CFR Part 575]

[Docket No. 70-13 ; Notice 1]

MOTOR VEHICLE SAFETY REGULATIONS

Consumer Information: Effect of Vehicle Loading on Headlamp Aim

An advance notice of a proposed consumer information requirement on Illumination and Glare Produced by Headlamps was issued on October 5, 1968 (Docket No. 28-4, 33 F.R. 14971). As a result of comments received in response to that notice, and other information gathered since that time, this notice proposes a new consumer information requirement on Effect of Vehicle Loading on Headlamp Aim.

Limited tests have indicated that passenger car loading causes vehicle pitch angle changes ranging from a fraction of a degree to over 1.5 degrees. An upward pitch change of 1.5 degrees can increase the glare from low-beam headlamps more than 200 percent. An upward or downward pitch of 1.5 degrees can also reduce by more than 50 percent the headway illumination by high beams on the critical portions of the road surface.

Since heavy commercial vehicles have spring rates that generally cause the pitch change as a result of loading to be smaller than that for lighter vehicles, and the cost of conducting tests increases with loading capabilities due to the number of design

variations and limited production, the proposed regulation is limited in application to vehicles of gross vehicle weight rating of less than 10,000 pounds.

The proposed regulation would require vehicle manufacturers to indicate the amount of change in vehicle pitch between a load consisting of the driver only and a load that brings the vehicle up to its gross vehicle weight rating. The full-load condition would be described, in the required presentation, in terms of number of occupants and weight of cargo. The presentation would also provide a scale indicating to consumers the approximate effects on lighting and safety of various levels of pitch change. The figure provided for pitch change would be required to be accurate within specified tolerances: The actual figure for a particular vehicle to be no greater than, and not over 0.3 degrees less than, the stated figure.

It is therefore proposed that Part 575, Consumer Information, of Title 49 of the Code of Federal Regulations be amended by adding a new section 575.104, Effect of Vehicle Loading on Headlamp Aim, to read as set forth below. Interested persons are invited to submit written data, views, or arguments concerning the proposed rule. Comments should identify the docket number (70-10), and be submitted to: Docket Section, National Highway Safety Bureau, Room 4223, 400 Seventh Street, S.W., Washington, D.C. 20591. It

is requested, but not required, that 10 copies be submitted. All comments received by the close of business on September 3, 1970, will be considered. All comments will be available for examination in the docket at the above address both before and after the closing date.

Proposed effective date: January 1, 1971.

This notice of proposed rulemaking is issued under the authority of sections 112 and 119 of the National Traffic and Motor Vehicle Safety Act (15 U.S.C. 1401, 1407) and the delegation of authority by the Secretary of Transportation to the Director of the National Highway Safety Bureau, 49 CFR 1.51.

Douglas W. Toms, Director
National Highway Safety Bureau

JUN 1 1970

575.104 Effect of Vehicle Loading on Headlamp Aim

(a) Purpose and Scope.

This section requires manufacturers of certain motor vehicles to provide information concerning the effect of vehicle loading on headlamp aim.

(b) Application.

This section applies to passenger cars, multipurpose passenger vehicles, and motorcycles, and to trucks and buses of less than 10,000 pounds gross vehicle weight rating (GVWR).

(c) Requirements.

Each manufacturer shall furnish the information specified in subparagraphs (1) through (3) of this paragraph, in the form illustrated in Figure 1 of this section. The information shall include the textual notations shown in that figure, altered as necessary for the vehicles to which the information applies. Each vehicle in the group to which the information applies shall, if tested according to the conditions and procedures specified in this section, have a measured difference in the vertical angle of headlamp aim not greater than, and not over 0.3 degrees less than, the value required to be furnished under subparagraph (3) of this paragraph.

(1) The group of vehicles to which the information applies, identified in the terms by which they are described to the public by the manufacturer.

(2) The number of occupants (designated seating positions) and the weight of cargo carried when the vehicle is

loaded to its gross vehicle weight rating.

(3) The difference in the vertical angle of headlamp aim, expressed in degrees and tenths of degrees, between the driver-only condition and the fully-loaded condition, obtained under the conditions and procedures set forth in paragraphs (d) and (e) of this section.

(d) Conditions.

(1) The vehicle with driver-only load is at curb weight plus 150 pounds in the driver's designated seating position.

(2) The fully-loaded vehicle is loaded to its gross vehicle weight rating, with 150 pounds in each designated seating position, and the remaining load distributed according to the manufacturer's recommendations, or if there are no applicable recommendations, with the remaining load distributed evenly in the cargo-carrying areas of the vehicle.

(3) The ground surface on which the vehicle rests during the taking of the angular measurements has a grade of zero degrees.

(e) Procedures.

(1) Adjust the tire pressure to the manufacturer's recommended cold inflation pressure.

(2) Drive the vehicle with driver-only load three miles on a smooth road at a speed of 30 miles per hour, and stop it smoothly with a deceleration not to exceed 4 feet per second per second.

(3) Place the transmission in neutral, with the driver remaining in his seat and no further movement of the vehicle in any direction.

(4) Measure the longitudinal angular relationship to the ground surface of the sprung mass of the vehicle.

(5) Repeat steps (1) through (4) with the vehicle fully loaded.

(6) Calculate the difference between the two angular relationships measured above. If the vehicle contains no automatic device to correct vertical headlamp aim for the change in vehicle pitch, this difference represents the headlamp aim change value. If the vehicle contains such a device, adjust the value by the amount of vertical headlamp aim correction for vehicle pitch provided by the device.

