DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY
March 26, 1970

NHSB -- 1-70
(202) 962-8527

The Department of Transportation's National Highway Safety Bureau today issued a warning to owners and to those who are considering the purchase of studded tires, regarding problems being encountered as a result of the improper installation of studs.

The Director of the Bureau, Douglas W. Toms, said, "The Bureau is very concerned about reports that tires are being 'over-studded' or improperly studded, which causes dangerous vehicle handling problems on wet and dry pavements. The improper installation of studs can and often does defeat benefits gained by the use of studded tires.

"At present, the problem of over-studding appears to be more prevelant in imported tires which may be designed for special driving events and road races. Therefore, we are asking the news media, safety organizations, and all those connected with the tire industry to stress the hazards and the proper precautions to be taken for the installation of studs."

1. Select the correct number of studs to be inserted for the kind of snow and ice conditions in your locale. A good rule-of-thumb average for most snow areas in the United States is 100 studs per tire. Certain imported tires have as many as 200 premolded stud holes. Never install more than 150 studs per tire. A greater number will decrease traction on wet and dry pavements.

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2. The studs must be spaced evenly around the entire circumference of the tire. They should be installed only in the 4 or 6 rows of molded holes provided by the manufacturer.

3. Place studs only in premolded holes.

4. Studs should protrude 1/32 to 3/32 of an inch above the tread rubber, the ideal height being 2/32 of an inch. Studs that protrude more than 4/32 of an inch above the tread rubber should be removed and reinserted.

5. Only a qualified serviceman should install studs.

The National Highway Safety Bureau is asking all tire manufacturers to provide information on what instructions they have issued to dealers concerning proper studding. Following review of the information, further steps may be taken by the Bureau as considered appropriate to protect the consumer.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY
March 26, 1970

NHSB -- 2-70
(202) 962-8527

The Department of Transportation has proposed new regulations under which manufacturers of incomplete vehicles would furnish information to final stage manufacturers to help them conform to Federal standards.

The Department, in a Notice of Proposed Rule Making, also suggested changes in the certification requirements for manufacturers involved in the assembly of motor vehicles produced in two or more stages.

A large number of heavy vehicles of all types, of recreational vehicles and of special purpose vehicles, are manufactured in two or more stages. The first stage is an incomplete vehicle, such as a stripped chassis, chassis cowl, or chassis-cab, to which one or more subsequent manufacturers add components to produce a complete vehicle.

The National Highway Safety Bureau said these vehicles present special problems in applying and enforcing motor vehicle safety standards. Currently, the final stage manufacturer has the responsibility of certifying that the complete vehicle meets all Federal standards. The incomplete vehicle manufacturer, however, builds in many of the operating characteristics that are critical to conformity. The problem is to give the final stage manufacturer enough data to complete the vehicle in conformity with the standards, and certify to conformity.

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The proposed regulation would require the incomplete vehicle manufacturer to list, in a document furnished with the vehicle, each of the standards that applies to the types of final vehicle for which the incomplete vehicle is intended.

Then, for each standard, this manufacturer would make one of the following kinds of statements: (1) that the vehicle will conform to the standard when completed, if no alterations are made in specified components; (2) that the vehicle will conform under a specified set of conditions of final manufacture; or (3) that conformity with the standard is not substantially determined by the design of the incomplete vehicle and no representation is made as to conformity.

The incomplete vehicle manufacturer also would provide in the document the gross vehicle weight rating and the gross combination weight rating of the vehicle, and the gross axle weight rating for each axle of the vehicle. These three values, the NHSB said, are of major importance not only to the final stage manufacturer but also to users of the vehicle and government enforcement agencies.

Any intermediate manufacturer, defined as one who is neither the original manufacturer of the incomplete vehicle nor the final stage manufacturer, would be required to add to the document any changes needed to reflect work performed by him and to pass the document along with the vehicle.

Further provisions are also proposed to deal with a situation where an incomplete vehicle manufacturer or intermediate manufacturer maintains control of the subsequent manufacturing process, and is willing to assume the legal responsibilities imposed on manufacturers by the National Traffic and Motor Vehicle Safety Act.

These responsibilities include conformity of the vehicle with the safety standards, defect notification, furnishing of performance and technical data, and certification.

The proposed rule, which would have an effective date of January 1, 1971, defines the incomplete vehicle as containing at least the frame, power train and steering, suspension and braking systems, and the incomplete vehicle manufacturer as the first person to bring the vehicle to that degree of completion.

