DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE MONDAY
November 2, 1970

NHSB -- 65-70
(202) 426-0686

The Department of Transportation issued a public advisory today to alert the owners of 1959 through 1962 Chevrolet and General Motors Corporation school buses to a potential safety problem in those vehicles that could lead to the loss of service brakes.

The Department's National Highway Safety Bureau said the potential failure exists in those model year buses in which the exhaust system tailpipe is located above a flexible brake line near the rear axle.

The Safety Bureau discovered the problem while checking for possible safety defects in late model General Motors school bus and truck chassis in an extensive 10-month investigation.

Safety Bureau officals said the problem is serious because buses involved have a single hydraulic system in which all service braking is lost if the tailpipe is allowed to contact and rupture the brake line at the flexible hose section.

The danger of possible rupture of the rear flexible brake hose by a loose, out-of-position tailpipe can be corrected by proper maintenance and by a specific safeguard. The Safety Bureau recommends the simple installation of a bracket that will guard the flex hose from contact by the tailpipe in any circumstance.

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All owners and/or operators of 1959 through 1962 Chevrolet and GMC school buses are urged to install a tailpipe safety bracket to serve as a secondary tailpipe support in case the tailpipe drops free of the primary hangers for any reason. A detailed sketch of the suggested safety bracket is attached. Copies are available by writing to the Office of Compliance, National Highway Safety Bureau, Washington, D.C. 20591.

Buses involved have an exhaust tailpipe that passes over the rear axle approximately 1 3/8 inches above a flexible hydraulic brake hose. The suggested bracket is a hook-shaped rod bolted at one end through the bus frame directly above the rear axle.

Before securing the bracket in place, the Safety Bureau recommends that the free end should be bent to form a semicircle centered under the tailpipe with a minimum of 1/2 inch clearance from the tailpipe in its normal position.

The installation of a safety bracket is intended to prevent contact between the hot exhaust tailpipe and the brake hose in the event of damage or corrosion or other failure that permits the tailpipe to drop from its usual supported position. The proposed safety bracket is not intended to replace existing tailpipe hangers nor to take the place of proper maintenance.

The Safety Bureau urges State inspection personnel to be alert to this potential problem and to encourage installation of the proposed bracket on the buses involved. The Bureau said GM estimates it produced 28,900 1959 through 1962 model year school buses. Many are still in service.

As a further notice to bus operators, General Motors will include recommended maintenance procedures for exhaust systems in a school bus maintenance manual currently in preparation.

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INSTALLATION OF PROTECTIVE BRACKET

Purpose: To prevent contact between tailpipe and rear brake hose, in the event the tailpipe loosens, for any reason.

Buses involved: Large conventional buses built by Chevrolet and GMC in model years 1959, 1960, 1961, and 1962.

Step 1: Examine each bus. Measure the distance between the tailpipe and the left main frame member.

Step 2: Purchase for each bus a steel bolt, 1/2 inch in diameter, and 12 inches in length. Bolts should have 2 to 3 inches of thread at one end.

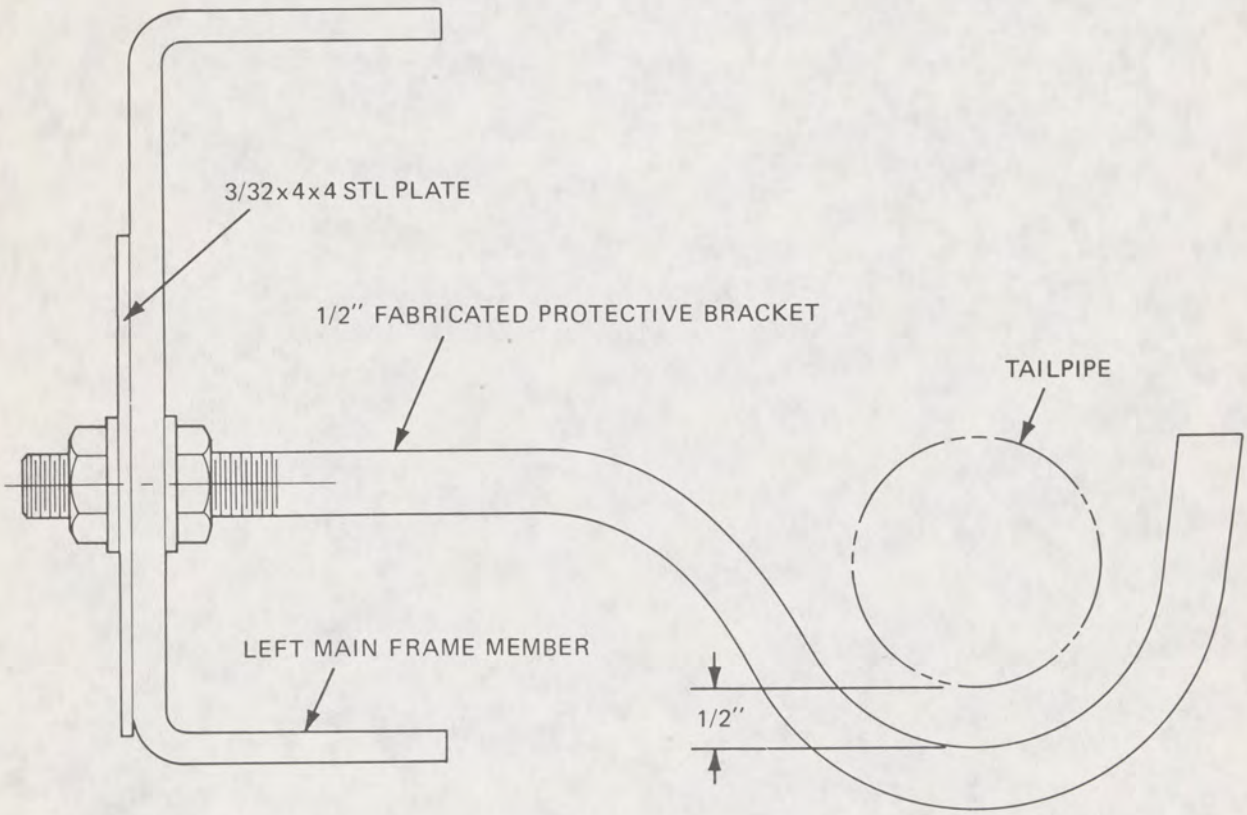
Step 3: Using a hammer and anvil, or a steel plate, bend each bolt into a shape similar to the sketch below.

Step 4: Select the location for drilling a hole in the left frame member by positioning the bolt (after it has been bent) above the rear axle, within 1/2 inch of the tailpipe as shown in the sketch.

Step 5: Drill a hole of about 17/32 inch diameter in the left frame member.

Step 6: Assemble the bracket as shown in the sketch, using a nut and large washer on the inner side of the frame. On the outer side of the frame, use as a spacer a 4 inch by 4 inch piece of 3/32" steel plate. Outboard of this spacer, install a lock washer and nut.