FIGURE 1

EFFECT OF VEHICLE LOADING ON HEADLAMP AIM

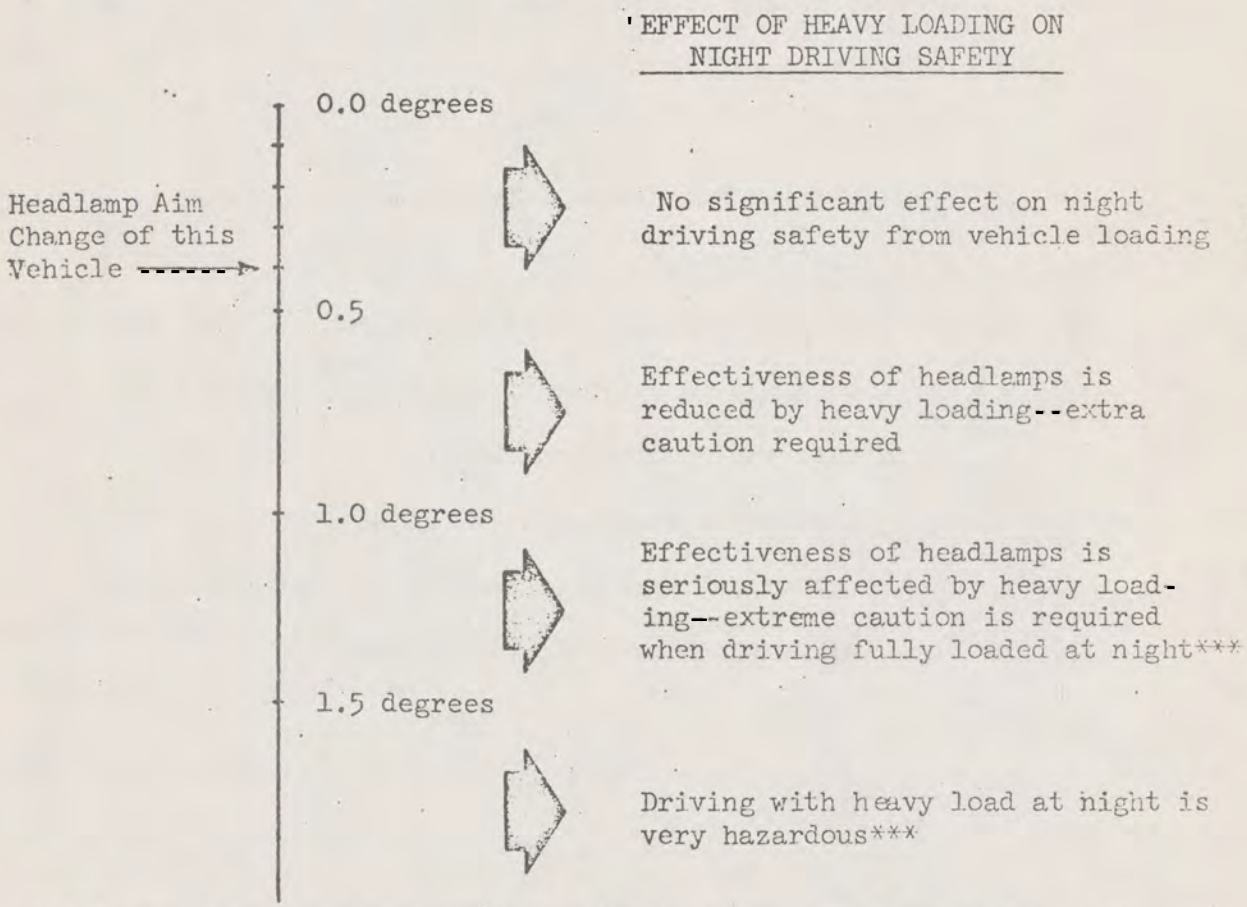
Description of vehicles to which this information applies: _____

The headlamps on this vehicle, when properly aimed, provide maximum seeing distance without excessive glare to oncoming cars when only the driver is in the vehicle. When the vehicle is fully loaded, carrying 6* persons weighing 150 pounds each, and 300* pounds in the cargo area, the aim of the headlamps changes by

0.4* degrees upward.**

[*Insert proper figure. **Substitute "downward" where applicable]

The following chart gives an approximate indication of the effect of this aim change on night driving safety.



***If you drive at night with a fully-loaded vehicle, or if you pull a trailer that puts a significant load on the rear of your car, consult your dealer on equipment options that can correct serious headlamp aim change conditions.