Interested persons are invited to submit comments on the proposed motor vehicle safety regulation by the close of business on June 10, 1970.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY
March 27, 1970

NHSB -- 3-70
(202) 962-8527

A research firm has told the Federal Government that the quality of repair of safety-related automobile components is inadequate and constitutes an unacceptably grave threat to the motorist.

Operations Research, Inc. of Silver Spring, Maryland, made the finding in a report to the Department of Transportation's National Highway Safety Bureau.

Data collected by the firm showed that repairs to safety-critical automotive systems were adequate in only 77.2 percent of the cases where work was performed under the manufacturer's warranty. The same repairs performed in the same shop for the non-warranty, or customer-paid cases, had an 88.6 percent adequacy score.

And, said ORI, substantial differences were encountered between the comeback rates for repairs performed under warranty and non-warranty. While the comeback rate for non-warranty repairs performed in both general automotive repair shops and dealerships is equivalent at 11 percent, warranty repairs performed in the same dealerships display a comeback rate twice as great at about 23 percent.

Only repairs involving brakes, steering, suspension, front end, exhaust system and tires and wheels were considered in the study. ORI was awarded a $179,000 contract last year to review the effectiveness of existing dealer warranty and general repair practices performed in the United States.

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The firm said it conducted in-depth interviews at some 310 dealerships, garages, gas stations and other repair facilities to gather information about policies, practices, equipment and staff. A questionnaire was mailed to selected repair customers of these 169 facilities where records were made accessible.

Of some 2,600 repair customers solicited by mail, some 1,700 responded. ORI noted that the inherent limitations of the survey required that the judgment of the vehicle owner be relied upon in the determination of repair adequacy. ORI said the percentages cited are believed to be quite conservative since reported inadequacies were closely screened to eliminate questionable claims.

Undoubtedly, some inadequate repairs were not detected or reported by the customer. Even if the safety hazard associated with inadequate repair is no greater than the conservative figures cited, an unacceptably grave threat is present, ORI reported.

The researcher recommends that a program to evaluate safety adequacy through expert examination of repaired vehicles be undertaken. The program to isolate specific causes, should focus on the vehicle.

Any subsequent program based on expert post-repair evaluation and analysis of actual vehicles will determine the extent to which comeback repairs represent repair work not performed, ORI said.

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FOR RELEASE TUESDAY
March 31, 1970

NHSB --- 7-70
(202) 962-8527

Secretary of Transportation John A. Volpe today announced the appointment of a new chairman and three other new members of the National Motor Vehicle Safety Advisory Council.

The Council is an advisory group created by the National Traffic and Motor Vehicle Safety Act of 1966 to consult with the Secretary in the development of Federal Motor Vehicle Safety Standards.

The newly appointed chairman of the Council is New York State Senator Edward J. Speno, currently the chairman of the New York State Joint Legislative Committee on Transportation. He is well known for his long and active interest in highway and automotive Safety. Senator Speno is often called the "father" of the New York Safety Car. He is also the author of the nation's first alcohol screening test law, modeled on the promising British experience. Senator Speno is Majority Whip of the New York State Senate.

Other new members of the Council are Dr. Henry Hill, President of Riverside Research Laboratory, Haverhill, Massachusetts; Dr. John D. States, Associate Attending Orthopedic Surgeon, Rochester General Hospital, Rochester, New York; and Mr. Earl Hathaway, Director and former President of the Firestone Tire and Rubber Company, Akron, Ohio.

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Dr. Hill, who resides in Waterton, Massachusetts, is a member of the National Product Safety Commission. Dr. States is a former President of the American Association of Automotive Medicine, and heads a multi-disciplinary accident investigation team at the University of Rochester. Mr. Hathaway is a former trustee of the Automotive Safety Foundation. The terms of office for all of the new members extend to December 31, 1972.

Senator Speno succeeds Dr. Thomas Malone as Council Chairman. Dr. Malone, Vice-president and Director of Research of the Travelers Insurance Companies, will hand over his gavel at the next scheduled meeting of the Council April 8. The new members will also be sworn in on that date, by the Director of the National Highway Safety Bureau, Douglas W. Toms.