Step 7: Recheck for correct positioning of the bracket and its securing parts. Tighten securely to 40 ft-lbs torque.



DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE
November 3, 1970

NHSB -- 72-70
(202) 426-0686

Passive restraint safety devices to protect occupants in crashes will be mandatory in the front seats of all passenger cars produced after July 1, 1973.

That announcement was made today by Douglas W. Toms, Director of the Department of Transportation's National Highway Safety Bureau.

Toms announced the decision in issuing an Amendment which revises Federal Motor Vehicle Safety Standard No. 208 to require passive protection such as air bags, self-fastening belts, or crash-deployed nets or blankets for all front seat occupants.

"This revision of our Standard," said Toms, "is a major step in our goal to transform the automobile from a vehicle which may cause injuries and death into a protective package which guards against serious injury when crashes occur.

"We are requiring passive restraint devices because we are determined to reduce the terrible number of persons being killed and permanently injured in highway crashes. The move to passive devices is imperative because of the widespread failure of the public to fasten the safety belts now furnished in their vehicles."

Toms emphasized that the new Amendment does not require any specific device, such as the air bag, which has been the

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subject of much discussion in recent months. While the air bags are one example of a passive device, the requirement is written in terms of performance in protecting occupants from death and injury. Manufacturers are free to use any device or system they can develop, as long as it meets the performance requirements announced today.

The new Standard, effective July 1, 1973, requires automobile manufacturers to install passive devices that are designed to protect vehicle occupants in the front seats from death or serious injury in crashes against a solid barrier at speeds up to 30 miles per hour. This is equivalent to a head-on collision between identical vehicles, each traveling at 30 miles per hour. Passive systems operate automatically and require no action by vehicle occupants, such as fastening seat belts.

"It is anticipated," Toms said, "that we will raise the speeds at which protection must be offered in the next year or two. We expect the next crash level to be 40 miles per hour."

Although manufacturers will be permitted to employ improved seat belt systems for protection of passenger car occupants in the interim period to July 1, 1973, and in multipurpose passenger vehicles and light trucks until July 1, 1974, it is expected that they will introduce passive protection systems before those dates wherever feasible.

Toms announced several changes in the May 7, 1970 proposed rule. One change deals with a stronger emphasis on passive protection for the front seat than the back seat, due to the fact that 85% of all auto fatalities occur in the front seat. Back seats, in general, tend to be safer in a crash than the front seats.

The revised Standard also requires that passive protection must be extended to rear seats of passenger cars, light trucks, and other passenger-type vehicles by July 1, 1974.

Toms said the Bureau has carefully considered the arguments concerning the effective dates proposed last Spring, from both the manufacturers' and the public interest points of view. The dates selected represent the best compromise between the leadtime requirements of the auto industry and the importance of passive protection to the public.

In accordance with these considerations, Toms said, the date for mandatory introduction of passive protection in passenger cars is extended from the date originally proposed -- January 1, 1973, -- to July 1, 1973. The proposed date for light trucks and multipurpose passenger vehicles is extended from January 1, 1974 to July 1, 1974.

Under the revised requirements of the Standard, manufacturers will be free to supply seat belts as optional or standard equipment, although they cannot be used to satisfy the crash protection requirements of the Standard. It is the Bureau's position, Toms said, that with the introduction of passive systems, the possible benefits of required seat belts would no longer justify the costs to the manufacturers and to the public.

Standard No. 210 will continue to require seat belt anchorages to be installed by manufacturers, so that persons who want to have seat belts installed in their vehicles in addition to the passive systems will be able to do so.

In recognition of the need for further research and development in the area of angular frontal crashes and rollovers, the effective date of these requirements is July 1, 1974.

Some sections of the revised Standard contain changes that are great enough to require the Bureau to give notice of the changes and to afford additional time for comment before issuing them in final form. These sections are contained in a separate proposal, and if adopted would become a part of the revised Standard when it becomes effective.

These include a requirement for a minimum deployment speed, which now proposes 15 miles per hour instead of the 10 miles per hour minimum originally proposed.

Sections limiting the acceleration that the head and chest can experience during impact now propose limits for lateral acceleration. Other sections specify conditions for side impact and rollover tests, and propose a requirement that open body type vehicles pass the rollover test.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE
Wednesday, November 4, 1970

NHSB -- 75-70
(202) 426-0686

The Department of Transportation today directed General Motors Corporation to notify owners of certain 3/4 ton GM pickup trucks presently equipped with three-piece disc wheels that a safety-related defect exists with respect to these wheels.

The order directing GM to furnish defect notifications came in a letter to the company from Douglas W. Toms, Director of the National Highway Safety Bureau. Under terms of the National Traffic and Motor Vehicle Safety Act, the Department of Transportation can direct a vehicle manufacturer to furnish defect notifications, but has no authority to order a company to conduct a recall.

Toms said an investigation by the Bureau determined that a defect exists relating to motor vehicle safety in the three-piece 15 x 5.50 disc wheels manufactured by the Kelsey-Hayes Corporation of Romulus, Michigan, and then sold to GM. The wheels were mounted on approximately 200,000 3/4 ton 1960-65 model year Chevrolet and GMC pickup trucks.

On October 8, 1969, General Motors, after meeting with the Department of Transportation, agreed to replace. at its own expense, the disc wheels on those trucks equipped with campers or other special bodies. An estimated 50,000 trucks of the 200,000 such trucks equipped with the wheels were involved in the recall.

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In accepting the terms of the agreement, the Department of Transportation specifically reserved the right "to take further action if it becomes necessary in the interest of safety, based on further information, such as information as to wheel failures involving trucks on which no camper or special body is attached under clear non-overload conditions."

In today's letter to Mr. E. N. Cole, President of General Motors Corporation, Toms said:

"Based on further investigation by the National Highway Safety Bureau since that date, I have determined that further action is necessary.

".... I have determined that a defect which relates to motor vehicle safety exists with respect to the 3/4 ton model year 1960-65 Chevrolet and GMC pickup trucks equipped with the three-piece Kelsey-Hayes disc wheels, in that these wheels are subject to sudden and catastrophic failure resulting in an unreasonable risk of accident, death, and injuries to persons using the highways."

Toms also directed GM to furnish notifications to truck owners who have not had the wheels on their trucks replaced in response to last year's recall campaign.

In a letter dated September 14, 1970, the Safety Bureau informed GM that it had made an initial determination of a safety-related defect in the three-piece disc wheels mounted on trucks not equipped with campers or other special bodies.

At a meeting on September 30, 1970, General Motors submitted a written statement to the Safety Bureau contending there was "no evidence" of any inherent defect which could have caused some of the wheels to collapse without warning.

Toms said he made his determination of a safety-related defect after carefully reviewing and considering the GM statement "and the previous submissions made by General Motor Corporation, as well as the Bureau's Investigation Reports, Parts I, II, and III." Other information, reports and material made available by or submitted to the Bureau on this subject also were reviewed.