DEPARTMENT OF TRANSPORTATION

National Highway Safety Bureau

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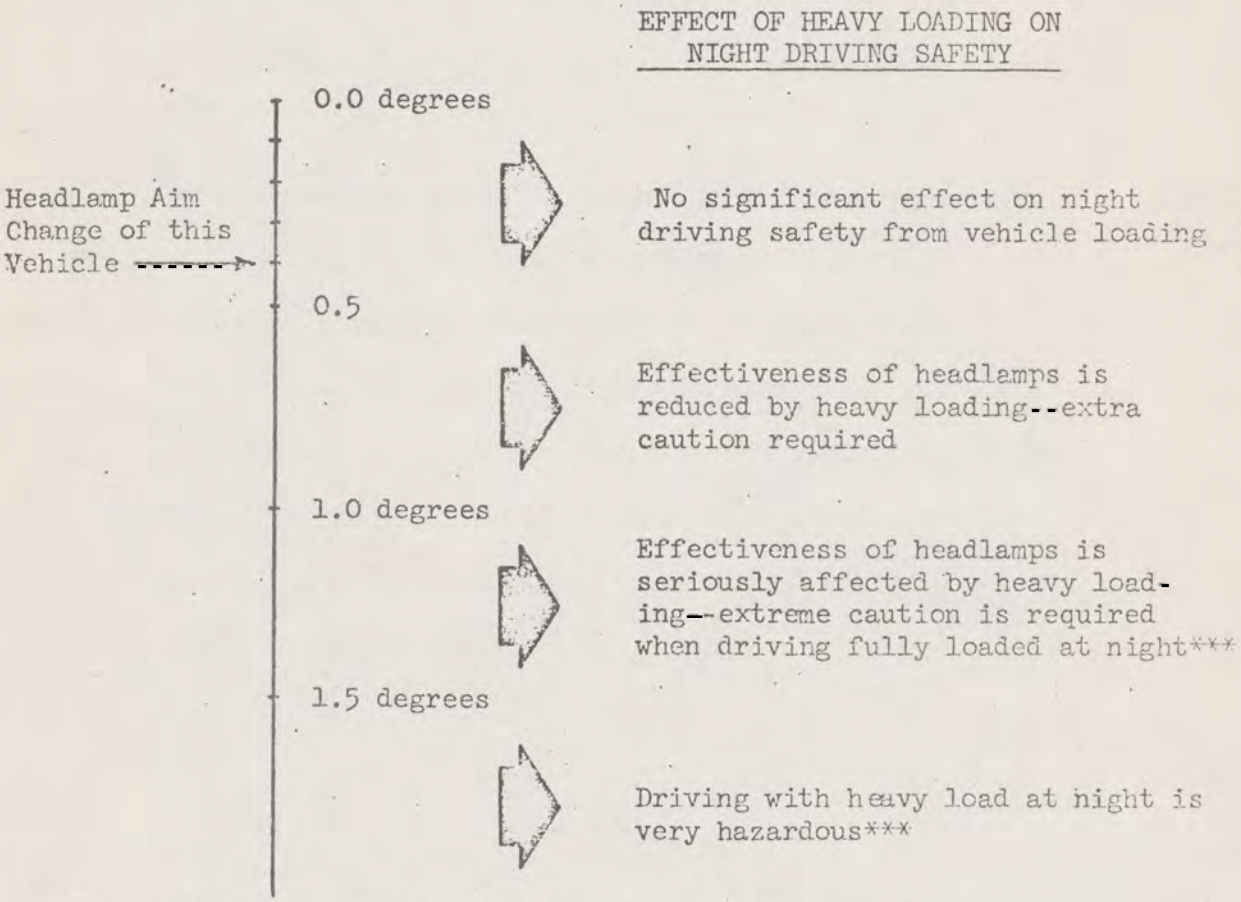

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE
Thursday, July 2, 1970

NHSB -- 29-70
(202) 426-0686

MONTHLY COMPLIANCE

REPORT

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program -- 1968, 1969, 1970 Vehicles

Monthly Report -- May 1 to May 31, 1970

VEHICLE STANDARDS

FMVSS*	Compliance Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations In Progress (Cumulative)	Corrective Action Initiated By Manufacturer	Enforcement Action In the Office of the Chief Counsel	Cases Forwarded to Dept. of Justice	Investigatory Files Released to Public
103	2	4	0	4	0	0	0	0
105	1	2	0	4	0	0	0	0
110	0	0	4	0	0	0	0	0
112	0	0	0	0	0	0	0	0
202	1	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0	0
204	0	0	0	2	0	2	0	0
207	0	0	1	0	0	0	0	0
210	2	0	0	1	0	0	0	0
212	0	0	0	0	0	0	0	0
301	0	0	0	1	0	0	0	0

Some investigations cover more than one Compliance Test Failure.

*Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Reports Accepted

Monthly Report May 1 to May 31, 1970

FMVSS-103
Windshield Defrosting and Defogging

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	DOT HS No.
Ford Motor Co.	70209	1970 Lincoln Continental	Passed	610 032
Ford Motor Co.	69203	1969 Mercury Colony Park	Passed	610 033

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Reports Accepted

Monthly Report May 1 to May 31, 1970

FMVSS-105

Hydraulic Service Brake, Emergency Brake, and Parking Brake Systems

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	DOT HS No.
Ford Motor Co.	70202	1970 Mercury Montego MX	Passed	610 030

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Reports Accepted

Monthly Report May 1 to May 31, 1970

FMVSS-202
Head Restraints

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	DOT HS No.
Ford Motor Co.	69203	1969 Mercury Marquis	Passed	610 025

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Reports Accepted

Monthly Report May 1 to May 31, 1970

FMVSS-210
Seat Belt Assembly Anchorages

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	DOT HS No.
American Motors	70401	1970 American Hornet	Passed	610 031
Chrysler Corp.	70301	1970 Dodge Challenger	Passed	610 034

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Investigations Initiated

Monthly Report May 1 to May 31, 1970

FMVSS No.	MANUFACTURER
103	Chrysler Corp. (2)
103	General Motors (2)
105	Renault
105	British Leyland Motors

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Investigations Closed

Monthly Report May 1 to May 31, 1970

FMVSS No.	MANUFACTURER
110	American Motors
110	Chrysler Corp.
110	Ford Motor Co.
110	General Motors
207	Ford Motor Co.