The 22-member Council recently recommended to Secretary Volpe a series of long range goals and priorities for the vehicle safety programs. Along with its sister group, the National Highway Safety Advisory Committee, it recommended that the Department of Transportation's National Highway Safety Bureau report directly to the Secretary. Secretary Volpe met that recommendation on March 22, when he announced that the Bureau was being separated from the Federal Highway Administration and Director Toms, henceforth, will report directly to the Secretary.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY A.M.'S
March 31, 1970

NHSB 6-70
(202) 962-8527

The Department of Transportation, intent on reducing the number of young children needlessly killed and injured in motor vehicle accidents, today announced a new Federal Motor Vehicle Safety Standard dealing with child seating systems.

Motor Vehicle Safety Standard No. 213, issued by Douglas W. Toms, Director of the Department's National Highway Safety Bureau, will become effective January 1, 1971. It applies to seating systems generally used by children between the ages of six months and three years.

"Child seating systems on the market today," Toms said, "run the gamut from those that offer excellent crash protection, to devices which do little to protect a child in the event of accident, and, indeed, may actually increase the severity of his injuries.

"It is practicable to produce and market child seating systems of various designs that will provide much-needed crash protection to their young occupants," Toms said.

The NHSB believes the use of child seating systems can produce a substantial reduction in fatalities and injuries in two principal ways: First, children occupying the systems will be better protected against injury and death. Second, hopefully more small children will be carried in the improved systems, instead of being allowed to go unrestrained in moving motor vehicles.

Manufacturers will have to meet minimum performance requirements under the new Standard, which defines a child seating system as an item of motor vehicle equipment for seating and restraining a child being transported in a passenger car, multipurpose passenger vehicle, truck, or bus.

Toms emphasized that the performance criteria established in the new Standard are minimum ones. "Additional research activities are underway to evaluate child restraint systems for the purpose of identifying further performance criteria suitable for inclusion in the Standard," he said.

Under the Standard, manufacturers will be required to provide purchasers of child seating systems with information relating to their proper installation and use. And each manufacturer will be required to specify the recommended height and weight limits for children who can safely occupy his system.

Excluded from the coverage of the Standard are devices solely for use on motorcycles and devices such as "car beds", for use by recumbent and semi-recumbent children. It is expected that these devices will be the subject of additional rule making after completion of research into criteria for assuring their safety.

In order to protect children against "whiplash" injury during rear-end crashes, the Standard requires each child seating system either to have a seat back that is at least 21 inches higher than its seating surface, or to be recommended for use only in locations where the vehicle seat back or head restraint furnishes comparable protection.

Under impact protection requirements, corners and edges of rigid components of the seating system will be limited to a radius of 3/4 inch to eliminate sharp edges and corners.

A more definitive description of energy-absorbing material has been added to the Standard to give manufacturers a better basis for material selection and to preclude the use of soft sponge rubber, which offers little impact protection.

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE
April 9, 1970

NHSB -- 10-70
(202) 962-8527

Tourists visiting the Washington, D. C. area this weekend will have an opportunity to participate in a Department of Transportation study designed to improve guide signs for motorists at freeway interchanges.

The study will mark the first time that the average motorist has been provided an opportunity to influence the design of highway guide signs and the contents of the information on such signs.

The project, conducted by Serendipity, Inc., a research organization in Arlington, Virginia, will simulate driving conditions in the auditorium of the Smithsonian History and Technology Building.

Roadway scenes will be presented on slides, and examples of current signing and advanced graphic guide signing will be superimposed on the highway sign panels.

The sign will be presented for one second, and the volunteer participants, acting as drivers, will indicate which traffic lane they should be in to reach the destination they will be told to seek.

Advanced graphic guide signs are pictorial or map representations of the route choices available. Serendipity, Inc., was awarded an $82,000 contract last June by the National Highway Safety Bureau to establish criteria for graphic guide signs.

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The study, expected to be completed this summer, seeks to develop laboratory procedures for testing graphic guide signs, to set criteria such as selecting interchanges that could use graphic signs, and to measure the effectiveness of such signs.

The signs will be tested at the Smithsonian on April 11, 12 and 19 to coincide with the Cherry Blossom Festival in Washington so that a nationwide sampling can be obtained.

(Editors, News Directors note: There will be a press briefing prior to the public testing on Friday, April 10, at the Smithsonian between 2:30 and 4:30 p. m.)