The Safety Bureau said General Motors has one week from today to notify the Department of Transportation that it will comply with the notification order.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR WEDNESDAY RELEASE
November 4, 1970

NHSB -- 62-70
(202) 426-0686

The Department of Transportation announced today that two tire dealers have agreed to pay fines in compromise of civil penalty claims against them for selling non-certified passenger car tires for highway use.

The Department's National Highway Safety Bureau said such tires are not certified by the manufacturer as complying with the requirements of Federal Motor Vehicle Safety Standard No. 109 and therefore should be restricted to farm-use only or other off-road usage.

A tire dealer in Wichita Falls, Texas agreed to pay a compromise penalty of $600 while another in Brighton, Colorado settled for $400.

Earlier this year, an investigation by the Safety Bureau disclosed that more than 185,000 tires manufactured for highway use were not certified by the manufacturer because of a defect affecting the tire's performance capabilities. Such tires were labeled "Farm Use Only" or "Non-Highway Use."

The Bureau said it learned that some tire dealers were selling such tires for normal highway use in violation of the National Traffic and Motor Vehicle Safety Act. The Bureau then launched an investigation to determine the extent of such violations.

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The Bureau plans to amend its tire standard to control the relatively large number of tires being reclassified for restrictive use because they are not safe for highway use.

Officials said the Bureau is continuing its investigations into other possible violations by dealers selling these tires for passenger car use, and appropriate penalties will be sought.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR THURSDAY RELEASE
November 5, 1970

NHSB -- 68-70
(202) 426-0686

The Department of Transportation has taken steps to improve a Federal Standard covering lamps, reflective devices, and associated equipment for motor vehicles.

The Department's National Highway Safety Bureau issued an Amendment today that upgrades Federal Motor Vehicle Safety Standard No. 108, which deals with motor vehicle lighting, in these significant areas:

1. Coverage of the Standard is extended to include replacement lighting equipment on all vehicles manufactured on or after July 1, 1971.

2. Additional requirements are specified to ensure improved reliability and service life of certain lighting devices.

3. All stop lamps are required to meet increased minimum light intensity.

4. Motorcycles will be required to have turn signal lamps.

The overall effective date of the Amendment is July 1, 1971, with certain requirements deferred until January 1, 1973, because of leadtime considerations.

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DEPARTMENT OF TRANSPORTATION

NEWS

Mr. Krusch
Room. 3218

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR FRIDAY RELEASE
November 6, 1970

NHSB -- 66-70
(202) 426-0686

The Department of Transportation's National Highway Safety Bureau issued a public advisory today warning of the safety hazards involved when motorists mix different types of passenger car tires.

"The vast number of new tire constructions and sizes available to the American consumer increases the danger of possible intermixing of belted-bias, radial, and bias ply tires on the same vehicle," the Safety Bureau said in its advisory.

"Due to the wide difference in construction of these tires, their performance under similar load, side slip, as well as braking conditions may differ considerably. For these reasons, a vehicle's basic handling characteristics may be seriously affected when tires of different construction are intermixed.

"Intermixing of tires can and often does, change the vehicle handling characteristics from a stable condition to a wandering, fishtailing, unstable condition."

The Bureau said it is issuing the advisory before the start of the winter driving season since many motorists will be purchasing deep-tread (snow) tires.

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The Bureau stresses the following precautions and these guidelines:

1. When you replace the tires on your car, follow the recommendation of the auto manufacturer in the Owners Manual or a reputable tire service store or dealer.

2. New tires should be mounted on the rear for better traction and handling.

3. New tires should have a "break-in" period. Limit speed to 60 miles per hour for the first 50 miles.

4. For the highest degree of safety and to obtain the best handling conditions, fit you car with four tires of the same type. DO NOT intermix bias, belted-bias, or radial ply tires.

5. When purchasing deep-tread, winter-type tires (snow treads) for the rear axle of the vehicle, select tires of the same construction (bias, belted-bias, or radial ply) as the tires on the front of the vehicle.

6. NEVER intermix bias, belted-bias, or radial ply tires on the same axle.

7. NEVER intermix radial tires or the new "60 Series" tires with any other tire sizes or types. Use radial or 60 Series tires in complete sets.

8. If it is necessary to intermix dissimilar tires, always mount two tires of the same type on the same axle either on the front or the rear.

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DEPARTMENT OF TRANSPORTATION

NEWS

Library
Room - 2200

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY
November 6, 1970

NHSB-- 73-70
(202) 426-0686

Secretary of Transportation John A. Volpe today announced publication of the second annual consumer information booklet and two new companion pamphlets designed to help the new car buyer know more about automobile safety performance.

The booklet, entitled "Performance Data for New Passenger Cars and Motorcycles," compares performance characteristics of all new cars sold in the United States.

"The consumer information series of publications represents a continuous effort by the Department of Transportation to inject greater consumer protection and technical information into the new car marketplace," Secretary Volpe said. "These publications represent our commitment to two principles - first, to the goal of reducing the number of deaths and injuries on our highways, and second, to the goal of a better informed public."

The information contained in Volume 2, Number 1, of the single reference publication was compiled by the National Highway Safety Bureau and covers three areas of vehicle safety performance; Stopping Distance, Acceleration and Passing Ability, and Tire Reserve Load.

The performance information in the new booklet was provided by both foreign and domestic auto manufacturers under regulations issued by the Department of Transportation in May 1969.

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Volume 2, Number 1 of the booklet is available from the Superintendent of Documents, Government Printing Office, Washington, D.C., for $2.00.

Douglas W. Toms, Director of the Safety Bureau, said: "As regulations are issued for other important areas of safety performance, this publication will be expanded and modified accordingly. Our continuing goal will be to provide the car-buying public with more and better safety performance information that will help in making an informed choice in the purchase of a new car."

The two new consumer aid series pamphlets are entitled "BRAKES - A Comparison of Braking Performance for 1971 Passenger Cars," and "TIRES - A Comparison of Tire Reserve Load for 1971 Passenger Cars." The pamphlets are priced at 40 cents each and are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

The publication on brakes presents the stopping distance reported by the individual auto manufacturers from 60 miles per hour with fully operational brakes under the most adverse load condition.

For ease of comparison these stopping distances are ranked in descending order of performance, the best reported performance listed first. For further comparison of any single make/model with all others, the total performance spread of all makes/models is contained on each page.

The pamphlet on tires presents the lowest tire reserve load reported by the individual auto manufacturers of all tires recommended for installation on the vehicle listed. Tire reserve load percentages are a measure of excess tire load carrying capacity.

In simplified format, again for ease of comparison, these tire reserve loads are ranked in descending order of performance, the best reported tire reserve load being listed first. The total performance spread of all makes/models is also contained on each page.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR SUNDAY RELEASE
November 8, 1970

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

The Department of Transportation, hopeful of minimizing the safety hazard in side impact accidents, today announced a new Federal Motor Vehicle Safety Standard that sets minimum strength requirements for the side doors of passenger cars.