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigations in Progress (Cumulative)

Monthly Report May 1 to May 31, 1970

FMVSS No.	MANUFACTURER
103	Chrysler Corp. (2)
103	General Motors (2)
105	American Motors
105	Ford Motor Co.
105	Renault
105	British Leyland Motors
204	Fiat Motor Co., Inc. (2)
210	Checker Marathon
301	Volkswagen

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigatory Files Released To Public

Monthly Report May 1 to May 31, 1970

FMVSS No.	MANUFACTURER
None	None

NATIONAL HIGHWAY SAFETY BUREAU

Monthly Report May 1 to May 31, 1970

Equipment Standards

FMVSS*	Compliance Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations in Progress (Cumulative)	Corrective Action Initiated By Manufacturer	Enforcement Action in the Office of the Chief Counsel	Cases Forwarded to Dept. of Justice	Investigatory Files Released to Public
106	6	0	0	6	0	0	0	0
108	0	7	0	9	0	0	0	0
109	143	8	1	69	0	7	0	0
116	0	0	0	0	0	0	0	0
205	0	0	0	1	0	0	0	0
206	0	0	0	0	0	0	0	0
209	10	4	0	17	0	0	0	0
211	0	0	0	0	0	0	0	0

Some investigations cover more than one Compliance Test Failure

*Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigations in Progress (Cumulative)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
106	Inland Division of General Motors
106	Wagner Electric Corp.
106	Summitt Motor Cor. - Importer, Shafer Brake Hose
106	Summitt Motor Cor. - Importer, Akron Brake Hose
106	Nichirin (Brake Hose - Japanese)
106	Summitt Motor Cor. - Importer, Stop (France) Brake Hose
108*	International Harvester (4) (4 this period)
108*	White Truck (3) (2 this period)
108*	Mack Truck (2)

FMVSS	MANUFACTURER
109	Alliance
109*	Armstrong (4)
109	Cooper (2)
109	Dayton (3)
109	Denman
109	Dunlop
109*	Firestone (19) (4 this period)
109*	Gates (3)
109	General (5)
109	Goodrich (9)
109	Goodyear (3)
109	Kelly-Springfield (2)

*Investigations initiated this report period

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS (Cont'd)

FMVSS	MANUFACTURER
109	Lee (3)
109*	Mansfield (3) (2 this period)
109	Mohawk
109	Pennsylvania (3)
109	Uniroyal (3)
109	Seiberling (2)
109**	Uniroyal
205	Shatterproof Glass Co.
209	Pontonier, Inc.
209*	Jim Robbins Co. (2) (1 this period)
209	American Safety Equipment Corp.
209	Rose Manufacturing Co.
209	Superior Industries
209*	General Safety (2) (1 this period)
209	Beams Manufacturing Co.
209	Jeffry-Allan Industries, Inc.
209*	Irvin Industries, Inc. (2) (1 this period)
209	Volkswagen of America, Inc.
209	Sears Roebuck & Co.
209	Market Forge
209	Vogt Manufacturing Co.
209*	Bay Trim Seat Belts

*Investigation initiated this report period

**Includes one line produced for other manufacturer

INVESTIGATIONS CLOSED

EQUIPMENT STANDARD

FMVSS	MANUFACTURER
109	Mansfield Tire & Rubber Co.

FMVSS-106

Hydraulic Brake Hoses

MANUFACTURER	MODEL/PART No.	RESULTS	DOT HS No.
Weatherhead	SF 3125983E	Passed	610 006
Weatherhead	SF 3185142E	Passed	610 007
Weatherhead	3461731	Passed	610 008
Weatherhead	3461730	Passed	610 009
Weatherhead	3461728	Passed	610 010
Weatherhead	C9AA-2A448-A W.T.K.	Passed	610 011

FMVSS-209

Seat Belt Assemblies

MANUFACTURER	MODEL/PART No.	RESULTS	DOT HS No.
Jim Robbins Co.	3910	Failed-Corrosion Resistance, Other Hardware	610 012
Jim Robbins Co.	3910	Failed-Corrosion Resistance, Other Hardware	610 013
Jim Robbins Co.	3910	Failed-Corrosion Resistance, Other Hardware	610 014
Jim Robbins Co.	3910	Failed-Corrosion Resistance, Other Hardware	610 015
Jim Robbins Co.	3910	Failed-Corrosion Resistance, Other Hardware	610 016
Jim Robbins Co.	3910	Failed-Corrosion Resistance, Other Hardware-Resistance to staining	610 017
Irvin Industries, Inc.	2910	Passed	610 026

FMVSS-209

Seat Belt Assemblies

MANUFACTURER	MODEL/PART No.	RESULTS	DOT HS No.
Bay Trim Seat Belts	5911	Failed-Corrosion Resistance, Other Hardware	610 027
General Safety Corp.	4911	Failed-Corrosion Resistance, Other Hardware	610 028
Irvin Industries, Inc.	773MB-H	Failed-Corrosion Resistance, Other Hardware	610 029

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED

MONTHLY REPORT - May 1 to May 31, 1970

FMVSS 109

New Pneumatic Tires - Passenger Cars

Manufacturer: The Kelly-Springfield Tire Company

Brand Name	Tire Name	Size	Results	Test No.	DOT/HS No.
Autobahn	Autobahn	560-15	Passed	S9S7236	610 042

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED

MONTHLY REPORT - May 1 to May 31, 1970

FMVSS 109

New Pneumatic Tires - Passenger Cars

Manufacturer: Lee Tire and Rubber Company

Brand Name	Tire Name	Size	Results	Test No.	DOT/HS No.
Douglas	Master	735-14	Passed	D9S2103	610 043
Concorde	Premium	H78-14	Passed	S9S7182	610 043
Concorde	Super Turbo Speed	G70-14	Passed	S9S7181	610 043
Concorde	Turbo Speed	825-15	Passed	S9S7183	610 043
Concorde	Turbo Speed	855-15	Passed	S9S7184	610 043

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED

MONTHLY REPORT - May 1 to May 31, 1970

FMVSS 109

New Pneumatic Tires - Passenger Cars

Manufacturer: The Mansfield Tire and Rubber Company

Brand Name	Tire Name	Size	Results	Test No.	DOT/HS No.
Pharis	Classic	J78-14	Passed	G9S4128	610 056
Pharis	Classic	H78-15	Failed Physical Dimensions - High Speed	G9S4130	610 056
Pharis	Classic	L78-15	Passed	G9S4131	610 056