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE
Tuesday April 14, 1970

NHSB -- 9-70
(202) 962-8527

The establishment of regional centers for developing professional manpower and research talent for highway safety needs has been recommended to the Department of Transportation.

Suggestion for the centers is contained in a study prepared by Stanford Research Institute of Menlo Park, California, for the Department of Transportation's National Highway Safety Bureau.

The Institute was granted a $170,721 contract to determine the feasibility of creating a nationwide group of highway safety manpower development and research centers at university-level institutions.

Such centers would produce personnel capable of dealing with varied highway and motor vehicle safety problems on the Federal, State, and local government levels.

If the toll of accidents and fatalities on the nation's highways is to be appreciably reduced, SRI said, a sizable professional work force must be created to assume the major task of developing, implementing, and enforcing highway safety and motor vehicle safety standards.

The research report stated that the problem is to educate professionals to discover the true causes of traffic accidents through the use of modern research and testing technologies and to train operating personnel in methods that would result in remedies.

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Douglas W. Toms, Director of the National Highway Safety Bureau, said: "A prior study conducted for the Bureau by Booz, Allen and Hamilton, Inc., revealed a severe shortage of highway safety personnel at the State level. Even greater shortages of trained manpower are anticipated at the local level.

"The Stanford Research Institute has made recommendations for coping with the shortages. These recommendations are being analyzed by the Bureau staff prior to selecting a training plan. It is anticipated that the plan will include provisions for the continued use of existing training capability within the States for Regional Centers and for a National Highway Safety Academy."

Some 140,000 highway safety personnel at National, State and local levels already have received training related to highway safety and motor vehicle safety performance standard implementation as a result of Bureau efforts.

The Highway Safety Act of 1966 authorizes the use of funds for research fellowships in highway safety. Under provisions of this Act, a total of 13 predoctoral students are currently studying and performing highway safety related research under two training grants awarded by the Bureau to UCLA and Ohio State University.

SRI recommends the establishment of two pilot centers to test basic concepts for the administration and operation of 10 regional centers.

The report suggests three alternatives to the regional plan. These include a Federal academy, a center for each State, or a consortium of universities that could form centers in each region.

Advantages cited for the establishment of regional centers include:

1. Regional centers can train all classes of safety manpower -- research, professional and technical. Both credit (degree-related) and noncredit courses can be given.

2. Attempts to create centers in each State would overtax the professional capability that exists in this country for training, research and education in the general field of highway safety.

3. The regional center type of organization is flexible, in that it can be structured in different ways to meet the training requirements of several States and the educational interests of universities servicing these States.

4. The NHSB administrative and programming problems would be less complicated with regional centers than with a large number of individual State centers.

As viewed in the study, the proposed centers would engage in three major functions; training, education and research. Training would center around specialized short courses of instruction necessary for initial orientation and refresher training in highway safety specialties.

Educational activities would include preparation of graduate students needed for operations and research positions in the field.

The report estimated the number of trained highway safety personnel needed by 1973 would reach 892,000 and 972,000 by 1978. Some 786,000 are now employed.

Courses of instruction would include contributions from the disciplines of law, medicine, business and public administration, education, police sciences, engineering and psychology.

SRI said that only by activation of pilot centers can a firmer understanding be gained of the requirements for manpower development with respect to the numbers actually requiring training, the speed with which they can be trained, the costs of such programs, and the realization of methods for resolving problems.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE
WEDNESDAY APRIL, 8, 1970 P. M.'s

NHSB 8-70
(202) 962-8527

The Department of Transportation announced today that the B. F. Goodrich Co. has agreed to recall approximately 43,000 passenger car tires which failed to pass endurance and strength tests required by Federal Motor Vehicle Safety Standard 109.

Tests conducted by independent laboratories for the National Highway Safety Bureau showed that 46 of 54 of the Goodrich Company's "Silvertown 660" rayon tires, size 6.50 x 13, failed to pass the strength test required by Standard 109. Some 36,000 tires will be recalled.

Of the 33 Goodrich "Silvertown 660" rayon tires, size 8.55 x 14, tested for the high speed requirements, 13 failed. Some 7,000 tires will be recalled.

The Bureau says the test failures and other data available to it indicate that continued use of the tires in question could be hazardous under certain conditions.

The 6.50 x 13 size tires were manufactured during an eight month period from January 1 to August 31, 1968, and have serial numbers ending in any of the following digits: 396, 397, 398, 399, 300, 301, 302, 303-1, 303-2, 303-3, 303-4, and 303-5.