The new regulation, Standard No. 214, is effective January 1, 1973. It was issued by Douglas W. Toms, Director of the National Highway Safety Bureau.

The Bureau said recent studies indicate that in side impact accidents, the percentage of dangerous and fatal injuries increases sharply as the maximum depth of penetration increases. The studies also show that side impact accidents totaled 14 percent of all accidents, and the fatality rate in such accidents reached 21 percent.

"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 surface," Director Toms said.

The Standard stresses the need for a door that offers substantial resistance to intrusion as soon as an object strikes it. Under the Standard, the initial crush resistance, defined as the average force required to crush the door six inches inward, shall not be less than 2,250 pounds.

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The intermediate crush resistance, defined as the average force required to crush the door 12 inches inward, shall not be less than 3,500 pounds.

As initially proposed last April, the Standard called for an effective date of September 1, 1971. The Safety Bureau said that after evaluating comments on the proposed rule and other information, it was determined that manufacturers would not be able to meet the structural changes required under the Standard by the proposed date. It was, therefore, extended to January 1, 1973.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR MONDAY RELEASE
November 9, 1970

NHSB -- 67-70
(202) 426-0686

The Department of Transportation has set forth limited conditions under which passenger car tires that are not certified as complying with the Federal Standard may be sold.

The Department's National Highway Safety Bureau today issued an Amendment to Federal Motor Vehicle Safety Standard No. 109, designed to control the relatively large number of tires being reclassified for restrictive use because they are not safe for highway use.

Reclassified tires were originally produced for highway use but are not certified by the manufacturer as complying with the requirements of the Federal Standard because of some manufacturing defect affecting the tire's performance capabilities. These tires should be restricted to farm-use only or other off-road usage.

The Amendment, which goes into effect on December 1, 1970, will make it easier for the Safety Bureau to seek civil penalties against unscrupulous distributors and dealers who sell these tires for normal highway use to the unsuspecting public. In many instances, dealers buff off restrictive labeling on the tires and sell them as sound highway-use tires.

The Amendment requires (1) that tires not certified by the manufacturer as complying with the passenger car tire standard

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be branded with the phrase "Unsafe for Highway Use," (2) that each tire have a label attached indicating that the sale of the tire for passenger car use subjects the person selling it to a civil penalty of up to $1,000, and (3) that all tire manufacturers report to the Bureau periodically the number of these tires sold and the names of distributors or dealers who purchased them.

The Amendment also subjects a person removing the label before sale to the user, or anyone who removes or alters the legend "Unsafe for Highway Use" to civil penalties of up to $1,000.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D. C. 20591

FOR TUESDAY RELEASE
November 10, 1970

NHSB -- 74-70
(202) 426-0686

Jacking systems provided as original equipment would have to meet certain performance requirements under a new Federal Motor Vehicle Safety Standard proposed today by the Department of Transportation.

The Notice of Proposed Rule Making, issued by the Department's National Highway Safety Bureau, is designed to eliminate the possibility of new motor vehicles being equipped with unsuitable jacks and to minimize the likelihood of injury when the jacking device is used to raise and lower the vehicle. It would have a proposed effective date of January 1, 1972.

The proposed Standard would apply to passenger cars, multipurpose passenger vehicles, and trucks and buses of 10,000 pounds or less gross vehicle weight rating.

Trucks and buses of 10,000 pounds or less GVWR are included in the rule making because vehicles of this type generally are designed so that the operator will be able to make tire changes in transit, using equipment normally carried in the vehicle.

The Standard proposes that jacking devices meet requirements for stability, strength, and durability. It also requires manufacturers to provide instructions, in the form of a label, on assembly of the jacking device and its use at all wheel positions.

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The proposed Standard would require each vehicle, when jacked up on a ground surface of specified slope, to withstand a static force at each wheel position of 150 pounds applied for 30 seconds from various directions.

The proposed strength and durability requirements call for the jacking device to be capable of raising and lowering the vehicle at least 100 times, and at the 100th cycle, to hold the vehicle in the raised position for one hour. Another requirement would prevent upward jacking which might result in the inadvertent jacking of the vehicle off the device.

The proposed Standard would not require the motor vehicle manufacturer to equip the vehicle with a jacking device. Some purchasers of motor vehicles to which the Standard applies may not wish to purchase vehicles equipped with spare tires or jacking devices and it is felt they should not be burdened with the additional cost of a jacking device.

The omission of a requirement that vehicles be supplied with a jack should not, however, be taken to mean that the Safety Bureau recommends a change in the present practice whereby manufacturers provide a jacking device for most vehicles.

Interested persons are invited to submit written data, views, and arguments concerning the proposed Standard by the close of business on February 2, 1971.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR MONDAY RELEASE
November 16, 1970

NHSB -- 82-70
(202) 426-0686

Manufacturers of multipurpose passenger vehicles, trucks, and buses would have to provide consumer information on vehicle stopping distance under a proposal announced today by the Department of Transportation.

Since January 1, 1970, the Consumer Information Regulation on Vehicle Stopping Distance has applied to manufacturers of passenger cars and motorcycles. The National Highway Safety Bureau would extend its application to the additional vehicles effective July 1, 1971.

The proposed amendment would require manufacturers of all vehicles equipped with air brakes, and any vehicles with a gross weight rating over 10,000 pounds, to provide a "brake fade rating" that would reflect a vehicle's ability to decelerate a repeated number of times at short intervals.

The proposed amendment also would make one other change in the information required. This change would require the addition of a vehicle stopping distance figure, achieved with a fully operational service brake system, that is obtainable on a wet roadway. The current requirement, which would be retained, calls only for the figure on a dry roadway.

Interested persons are invited to submit written data, views, or arguments on the proposed amendment by the close of business on February 4, 1971.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR TUESDAY RELEASE
November 17, 1970

NHSB -- 76-70
(202) 426-0686

The Department of Transportation plans to upgrade its Federal Standard covering hydraulic brake systems for passenger cars and to extend its application to multipurpose passenger vehicles, trucks, and buses.

The Department's National Highway Safety Bureau proposes to amend Federal Motor Vehicle Safety Standard No. 105, Hydraulic Brake Systems, effective October 1, 1972.

The proposed amendment contains significantly more stringent requirements for passenger vehicles to ensure safe braking performance under normal and emergency conditions.

"The safety afforded by a vehicle's braking system is determined by several factors, including stopping distance and stability while stopping," said Douglas W. Toms, Director of the Safety Bureau. "There must be features in the system which guard against malfunction, and emergency features which can stop the vehicle should a malfunction occur. The proposed amendment would establish requirements for these aspects of brake safety for vehicles equipped with hydraulic brakes," Toms said.