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED

MONTHLY REPORT - May 1 to May 31, 1970

FMVSS 109

New Pneumatic Tires - Passenger Cars

Manufacturer: McCreary Tire and Rubber Company

Brand Name	Tire Name	Size	Results	Test No.	DOT/HS No.
Remington	Cushion-Aire	775-15	Passed	G9S4121	610 057

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED

MONTHLY REPORT - May 1 to May 31, 1970

FMVSS 109

New Pneumatic Tires - Passenger Cars

Manufacturer: The Seiberling Tire and Rubber Company

Brand Name	Tire Name	Size	Results	Test No.	DOT/HS No.
Alray	Premium Pacemaker Glass Belt	H78-15	Passed	S9S7178	610 044
Alray	Custom Pacemaker - HP	J78-14	Passed	S9S7176	610 044
Alray	Pacemaker	900-15	Passed	S9S7179	610 044

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COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED

MONTHLY REPORT - May 1 to May 31, 1970

FMVSS 109

New Pneumatic Tires - Passenger Cars

Manufacturer: Semperit Osterrichisch-Amerikanische
Gumminerke Aktiengesellschafe (Austria)

Brand Name	Tire Name	Size	Results	Test No.	DOT/HS No.
Semperit	Favorit	5.60-15	Passed	S9S7237	610 058

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FMVSS 109

New Pneumatic Tires - Passenger Cars

Manufacturer: Uniroyal, Incorporated

Brand Name	Tire Name	Size	Results	Test No.	DOT/HS No.
Uniroyal	Fastrak-Belted	E78-14	Passed	G9S4113	610 059
Global	Poly-Extra	650-13	Passed	09S6036	610 059
Uniroyal	Tiger Paw "Alley-Cat"	F70-14	Passed	A9E1130	610 024
Uniroyal	Fastrak Belted	G78-14	Passed	A9E1126	610 024
Uniroyal	Fastrak Belted	G78-14	Passed	A9E1125	610 024
Uniroyal	Fastrak Belted	G78-14	Passed	A9E1120	610 024
Uniroyal	Fastrak Belted	F78-14	Passed	S9E7171	610 045
Uniroyal	Fastrak Belted	H78-15	Passed	S9E7143	610 045
Uniroyal	Fastrak Belted	H78-15	Passed	S9E7139	610 045
Uniroyal	Fastrak Belted	H78-15	Passed	A9E1138	610 045
Uniroyal	Fastrak Belted	E78-14	Passed	09S6040	610 045
Uniroyal	Tiger Paw "Alley-Cat"	F70-14	Passed	A9E1137	610 045
Fisk	Super Safti-Flight	700-13	Passed	S9S7172	610 045

FMVSS-109

New Pneumatic Tires (Cont'd)

MANUFACTURER: Cooper Tire and Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT HS No.
Hercules	Saftipreme	650-13	Passed	G9S4132	610 047

MANUFACTURER: Dayton Tire & Rubber Co.

Dayton	Thorobred:Daytona 4+2	G78-14	Passed	09S6063	610 036
Ajax	Dual Belt	E78-14	Passed	G9S4028	610 036
Ajax	1904 Dual 12	G78-15	Passed	G9S4033	610 050

MANUFACTURER: Dunlop Tire & Rubber Corp.

Remington	Society	L78-15	Passed	G9S4122	610 048

MANUFACTURER: Societe Anonyme Des Pneumatiques - Dunlop (France)

Remington	Radial CB 69	205R15	Passed	G9S4123	610 049

FMVSS-109

New Pneumatic Tires (Cont'd)

MANUFACTURER: Armstrong Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT HS No.
Armstrong	Premium Coronet	775-14	Passed	S9S7067	610 018
Armstrong	Surveyor	F70-14	Passed	S9S7068	610 018
Armstrong	Norseman	825-14	Passed	S9S7073	610 018
Armstrong	Norseman	F78-14	Passed	S9S7072	610 018
Armstrong	PT107	775-14	Failed Strength	S9S7069	610 018
Armstrong	Premium Coronet	E78-14	Passed	S9S7071	610 035
Allstate	Snow Guard	F78-14	Passed	D9S2098	610 035
Allstate	Silent Guard II	825-14	Passed	09S6019	610 046

FMVSS-109

New Pneumatic Tires (Cont'd)

MANUFACTURER: Firestone Tire & Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT HS No.
Firestone	Safety Champion	825-14	Passed	S9S7056	610 020
Firestone	Super Sports Wide Oval	F70-14	Passed	S9S7052	610 020
Firestone	Super Sports Wide Oval	F70-14	Passed	S9S7051	610 020
Firestone	404	F78-14	Passed	S9S7048	610 020
Firestone	F 100	205R-14	Passed	S9S7059	610 020
Firestone	Deluxe Champion	775-14	Passed	S9S7047	610 020
Firestone	Deluxe Champion Sup-R-Belt	F78-14	Passed	D9E2152	610 020
Firestone	F 100	205R-14	Passed	S9s7060	610 020
Seiberling	Supreme 150	775-14	Passed	S9S7078	610 020
Seiberling	Supreme 150	775-14	Passed	S9S7079	610 020
Firestone	Deluxe Champion Sup-R-Belt	H78-15	Passed	A9E1128	610 020
Firestone	Deluxe Champion Sup-R-Belt	H78-15	Passed	A9E1129	610 020
Firestone	Super Sports Wide Oval Sup-R-Belt	F70-14	Passed	A9E1136	610 020
Firestone	Deluxe Champion Sup-R-Belt	G78-14	Passed	S9E7145	610 037
Firestone	Deluxe Champion Sup-R-Belt	G78-14	Passed	S9E7147	610 037
Firestone	Deluxe Champion Sup-R-Belt	H78-15	Passed	S9E7136	610 037
Carnegie	Custom Premium	775-14	Passed	S9S7191	610 037
Dayton	Thorobred: Premium	775-14	Passed	09S6064	610 037
Flying A	Super Air Wing	825-14	Passed	09S6059	610 037
Tri-State	Contestar	825-15	Passed	S9S7194	610 037
Firestone	Deluxe Champion Sup-R-Belt	F78-14	Failed Endurance and High Speed	S9S7049	610 037
Carnegie	Custom Premium	885-14	Passed	S9S7192	610 037