The 8.55 x 14 size were manufactured during the month of March 1968 in the Goodrich Company plant in Miami, Oklahoma, and have serial numbers ending with X398.

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Goodrich agreed to the two recall campaigns after conferences with officials of the Bureau. The Bureau is continuing its investigation into the case with a view toward possibly seeking civil penalties against the company for manufacturing and selling tires which failed to conform to the Federal standard.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY
April 23, 1970

NHSB -- 12-70
(202) 962-8527

The Department of Transportation has notified the Fiat Motor Company that it may have violated the National Traffic and Motor Vehicle Safety Act of 1966.

Douglas W. Toms, Director of the Department's National Highway Safety Bureau, said the Fiat Motor Company allegedly failed to comply with Federal Motor Vehicle Safety Standard No. 204, dealing with rearward displacement of the steering column, and that the Company's vehicle certification may not have been within the meaning of the Act.

The Standard requires that the steering column of the vehicles be pushed backward no more than five inches in a test collision with a rigid barrier at 30 miles per hour.

The Company agreed in April 1969 to recall some 1,826 of its Fiat 850 Sedans manufactured after January 1, 1968, and imported into the United States from Italy. The manufacturer also agreed in December 1969 to a recall campaign of some 8,150 Fiat 850 Coupes manufactured since January 1, 1968.

Toms said that two 1969 Fiat Coupes and a 1968 Fiat Sedan failed to meet the rearward displacement requirements of the Standard in compliance testing conducted for the NHSB by independent laboratories.

All of the vehicles in question were certified by Fiat as conforming to all applicable Federal Motor Vehicle Safety Standards, the Bureau said.

"The information submitted thus far by Fiat does not appear sufficient to provide an adequate basis for certification. As a consequence, the certification may, within the

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meaning of the applicable provisions of the law, be false and misleading in a material respect," NHSB said.

Therefore, the Bureau has told the Company it is considering imposing civil penalties against it for violation of the National Traffic and Motor Vehicle Act of 1966. Under the Act, manufacturers are liable for a fine of $1,000 for each violation and up to $400,000 for a related series of violations.

The Bureau said Fiat has until May 1 to submit any mitigating information, data or arguments relevant to this matter.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
April 26, 1970

NHSB -- 13-70
(202) 962-8527

The Department of Transportation today announced the development of a basic training course designed to increase the competency and professionalism of all ambulance personnel.

The training program was prepared for the Department's National Highway Safety Bureau by Dunlap and Associates, Inc., of Darien, Connecticut, working under a $78,500 government contract.

Under provisions of the Highway Safety Act of 1966, the Safety Bureau developed and the Secretary of Transportation issued Highway Safety Program Standard No. 11 - Emergency Medical Services. The Standard requires States to establish criteria for types and numbers of emergency vehicles, including supplies and equipment to be carried, and to set training standards for emergency personnel.

To assist the States in implementing the Standard, the Bureau is now providing guidelines of instruction for ambulance personnel. A survey conducted by various States estimates that such personnel currently numbers about 160,000, approximately 50 percent of whom have had less than advanced Red Cross first aid training.

The Safety Bureau, in a bid to upgrade the status of ambulance personnel, has recommended that the title of ambulance attendant/driver be changed to Emergency Medical Technician (EMT).

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As a first step toward qualifying as an EMT, individuals with the necessary prerequisites would be required to successfully complete a basic training course.

The training course, entitled "Basic Training Program for Emergency Medical Technicians - Ambulance," has been developed for all groups who provide emergency medical service. To be eligible to take the course, it is recommended that students have a high school diploma or its equivalent; be proficient in reading, writing, and speaking English; hold a current driver's or chauffeur's license; be at least 18 years of age; be physically fit, and meet any additional requirements imposed by the State in which the course is given.

Lessons would cover life threatening emergencies, injuries, common medical emergencies, emergency childbirth and problems of child patients, lifting and moving patients, environmental emergencies, extrication from motor vehicles, and operational aspects of the EMT's job.

The Safety Bureau also makes several recommendations for further improving emergency medical services, including:

-- To perform as an EMT, individuals should be certified, licensed and registered by the State.

-- Licenses should be renewed periodically as a means of ensuring maintenance of proficiency.