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Perhaps the most important indication of brake performance is the distance in which a brake system can stop a vehicle from a given speed. The Safety Bureau, therefore, proposes requirements for maximum allowable stopping distances from 30 miles per hour, from 60 miles per hour, and from 80 miles per hour.

A second important characteristic is the stability of the vehicle while stopping. The proposed amendment would require the vehicle, on all stops other than spike (panic) stops, to stop without locking any wheel, and without leaving a 12 foot wide highway lane.

Partial failure braking features are necessary in the event of hydraulic pressure loss in the normal service system. It is, therefore, proposed that all vehicles with hydraulic systems have a split service brake system to assure that failure of any pressure component in one part of the system will not impair the operation of the other part of the system. The amendment proposes stopping distances with either part of the system rendered inoperable.

Under the proposed amendment, parking brakes would be required to hold vehicles on a 30 percent grade, and a parking brake indicator lamp would have to be provided. Also proposed are failure indicators that would show a brake system failure due to pressure loss, low brake fluid level, or failure in a brake antilock system.

Interested persons are invited to submit written data, views, or arguments on the proposed rulemaking by the close of business on February 4, 1971.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR TUESDAY RELEASE
November 17, 1970

NHSB -- 80-70
(202) 426-0686

The Department of Transportation plans to require motor vehicle manufacturers to equip new vehicles with warning devices, which, in emergencies, could be erected on or near the roadside to alert approaching drivers of the presence of a stopped or disabled vehicle.

A Notice of Proposed Rulemaking, issued today by the National Highway Safety Bureau, would require warning devices to be provided for passenger cars, multipurpose passenger vehicles, trucks, and buses effective January 1, 1972.

The devices would supplement the vehicular hazard warning signal lamps required by Federal Motor Vehicle Safety Standard No. 108 - Lamps, Reflective Devices, and Associated Equipment.

The approaching driver's view of the signal lamps on a stopped vehicle may be obscured by a curve or hill. In these circumstances, the warning device, placed according to its instructions behind the stopped vehicle, would warn the driver approaching from the rear of the presence of the stopped vehicle sooner than the signal lamps would.

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The Safety Bureau noted that unlike signal lamps, the proposed warning device would not be dependent for its operation on a power source, flasher or bulbs that could fail or burn out.

The equipment aspect of the proposed Standard would apply to all devices sold for use with motor vehicles, but would not apply to devices with self-contained energy sources, such as fusees or red electric lanterns.

The proposed Standard also would require that at least one device be provided with each passenger car and multipurpose passenger vehicle, and at least three devices with each truck and bus. Trucks and buses would require a greater number of devices because frequently they cannot be moved entirely off the road. The requirement for three devices is consistent with the present Bureau of Motor Carrier Safety regulations for commercial vehicles.

The warning device proposed for passenger cars and multipurpose passenger vehicles would be required to have an upright triangle covered with red reflective material and orange fluorescent material on at least one side. For trucks and buses, such material would be required on both sides of each device.

The Safety Bureau said this type of warning device was selected because it performs well at all times of day, is reusable, and it may be easily erected without posing any danger to the user.

The Standard would set more stringent performance requirements than are presently contained in the Bureau of Motor Carrier Safety regulations for warning devices for commercial vehicles. The BMCS is today publishing a notice of proposed rulemaking which would amend its regulations to achieve consistency with the Standard.

Persons interested in the proposed rulemaking are invited to submit data, views, and arguments by the close of business on February 5, 1971.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR WEDNESDAY RELEASE
November 18, 1970

NHSB--- 77-70
(202) 426-0686

Douglas W. Toms, Director of the Department of Transportation's National Highway Safety Bureau, announced today that his Bureau will soon discontinue its practice of making contractor's compliance test reports available through the National Technical Information Service (NTIS), formerly the Clearinghouse for Federal Scientific and Technical Information.

Initial compliance reports are provided by independent testing laboratories under contract to the Bureau, which give results of tests conducted on vehicles and vehicle equipment to check manufacturers" compliance with Federal Motor Vehicle Safety Standards.

The last reports available through NTIS will be those accepted by the Bureau in the month of October. However, Toms emphasized that the Bureau will continue to publish its Monthly Compliance Summary, which will be available through NTIS. In addition, the contractor's reports themselves will be available for examination in the Bureau's Technical Reference Division, Room 5108, 400 7th Street, S. W., Washington, D. C.

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Toms said a Bureau survey has shown that the demand for copies of the contractor's reports has been much too small to justify the continuing expense of thousands of dollars to have the reports printed. He estimates the Bureau will save some $75,000 each year by the change.

For those who wish or need copies of the contractor's reports, reproduced copies of any page or an entire report may be purchased from the Bureau in Room 5202, 400 7th Street, SW, Washington, D. C. 20591, in accordance with the fee schedule prescribed by law. (Part 7, 49CFR, Public Availability of Information.) The fee is set at 50 cents per page, with a minimum charge of $1.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR THURSDAY RELEASE
November 19, 1970

NHSB -- 78-70
(202) 426-0686

The Department of Transportation moved today to standardize motorcycle controls in the interests of highway safety.

The Department's National Highway Safety Bureau proposed a new Federal Motor Vehicle Safety Standard that would specify requirements for the location, operation, and identification of certain motorcycle controls and displays.

The regulation's intent is to standardize the location of certain controls and to facilitate their selection and safe operation. The proposed Standard would apply to motorcycles equipped with handlebars and would have an effective date of January 1, 1972.

Motorcycle registrations in the United States increased more than 300 percent during the 1960s, reaching 2,300,000 during 1969. A continued substantial growth in motorcycle sales is anticipated for at least the next several years. This increase in motorcycle usage is expected to have a significant effect upon highway safety.

Douglas W. Toms, Director of the Safety Bureau, said it is probable that more than 250,000 motorcycle accidents will occur before the year is over and that between 80 and 90 percent of these crashes will result in personal injury or death.

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"Controls and displays link the operator and the machine," Toms said. "If there is confusion as to the location, interpretation, or operation of such controls, a dangerous situation may result. A cyclist, especially the novice and the cyclist who has changed from one make of machine to another, must not hesitate when confronted with an emergency."

Under the notice of proposed rulemaking issued today, if the control for any of 14 certain specified equipment items is provided on a motorcycle, the location, method of operation, and the identification of the control would be standardized.

The Safety Bureau said handlebar-mounted controls, in particular, should be operable without significant movement of the hand on the handgrip under all forseeable conditions. The displays for such items as speedometer and gear indicator also would be standardized in design and location.

The proposal also specifies requirements for such equipment as stands and footrests. Interested persons are invited to submit written data, comments, or arguments on the proposed standard by the close of business on January 5, 1971.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
November 20, 1970

NHSB -- 69-70
(202) 426-0686

Secretary of Transportation John A. Volpe today called on young Americans to "devote their brains, their energies, and their dedication to the fight against highway deaths and injuries."