FMVSS-109

New Pneumatic Tires (Cont'd)

MANUFACTURER: Firestone Tire & Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT HS No.
Firestone	Deluxe Champion Sup-R-Belt	E78-14	Passed	G9S4117	610 051
Firestone	Deluxe Champion Sup-R-Belt	F78-14	Failed High Speed	S9S7050	610 051
Firestone	Deluxe Champion Sup-R-Belt	H78-15	Passed	S9E7134	610 051
Firestone	Super Sports Wide Oval	F70-15	Passed	G9E4110	610 051
Riverside	HST	775-14/750-14	Passed	G9S4044	610 051
Riverside	ST 107	855-14/850-14	Passed	G9S4042	610 051
Riverside	ST 107	815-15/710-15	Passed	G9S4040	610 051
Riverside	WTO Glasbelt	F70-15	Passed	G9S4048	610 051
Riverside	Garland	G78-14	Failed High Speed	G9S4046	610 051
Riverside	Garland	H78-14	Passed	G9S4047	610 051
Riverside	Garland	F78-15	Passed	G9S4045	610 051
Atlas	Grip Safe	825-15/815-15	Passed	G9S4106	610 051

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New Pneumatic Tires (Cond't)

MANUFACTURER: B. F. Goodrich Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NO.	DOT/HS No.
B.F. Goodrich	Silvertown Belted	H78-15	Passed	A9E1127	610 022
B.F. Goodrich	Silvertown Belted	H78-15	Passed	A9E1123	610 022
B.F. Goodrich	Silvertown Belted	H78-15	Passed	S9E7140	610 040
B.F. Goodrich	Silvertown Belted	H78-15	Passed	S9E7141	610 040
B.F. Goodrich	Silvertown Belted	H78-15	Passed	S9E7142	610 040
B.F. Goodrich	Silvertown Belted	H78-15	Passed	A9E1141	610 040
Gulf	Deluxe Crown 78WT	J78-14	Passed	S9S7180	610 040
B.F. Goodrich	Silvertown Belted	F78-14	Passed	D9E2159	610 040
B.F. Goodrich	Silvertown Belted	E78-14	Passed	G9S4116	610 054
Hood	"400"	855-14	Passed	G9S4124	610 054
Hood	"400"	915-15	Passed	G9S4127	610 054
Hood	Arrow	775-15	Passed	G9S4125	610 054
Hood	Advance Premium	H78-15	Passed	G9S4126	610 054

FMVSS-109

New Pneumatic Tires (Cond't)

MANUFACTURER: Gates Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT/HS No.
Gates	Air Float Supreme	735-14	Failed High Speed	S9S7094	610 052
Riverside	Glasbelt	825-14	Passed	G9S4082	610 052
Riverside	Glasbelt	855-14	Passed	G9S4083	610 052
Riverside	Garland	F78-14	Passed	G9S4081	610 052
Riverside	Garland	F78-15	Passed	G9S4084	610 052
Riverside	Power Grip	F78-15	Passed	G9S4086	610 052
CBI	Super Flex Ride	695-14	Passed	S9S7186	610 052
CBI	Super Flex Ride	E78-14	Passed	S9S7187	610 038
CBI	Super Flex Ride	J78-14	Passed	S9S7189	610 038
Gates	Commando XT70	D70-13	Passed	S9S7091	610 019
Gates	Air Float	650-13	Passed	S9S7092	610 019

FMVSS 109

New Pneumatic Tires (Cont'd)

MANUFACTURER: General Tire & Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT/HS No.
General	Belted Jumbo 780	H78-15	Passed	D9E2167	610 053
Argyle	Silent Grip M&S	735-14	Passed	G9S4014	610 053
General	Belted Jumbo 700	F70-14	Passed	A9E1133	610 021
General	Belted Jumbo 700	F70-14	Passed	A9E1134	610 021
General	Belted Jumbo 780	H78-15	Passed	A9E1139	610 039
General	Belted Jumbo 780	H78-15	Passed	A9E1140	610 039
General	Belted Jumbo 780	H78-15	Passed	A9E1142	610 039
General	Belted Jumbo 780	H78-15	Passed	A9E1143	610 039
General	Belted Jumbo 780	H78-15	Passed	A9E1144	610 039
General	Belted Jumbo 780	H78-15	Passed	A9E1145	610 039
General	Belted Jumbo 780	H78-15	Passed	A9E1146	610 039
General	Belted Jumbo 780	H78-15	Passed	A9E1147	610 039
General	Belted Jumbo 780	H78-15	Passed	A9E1148	610 039
General	Belted Jumbo 780	H78-15	Passed	A9E1149	610 039
General	Belted Jumbo 780	H78-15	Passed	A9E1150	610 039

FMVSS 109

New Pneumatic Tires (Cont'd)