-- To further improve emergency medical care administered by EMTs, an advanced training program, based on requirements generated by medical authorities, should be developed to provide the skills and knowledge necessary to perform more advanced procedures.

-- A national registry for EMTs should be established to maintain records on the status of all certified and licensed EMTs.

The training course consists of 25 lessons involving 71 hours of classroom training plus 10 hours of in-hospital observation and training.

Two guidance documents prepared by Dunlap for the NHSB are available through the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. Under the general heading "Basic Training Program for Emergency Medical Technician-Ambulance," the titles of the two documents are Course Guide and Course Coordinator Orientation Program, available for 30 cents, and Concepts and Recommendations, available for 35 cents.

A third document, entitled the Instructor's Lesson Plans, will be made available by the Government Printing Office at a later date.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR RELEASE MONDAY
April 27, 1970

NHSB — 11-70
(202) 962-8527

The Department of Transportation wants to make it easier for drivers of motor vehicles to safely identify and reach essential vehicle controls.

A Notice of Proposed Amendment, issued by Douglas W. Toms, Director of the Department of Transportation's National Highway Safety Bureau, would make key changes in Motor Vehicle Safety Standard No. 101, dealing with motor vehicle control location and identification.

The proposed amendment would extend applicability of the requirements of Standard No. 101, which presently cover only passenger cars, to multipurpose passenger vehicles, trucks and buses. It also would specify certain new requirements which would apply to passenger cars, multipurpose passenger vehicles, trucks and buses manufactured on or after January 1, 1971.

These new requirements would include identification of the following controls, where provided on a motor vehicle: engine start and stop, emergency spring brake release valve, spring brake valve, tractor protection valve, vehicular hazard warning flasher, clearance lamps, identification lamps, hand throttle, and automatic speed maintenance.

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Toms said identification would be required whether or not these controls are mounted on the instrument panel. Identification would be specified by words, and in several instances a symbol would also be mandatory. To minimize the possibility of confusion, the use of symbols as identification for certain other controls would be prohibited.

The Amendment also proposes to achieve effective illumination of many of the specified controls without adversely affecting the driver's performance under night time driving conditions.

The following controls would be illuminated whenever the headlamps are illuminated: engine stop, spring brake valve, automatic speed maintenance device, vehicular hazard warning flasher, clearance lamps, emergency spring brake release valve, tractor protection valve, identification lamps, windshield wiping and washing system, windshield defrosting and defogging system, heating and air conditioning system.

Toms said internal illumination, spot illumination or equivalent techniques properly engineered from the standpoint of safety might satisfy this proposed objective. The Safety Bureau Director also noted that the requirements would specify accessibility of controls to a driver restrained by safety belts.

Interested persons are invited to submit written data, views or arguments on the Proposed Amendment on or before the close of business July 15, 1970.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR THURSDAY RELEASE
April 30, 1970

NHSB -- 15-70
(202) 962-8527

The Department of Transportation today proposed a new regulation that would set minimum strength requirements for the side door structures of passenger cars to reduce the safety hazards in a side impact accident.

A Notice of Proposed Rulemaking, issued by Douglas W. Toms, Director of the Department's National Highway Safety Bureau, would make the motor vehicle safety standard effective for automobiles manufactured on or after September 1, 1971.

Recent studies conducted for the Safety Bureau demonstrate that in side impacts, the percentage of dangerous and fatal injuries increases sharply as the maximum depth of penetration increases. In fatal side collisions, the studies showed that most occupants were killed by side structures collapsing inward on them, rather than from the victims striking the door.

"To protect occupants from such hazards, a strong door structure is required, in conjunction with an effective restraint system and energy-absorbing material on the vehicle's interior surfaces," Toms said.

The Standard would limit the amount of intrusion, on exterior impact, of vehicle and other structures into the compartments of passenger cars.

In order to establish a minimum level of protection, the Safety Bureau proposes a static test that would set up three requirements that side doors

- more -

must meet. The initial resistance, defined as the average force required to crush the door six inches inward, is set at a minimum of 2,500 pounds.

The equivalent crush resistance, the average force required to crush the door 12 inches corrected by a factor involving the vehicle's weight, is set at a minimum of 3,750 pounds. Finally, the peak resistance, the greatest resisting force measured over 18 inches of crush, is set at a minimum of twice the vehicle's weight.

Interested persons are invited to submit data, views, and arguments on the Proposed Rulemaking by the close of business on July 15, 1970.

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