The Secretary's call to the Nation's youth accompanied his announcement that a representative group of 15 young people from around the country are being invited to Washington to advise the Department's National Highway Safety Bureau on how to enlist youth in a national crusade for increased safety on the highways. The group will meet Saturday and Sunday, November 21 and 22.

Volpe said that no other age group in the Nation suffers such losses, or has experienced such a drastic increase in its highway mortality rate, as the 15-to-24-year-old group. "We understand and we share," Volpe said, "the young citizen's great concern over the pressing issues of the day -- Southeast Asia, racial equality, poverty, and the problems of pollution and conservation -- but in terms of tragic loss and bloodshed, the slaughter on our highways dwarfs them all. Yet this group, which is more vitally involved than any other, has heretofore been given no role whatever in combating the problem."

In announcing the meeting and the invitees, Volpe said, "We don't expect to fit old programs on these young people. We want new blood and new ideas, and we expect them to be a creative

-more-

and effective force in telling us how we can marshal the Department's resources to help involve young people in this effort."

The group will work closely with a special unit established in the National Highway Safety Bureau by its Director Douglas W. Toms. The special YOUTHS Task Force — an acronym for Youth Organizations United Toward Highway Safety -- is directed by James Roche.

Roche says the first order of business for the meeting will be the organization of a national youth committee and a national youth conference early next year. Roche said, "We will be discussing where to hold the conference, and how to organize it into working sessions so the delegates can get their teeth into the whole wide range of highway safety problems." He added that both Los Angeles and Washington, D. C. are under consideration for the conference.

Those invited to participate in the planning session are:

Mike Banta, Wickcliffe, Ohio, a law student at Case Western Reserve University; Denise Barbieri, New Castle, Delaware, national secretary of Catholic Youth Organization Teenage Section; Joel Benoliel, Seattle, Washington, third year law student, University of Washington; Santo Ferrarello, Philadelphia, Pennsylvania, a mechanical engineering student at the University of Florida; Stuart Gold, Chicago, Illinois, a political science student at DePaul University; Susan Huskisson, Knoxville, Tennessee, a junior law student at the University of Tennessee; William A. Kirk, Willingboro, New Jersey, a student at Swarthmore College, studying government, and political science; David McCrabb, Jr., Dayton, Ohio, a sophomore in Industrial Engineering, Ohio State School of Transportation; Anne Meiselman, Alexandria, Virginia, a pre-medical student at George Mason College, University of Virginia; Allan Peck, Washington, D. C., a senior at Wilson High School, Paul J. Sullivan, Dover, New Hampshire, second year law student at Catholic University; Eugene T. Smith, Washington, D. C., a police officer with the Metropolitan Police Department; Gary Swan, Executive Director, the New York FFA, Leadership Training Foundation, Inc.; Phyllis Swearengen, Durham, North Carolina, sophomore at Duke University, majoring in nursing; Patrice Yager, Washington, D. C, senior at Cathedral High School.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR FRIDAY RELEASE
November 20, 1970

NHSB -- 81-70
(202) 426-0686

A new regulation announced today by Secretary of Transportation John A. Volpe makes tire manufacturers responsible for maintaining records of the names and addresses of customers who buy their tires so that they may easily be notified if the tires are defective.

Issued by the National Highway Safety Bureau, the new rule, effective May 1, 1971, sets forth the method by which manufacturers, brand name owners, and retreaders will identify tires, and maintain the records of the tire purchasers.

Under the regulation, tire manufacturers will label the sidewall of a tire with a serial number which indicates 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.

This serial number and the name of the purchaser will be forwarded by the tire dealer after the tire is purchased. Therefore, in the event of a tire defect notification campaign, the manufacturer will be able to directly notify the first purchaser of the defective tire and evaluate the risk and measures to be taken by the purchaser.

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When the Safety Bureau proposed the rule on July 23, 1970, it set November 18, 1970, as the effective date. The Bureau said extending the date to May 1, 1971, is in the public interest since the granting of additional time will allow for the establishment of more efficient tire record-keeping systems.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE SUNDAY
November 22, 1970

NHSB -- 83-70
(202) 426-0686

Secretary of Transportation John A. Volpe today announced a proposed new Federal Motor Vehicle Safety Standard that would compel auto manufacturers to improve bumper designs for passenger cars.

"The proposal," the Secretary said, "is a significant step toward requiring new automobile bumpers that could save lives and reduce the consequences of low speed collisions. Our ultimate goal is to develop exterior protection for a vehicle structure which will absorb the force of a highway crash rather than let it maim and kill."

The proposed Standard on vehicle exterior protection, issued by the Department's National Highway Safety Bureau, calls for passenger cars to have front and rear bumpers that would prevent low-speed collisions from impairing the safe operation of certain vehicle systems.

Many low-speed accidents, such as the parking lot variety, impair the safety features, but not the mobility, of the vehicles involved. A car driven without proper lights, or with leaks in its fuel, exhaust, or cooling systems is a hazard. So is a hood or trunk with a damaged latch or defective door latch that may either open unexpectedly or fail to open in an emergency.

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The proposed Standard, which has an effective date of August 1, 1972, requires that each of these systems be unimpaired after a series of test impacts by a weighted block moving at five miles per hour. It also requires passenger cars to pass a test designed to insure greater uniformity in bumper height and to eliminate extreme bumper configurations that make override and interlock likely.

Secretary Volpe said:

"Advanced technology promises that very soon you will be able to buy a car from which you will emerge virtually unscathed in most crash situations. For this reason, we in the Department are giving the highest priority to requiring improved vehicle crashworthiness, such as in our recently issued Standard on passive restraint systems. Our proposed exterior protection Standard is an important part of this program."

The Secretary noted that thousands of people have expressed wide public interest and support for the Department of Transportation's efforts on behalf of improved car bumper systems.

The proposed Standard is expected to provide a basis for future Standards dealing with the absorption of energy by the vehicle structure at higher speeds. Interested persons are invited to submit comments, data, and arguments on the Notice of Proposed Rulemaking by the close of business on January 19, 1971.