MANUFACTURER: Goodyear Tire and Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT/HS No.
Goodyear	Custom Wide Tread Polyglas	H70-15	Passed	G9S4099	610 055
Goodyear	Custom Wide Tread Polyglas	H70-15	Passed	G9S4100	610 055
Goodyear	Custom Wide Tread Polyglas	H70-15	Passed	G9S4101	610 055
Goodyear	Custom Wide Tread Polyglas	H70-15	Passed	G9S4102	610 055
Goodyear	Wide Tread	F70-15	Passed	G9E4111	610 055
Goodyear	Custom Power Cushion Polyglas	H78-15	Passed	G9S4088	610 055
Goodyear	Custom Power Cushion Polyglas	H78-15	Passed	G9S4089	610 055
Goodyear	Custom Power Cushion Polyglas	H78-15	Passed	G9S4090	610 055
Goodyear	Custom Power Cushion Polyglas	H78-15	Passed	G9S4092	610 055
Goodyear	Custom Power Cushion Polyglas	H78-15	Passed	G9S4093	610 055
Goodyear	Custom Power Cushion Polyglas	H78-15	Passed	G9S4094	610 055
Goodyear	Custon Power Cushion Polyglas	H78-15	Passed	G9S4095	610 055
Goodyear	Custom Power Cushion Polyglas	H78-15	Passed	G9S4096	610 055
Goodyear	Custom Power Cushion Polyglas	H78-15	Passed	G9S4097	610 055
Goodyear	Custom Power Cushion Polyglas	H78-15	Passed	G9S4098	610 055
Goodyear	Power Cushion Radial	205R14	Passed	G9S4075	610 055
Goodyear	Power Cushion Radial	205R14	Passed	G9S4078	610 055
Goodyear	Power Cushion Radial	205R14	Passed	G9S4079	610 055
Goodyear	Custom Power Cushion Polyglas	D78-14	Passed	S9E7124	610 041
Goodyear	Custom Power Cushion Polyglas	C78-14	Passed	S9E7121	610 041
Goodyear	Custom Power Cushion Polyglas	C78-14	Passed	S9E7123	610 041
Goodyear	Power Cushion Radial	215R15	Passed	A9S1098	610 041
Goodyear	Power Cushion	645-14	Passed	D9S2195	610 041
Goodyear	Safety All-Weather	F78-14	Passed	D9S2177	610 041
Goodyear	Custom Wide Tread Polyglas	F70-14	Passed	A9E1135	610 023
Goodyear	Custom Wide Tread Polyglas	F70-14	Passed	A9E1132	610 023
Goodyear	Custom Power Cushion Polyglas	G78-14	Passed	A9E1121	610 023
Goodyear	Custom Power Cushion Polyglas	G78-14	Passed	A9E1122	610 023
Goodyear	Custom Power Cushion Polyglas	J78-15	Passed	A9E1124	610 023

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY A.M.
July 3, 1970

NHSB -- 28-70
(202) 426-0686

Secretary of Transportation John A. Volpe announced today that General Motors Corporation has agreed to pay $50,000 in compromise of civil penalty claims against the firm for manufacturing certain passenger cars which failed to comply with the backup lamp requirements of Federal Motor Vehicle Safety Standard 108.

The company advised the National Highway Safety Bureau of the non-compliance of backup lamps on certain 1970 model Chevrolets and Buicks. After investigating the matter, the Bureau determined that although Standard 108 was not fully complied with, the effect on motor vehicle safety was not so significant as to require the sending of defect notification letters to owners of the affected vehicles.

The non-compliance in the Chevrolets and the Buicks differed, but essentially it involved the optical center of the backup lens which was not visible in all of the area required by the Standard. However, illumination from the lamp was visible in the non-compliance area.

Approximately 350,000 Chevrolets (1970) are involved. The models affected are the Caprice, Impala, Bel Air, and Biscayne, excluding station wagons. The only Buick model affected is the 1970 Estate Wagon; a total of 1,145 vehicles are involved.

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The Bureau Director, Douglas W. Toms, stated that, "It is our understanding that in order to minimize possible misunderstanding on the part of the Chevrolet and Buick owners, General Motors intends to send letters to persons who purchased the affected vehicles, explaining the nature of the backup lamp condition and offering to replace the present lens with a redesigned backup lamp lens. Those 1970 Chevrolet and Buick owners who do not receive such a letter will know that their cars already have the redesigned lens installed on them."

Upon receipt of the company's check in the amount of $50,000, the Bureau will close its files in this case.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR RELEASE MONDAY A.M.
July 13, 1970

NHSB -- 30-70
(202) 426-0686

Johnny rode his bicycle too fast, just as thousands of boys do every day, lost control, and fell. If Johnny were on the road, he might have been crushed under the wheels of a truck.

But he was lucky this time, escaping with only cuts and bruises. He crashed while going through "basic training" at a new safety research laboratory center in Peoria, Illinois.

The 8-year-old youth is one of 30,000 Illinois school children who are learning to "drive" their bikes in a relatively new concept of safety education.

These bicycle safety classes are proving to be an effective method of teaching proper safety attitudes and respect for rules. The students, mostly third graders from four Illinois counties in the Peoria area, are learning the serious business of safety on streets and highways.

Their knowledge and experience develop from facing simulated traffic conditions at a Safety Town Park, a six-acre maze of miniature streets, curves, traffic signs, lights, bridges, railroad crossings and intersections.

Four years ago, residents in the Peoria area interested in traffic safety formed the Council on Responsible Driving (CORD). Backed by a combination of private and government funds, CORD launched

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construction of the Safety Town in 1968, an ambitious project designed to teach students the principles of bicycle, pedestrian, and automobile safety.

The facility, with the help of a $78,680 grant from the Department of Transportation's National Highway Safety Bureau, was completed last fall and has been operational nearly a year. Other federally funded safety towns are located at Danville, Illinois; Shelby County, Tennessee; Dalton, Georgia; West Covina, California; and one is being built in Nassau County, New York.

In Peoria, the school children come to the center three different times. They're briefed in the classroom by instructors who teach the significance of traffic signs and signals, show a safety film and ask and answer questions.