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75400

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
November 28, 1970

NHSB -- 84-70
(202) 426-0686

MONTHLY

COMPLIANCE REPORT

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program — 1968, 1969, 1970 Vehicles

Monthly Report — September 1 to September 30, 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	0	0	4	0	0	0	1
105	7	2	0	8	0	0	0	0
110	0	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0	0
202	4	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	0	0	0	0	0	0
210	0	0	0	1	0	0	0	0
212	0	0	0	0	0	0	0	0
301	0	0	0	0	0	0	0	0
Reg 375	0	7	0	7	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 - September 1 thru September 30, 1970

FMVSS - 103

Windshield Defrosting and Defogging

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
Ford Motor Company	70201	1970/Ford/Galaxie	Passed	TR-A-2905-D-10	610 274
Chrysler Corporation	70302	1970/Dodge/Coronet	Passed	TR-A-2905-D-11	610 275

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Reports Accepted

Monthly Report - September 1 thru September 30, 1970

FMVSS - 105

Hydraulic Service Brake, Emergency Brake, and Parking Brake System

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
General Motors	70105	1970/Chevrolet/Impala	Passed	DTB-22R70-0728	610 277
General Motors	70104	1970/Buick/Electra	Passed	DTL-9-105-001 912183-C	610 278
General Motors	70107	1970/Chevrolet/Monte Carlo	Passed	DYS-2310-70-11	610 304
General Motors	70101	1970/Pontiac/Tempest	Passed	DTL-9-105-001 912182-C	610 307
Ford Motor Company	70206	1970/Mercury/Monterey	Passed	DYS-2310-70-25	610 305
Ford Motor Company	70203	1970/Ford/Thunderbird	Passed	DTB-22R70-0199	610 276
British Leyland Corp.	69508	1969/Austin America	Failed	DTB-22R70-0729A	610 306

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Reports Accepted

Monthly Report - September 1 thru September 30, 1970

FMVSS - 202

Head Restraints

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
Ford Motor Company	70201	1970/Ford/Galaxie	Passed	TR-A-2907-H-10	610 295
Ford Motor Company	70202	1970/Mercury/Montego	Passed	TR-A-2907-H-9	610 296
Ford Motor Company	70203	1970/Ford/Thunderbird	Passed	TR-A-2907-H-8	610 308
Chrysler	70302	1970/Dodge/Coronet	Passed	TR-A-2907-H-11	610 297

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigations Initiated

FMVSS No.	MANUFACTURER
105	General Motors (2)
Reg. 375	General Motors (3)
Reg. 375	Volkswagen
Reg. 375	Porsche
Reg. 375	Subaru
Reg. 375	British Leyland

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigations in Progress (Cumulative)

FMVSS No.	MANUFACTURER
103	Chrysler Corporation (2)
103	General Motors (2)
105	American Motors
105	Ford Motor Company
105	General Motors (2)
105	Renault
105	British Leyland Motors (2)
105	Mercedes Benz
204	Fiat Motor Company, Inc. (2)
210	Checker Marathon

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigations in Progress (Cumulative)

FMVSS No.	MANUFACTURER
(Continuation)	
Reg. 375	General Motors (3)
Reg. 375	Volkswagen
Reg. 375	Porsche
Reg. 375	Subaru
Reg. 375	British Leyland

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigatory File Released to Public

FMVSS No.	MANUFACTURER
103	Volkswagen

NATIONAL HIGHWAY SAFETY BUREAU

MONTHLY REPORT - September 1 - September 30, 1970

EQUIPMENT STANDARDS

*FMVSS	Compliance Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations in Progress (Cumulative)	Corrective Action Initiated by Manufacturer	Cases Forwarded to Dept. of Justice	Investigatory Files Released to Public	Enforcement Action in Office of Chief Counsel	Actions Closed
106	26	2	0	6	0	0	0	0	0
108	3	1	0	14	0	0	0	0	0
109	34	4	0	209	0	0	0	5	0
116	15	5	0	6	0	0	0	0	0
205	0	0	0	0	0	0	0	0	0
206	0	0	0	0	0	0	0	0	0
209	0	0	0	22	0	0	0	6	0
211	0	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 (2) (1 this period) *
106	Summitt Motor Corp. - Importer, Akron Brake Hose
106	Summitt Motor Corp. - Importer, Shafer Brake Hose
106	Summitt Motor Corp. - Importer Stop (France) Brake Hose
106	ATE (Germany)*
116	Motor Kool Products
116	Bowes Seal Fast Corp.*
116	Warwick Laboratories, Inc.*
116	Wagner Lockheed (2)*
116	Fisk*
209	American Safety Equipment Corp. (2)
209	Bay Trim Seat Belts
209	Beams Manufacturing Co. (2)
209	Daal Seat Belts
209	General Safety (3)
209	Irvin Industries, Inc.
209	Jeffrey-Allan Industries (2)
209	Jim Robbins Co. (2)
209	Market Forge
209	Pontonier, Inc.
209	Rose Manufacturing Co. (2)
209	Sears, Roebuck & Co.
209	Superior Industries
209	Vogt Manufacturing Co.
209	Volkswagen of America, Inc.

* Investigations initiated this report period

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	Manufacturer
108	International Harvester (4)
108	White Truck (3)
108	Mack Truck (2)
108*	Bus and Truck (3)
108	Chrysler
108	Divco
109	Alliance (2)
109	Armstrong (37)
109	Continental (4)
109*	Cooper (9) (4 this period)
109	Dayton (10)
109	Denman
109	Dunlop (2)
109	Firestone (26)
109	Gates (10)
109	General (4)
109	Goodrich (16)
109	Goodyear (4)
109	Kelly-Springfield (7)
109	Lee (8)
109	Mansfield (5)
109	Metzeler (3)
109	Mohawk (4)
109	Pirelli (3)
109	Pennsylvania (13)
109	Seiberling (4)
109	Semperit (2)
109	Sumitomo (5)

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
109	Uniroyal (24)
109**	Uniroyal
109	Vredestein (4)
109 ~	McCreary

* Investigations initiated this report period ** Includes one line produced for other manufacturer

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 69

MONTHLY REPORT - September 1 - September 30, 1970

FMVSS No 106

HYDRAULIC BRAKE HOSES

MANUFACTURER	MODEL/PART No.	RESULTS	REPORT NUMBER	DOT/HS No.
Inland	3953545	Passed	413507 group 12	610 279
Inland	9749977	Passed	413515 group 15	610 280
Inland	9751373	Passed	413516 group 17	610 281
Inland	9749978	Passed	413514 group 13	610 282
A T E . (Germany)	000-428-80.35	Passed	413517 group 22	610 283
Lookheed (England)	4352-058	Passed	DTL-9-106-001-006160-0	610 284

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY - 69

MONTHLY REPORT - September 1 - September 30, 1970

FMVSS No. 106

HYDRAULIC BRAKE HOSES

MANUFACTURER	MODEL/PART No.	RESULTS	REPORT NUMBER	DOT/HS No.
ATE (Germany)	3,5201-0241.3	Failed	DTL-9-106-004-006160-C	610 314
Weatherhead	153-55118	Passed	DTL-9-106-018-906246-C	610 315
Weatherhead	153-53007	Passed	OTL-106-70-M-69334-1	610 316
Weatherhead	153-53005-12	Passed	OTL-106-70-M-69334-2	610 317
Weatherhead	143-60260-01	Passed	OTL-106-70-M-69334-3	610 318
Weatherhead	143-60491	Passed	OTL-106-70-M-69334-4	610 319
Weatherhead	153-55079	Passed	OTL-106-70-M-69334-7	610 320
Weatherhead	153-55133	Passed	OTL-106-70-M-69334-8	610 321
Weatherhead	153-55118	Passed	OTL-106-70-M-69334-9	610 322
Inland	9749978	Passed	OTL-106-70-M-69334-10	610 323

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - September 1 - September 30, 1970

FMVSS No. 106

HYDRAULIC BRAKE HOSES

MANUFACTURER	YEAR/MAKE/MODEL	RESULTS	REPORT NUMBER	DOT/HS No.
Inland	9748375	Passed	OTL-106-70-M-69334-11	610 324
Inland	9750014	Passed	OTL-106-70-M-69334-12	610 325
Inland	9749977	Failed	OTL-106-70-M-69334-13	610 326
Inland	9750279	Passed	OTL-106-70-M-69334-14	610 327
Inland	9798476	Passed	OTL-106-70-M-69334-15	610 328
Inland	9950327	Passed	OTL-106-70-M-69334-16	610 329
Inland	9747245	Passed	OTL-106-70-M-69334-17	610 330
Inland	9745473	Passed	OTL-106-70-M-69334-18	610 331
Inland	9747245	Passed	OTL-106-70-M-69334-19	610 332
Fiat - AGES	4104668	Passed	DTL-9-106-002-006160-C	610 333

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY -69

MONTHLY REPORT - September 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART No.	RESULTS	REPORT No.	DOT/HS No.
Toyota	N. A.	Turn Signal Flasher	81980-31020	Passed	ETL 413344	610 339
Toyota	N. A.	Hazard Warning Signal Flasher	81980-20050	Passed	ETL 413397	610 340

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY - 68

MONTHLY REPORT - September 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART No.	RESULTS	REPORT No.	DOT/HS No.
Bus and Truck Company	N. A.	Turn Signal Operating Unit	456064-A7-2975	Failed	412815	610 264

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS 109

NEW PNEUMATIC TIRES

Manufacturer: Armstrong Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Super Test	Cougar SST	F7814	Passed	GOS4057	610 310
Super Test	Cougar SST	H7814	Passed	GOS4058	610 310
Armstrong	Premium Coronet	65013	Passed	OOS6029	610 298
Armstrong	Golden Signet	G7815	Passed	OOS6117	610 298
Armstrong	Golden Signet	G7815	Passed	OOS6118	610 298

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS 109

NEW PNEUMATIC TIRES

Manufacturer: Cooper Tire and Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Hercules	Wide Belt 70	H7015	Passed	COS8005	610 311
Hercules	Wide Belt 70	H7015	Passed	COS8006	610 311
Hercules	Super Jet Sport	G7014	Failed Phy. Dim. Labeling	COS8007	610 311
Falls	Premium 78	E7814	Passed	COS8019	610 311
Falls	Premium 78	F7814	Passed	COS8028	610 311

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS 109

NEW PNEUMATIC TIRES

Manufacturer: Dayton Tire and Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
McClaren	Sport Premium	56013	Passed	GOS4028	610 299
McClaren	Sport Premium	56014	Passed	GOS4029	610 299
McClaren	Sport Premium	56014	Passed	GOS4031	610 299
Road King	Traction Plus	G7815	Passed	OOS6103	610 299

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS 109

NEW PNEUMATIC TIRES

Manufacturer: Denman Rubber Manufacturing Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Denman	Twin Belt DT 220	H7814	Passed	COS8015	610 312
Denman	Twin Belt DT 220	J7815	Passed	COS8016	610 312
Denman	Twin Belt DT 220	H7815	Passed	COS8017	610 312

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS 109

NEW PNEUMATIC TIRES

Manufacturer: Firestone Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Firestone	SS Deluxe Champion	65013	Passed	COS8012	610 313
Firestone	SS Deluxe Champion	73514	Passed	COS8013	610 313
Firestone	SS Deluxe Champion	77514	Passed	COS8014	610 313
Firestone	Super Sport Wide Oval	E7014	Passed	COS8020	610 313
Firestone	Super Sport Wide Oval	H7015	Passed	COS8021	610 313
Firestone	SS Deluxe Champion	85514	Passed	COS8023	610 313
Riverside	Glasbelt	77514	Passed	COS8031	610 313

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS 109

NEW PNEUMATIC TIRES

Manufacturer: Goodyear Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Goodyear	Sure Grip	82514	Passed	00S6107	610 300
Goodyear	Sure Grip	82514	Passed	00S6108	610 300
Goodyear	Sure Grip	77514	Passed	00S6109	610 300
Goodyear	Power Cushion	H7814	Passed	00S6112	610 300

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS 109

NEW PNEUMATIC TIRES

Manufacturer: Kelly-Springfield Tire Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Foremost	A F/X 11	G7014	Passed	GOS4052	610 301
Foremost	A F/X 11	E7014	Passed	GOS4053	610 301
Foremost	A F/X 11	G7014	Passed	GOS4055	610 301
All American	Ultra-Trac	90015	Passed	OOS6035	610 301

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS 109

NEW PNEUMATIC TIRES

Manufacturer: Lee Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Concorde	XL 200	77515	Passed	00S6102	610 302

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS 109

NEW PNEUMATIC TIRES

Manufacturer: Mansfield Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Harvard	Nobel Custom Belted	F7815	Passed	GOS4048	610 303

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 69

MONTHLY REPORT - September 1 - September 30, 1970

FMVSS No. 116

HYDRAULIC BRAKE FLUID

MANUFACTURER	MODEL/PART No.	RESULTS	REPORT NUMBER	DOT/HS No.
Riverside	SAE 70R3	Passed	DTL-9-116-017-907001-A	610 285
Niehoff	SAE 70R3	Passed	DTL-9-116-016-907001-A	610 286
Sears	SAE 70R1	Passed	DTL-9-116-015-907001-A	610 287
Johnsen's Supreme	SAE 70R3	Passed	DTL-9-116-014-907001-A	610 288
Co-op	SAE 70R3	Passed	DTL-9-116-020-907001-A	610 289
Blue Ribbon	SAE 70R3	Passed	DTL-9-116-021-907001-A	610 290
Wagner	SAE 70R3	Failed	DTL-9-116-008-907001-A	610 291
Fisk.	SAE 70R3	Failed	DTL-9-116-009-907001-A	610 292
Castrol Girling	SAE 70R3	Passed	DTL-9-116-010-907001-A	610 293
Castrol Castraulic	SAE 70R3	Passed	DTL-9-116-011-907001-A	610 294

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MANUFACTURER	MODEL/PART No.	RESULTS	REPORT NUMBER	DOT/HS No.
Bowes Seal Fast Corp.	500 Special	Failed	DTL-9-116-022-907001-A	610 334
Warwick Laboratories, Inc.	Warco 70R3	Failed	DTL-9-116-024-907001-A	610 335
V-O Manufacturing Co.	V-O 70R3	Passed	DTL-9-116-023-907001-A	610 336
Wagner Lockheed	SAE 70R1	Failed	DTL-9-116-018-907001-A	610 337
Bowes Seal Fast Corp.	Disc Brake Fluid	Passed	DTL-9-116-013-907001-A	610 338