The kids head for the outdoors, then, where they spend half their lesson walking and bicycling around the safety park, seeing the signs close up and meeting real life situations.

In attempting to evaluate the value of the program, the research center has devised a bicycle, pedestrian, and vehicular safety questionnaire. All students are pre-tested before instruction, tested again after two lessons, and then tested after all three lessons.

The results indicate that students who were post-tested after two sessions showed an average increase of 37 per cent in retention of subject matter. Students who completed all three lessons showed an increase of 46 per cent over their pre-test score.

The ultimate goal is to make these children aware of their motorized environment. In a few years, it might make them better car drivers.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE
July 14, 1970

NHSB -- 31-70
(202) 426-0686

The Department of Transportation announced today that deep-tread, winter-type tires (snow-treads), manufactured after December 31, 1970, will have to meet the same minimum performance levels as conventionally treaded tires.

The requirement, in the form of an amendment to Federal Motor Vehicle Safety Standard No. 109, "New Pneumatic Tires - Passenger Cars," was issued by the Department's National Highway Safety Bureau.

The amendment deletes the exemption for deep-tread, winter-type tires contained in the high speed requirements of the current standard. Paragraph S5.5.4 of Standard No. 109 specifies that for the high speed performance aspects of the standard, tires are to be tested at 75 miles per hour for 30 minutes, 80 mph for 30 minutes, and 85 mph for 30 minutes. Deep-tread tires currently are exempted from the 85 mph for 30 minutes test.

"Since deep-tread, winter-type tires must often perform at the same motor vehicle speeds and driving conditions as conventionally treaded tires, it is in the public interest that they meet the same minimum performance levels," said Douglas W. Toms, Director of the National Highway Safety Bureau.

Standard No. 109 specifies tire dimensions and laboratory test requirements for bead unseating resistance, strength, endurance and high speed performance.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE WEDNESDAY, P.M.
July 22, 1970

NHSB -- 32-70
(202) 426-0686

Manufacturers of new and retreaded tires would have to set up record-keeping procedures necessary for an effective tire defect notification system under a proposed regulation announced today by the Department of Transportation.

A Notice of Proposed Rule Making, issued by the Department's National Highway Safety Bureau, also would require the tire industry to establish a tire identification system.

The proposed regulation sets forth the method by which manufacturers, brand name owners, and retreaders shall identify tires, and requires the industry to maintain records of the names and addresses of tire purchasers so that they may easily be notified of defective tires.

On May 22, 1970, the National Traffic and Motor Vehicle Safety Act was amended authorizing the Secretary of Transportation to establish procedures for an effective tire defect notification system.

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Under the proposed regulation, tire manufacturers would have to label both sidewalls of a tire with the date of manufacture of the tire, the name of the manufacturer, the size of the tire, and at the option of the manufacturer, additional information describing significant characteristics of the tire.

In addition, the proposed rule would require every tire manufacturer, brand name owner, and retreader to provide a means by which distributors and dealers would be able to record the name and address of the first purchaser and the identification number of the tire he purchased. The tire distributor or dealer would be required to send this information to the manufacturer.

In the event of a tire defect notification campaign, the manufacturer would then have the names and addresses of the first purchasers to be notified.

Interested persons are invited to submit written data, views, or arguments on the proposed regulation by the close of business on September 4, 1970. The proposed effective date of the regulation is November 18, 1970.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY P.M.
July 24, 1970

NHSB -- 33 - 70
(202) 426-0686

The Department of Transportation announced today a new Motor Vehicle Safety Standard designed to reduce the number of deaths and injuries resulting from accidents involving power-operated windows.

Standard No. 118, Power-Operated Window and Interior Partition Systems, was issued by Douglas W. Toms, Director of the Department's National Highway Safety Bureau. It applies to passenger cars and multipurpose passenger vehicles manufactured on or after February 1, 1971.

The Standard requires that a power-operated window system not be operative when the ignition key of the vehicle is removed from the lock.

In May 1968, the NHSB issued a public advisory, warning that numerous cases of injury and death from accidental operation of power windows, particularly to children, had been reported. Many of those injuries and deaths occurred because power-operated windows could be closed when the ignition switch was off.

"Despite extensive publicity given to the National Highway Safety Bureau's public advisory, tragedies resulting from accidental operation of power windows are still being reported," Toms said.

"Therefore, the interests of motor vehicle safety require the imposition of a safety standard with the objective to reduce the deaths and injuries resulting from accidents involving power-operated windows."

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR TUESDAY P.M. RELEASE
July 28, 1970

NHSB -- 34-70
(202) 426-0686

The Department of Transportation announced today that the Firestone Tire and Rubber Company has agreed to pay $3,000 in settlement of a claim against the firm for producing tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

The agreement followed notification to the company that the National Highway Safety Bureau was prepared to submit the case to the Department of Justice with a recommendation that civil penalties be sought.

Involved in the case were Firestone's F70-14 Deluxe Champion Wide Oval tires and H70-15 Super Sport Wide Oval tires. Tests conducted for the National Highway Safety Bureau showed that 12 of 47 F70-14 Deluxe Champion Wide Oval tires failed to meet the physical dimension requirements of Federal Motor Vehicle Safety Standard No. 109. The H70-15 Super Sports Wide Oval tire failed the physical dimension requirement in 27 of 48 cases. The Safety Bureau did not urge recall of these tires because the failures were not considered to be safety-related.

The company agreed to a settlement in lieu of a court trial.

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The Bureau also notified Firestone that it had decided against seeking civil penalties following investigation of three other tires, 6.50 x 13 and 6.95 x 14 Deluxe Champion tires and the 8.15 x 15 "500" tire. The decision was based upon data submitted by Firestone and information in the Bureau's possession.

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