



**DEPARTMENT OF
TRANSPORTATION**

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE
October 5, 1970

NHSB -- 57-70
(202) 426-0686

MONTHLY

COMPLIANCE REPORT

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program -- 1968, 1969, 1970 Vehicles

Monthly Report -- August 1 to August 31, 1970

VEHICLE STANDARDS

103	2	0	0	4	0	0	0	0	0
105	0	1	0	6	0	0	0	0	0
110	0	0	0	0	0	0	0	0	0
112	2	0	0	0	0	0	0	0	0
115	0	0	0	1	0	0	0	0	0
202	2	0	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0	0	0
204	0	0	0	2	0	2	0	0	0
207	0	0	0	0	0	0	0	0	2
210	0	0	0	1	0	0	0	0	0
212	0	0	0	0	0	0	0	0	0
301	0	0	1	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 - Reports Accepted

Monthly Report - August 1 thru August 31, 1970

FMVSS - 103Windshield Defrosting and Defogging

<u>MANUFACTURER</u>	<u>NHSB No.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>DOT/HS No.</u>
Ford Motor Company	70203	1970 Ford Thunderbird	Passed	610 238
Ford Motor Company	70202	1970 Mercury Montego	Passed	610 239

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Reports Accepted

Monthly Report - August 1 thru August 31, 1970

FMVSS - 112

Headlamp Concealment Devices

<u>MANUFACTURER</u>	<u>NHSB No.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>DOT/HS No.</u>
General Motors Corp.	70109	1970 Chevrolet Corvette	Passed	610 240
Chrysler Corp.	70304	1970 Dodge Charger	Passed	610 241

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Reports Accepted

Monthly Report - August 1 thru August 31, 1970

FMVSS 202Head Restraints

<u>MANUFACTURER</u>	<u>NHSB No.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>DOT/HS No.</u>
General Motors Corp.	70105	1970 Chevrolet Impala	Passed	610 222
Ford Motor Company	70205	1970 Ford Torino Station Wagon	Passed	610 223

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigations Initiated

Monthly Report - August 1 thru August 31, 1970

<u>FMVSS No.</u>	<u>MANUFACTURER</u>
105	Mercedes Benz

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NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigations in Progress (Cumulative)

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

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigations Closed

FMVSS No.

301

MANUFACTURER

Volkswagen

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigatory Files Released to Public

FMVSS No.

207

MANUFACTURER

Ford Motor Co. (2)

NATIONAL HIGHWAY SAFETY BUREAU

Monthly Report - August 1 thru August 31, 1970

EQUIPMENT STANDARDS

FMVSS*	Compliance Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations in Progress (Cumulative)	Corrective Action Initiated by Manufacturer	Cases Forwarded to Department of Justice	Investigatory Files Released to Public	Enforcement Action in Office of the Chief Counsel	Actions Closed
106	0	0	0	4	0	0	0	0	0
108	10	3	0	13	0	0	0	0	0
109	96	33	0	205	0	0	2	5	0
116	1	0	0	1	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	0	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)

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
106	Inland Division of General Motors	209	Irvin Industries Inc. (2)
106	Summitt Motor Corp. - Importer, Akron Brake Hose	209	Jeffrey-Allan Industries
106	Summitt Motor Corp. - Importer, Shafer Brake Hose	209	Jim Robbins Co. (2)
106	Summitt Motor Corp. - Importer, Stop (France) Brake Hose	209	Market Forge
116	Motor Kool Products	209	Pontonier, Inc.
209	American Safety Equipment Corp. (2)	209	Rose Manufacturing Co. (2)
209	Bay Trim Seat Belts	209	Sears, Roebuck & Co.
209	Beams Manufacturing Co. (2)	209	Superior Industries
209	Daal Seat Belts	209	Vogt Manufacturing Co.
209	General Safety (3)	209	Volkswagen of America, Inc.
		108	International Harvester (4)
		108	White Truck (3)

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigations in Progress (Cumulative)

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
108	Mack Truck (2)	109	General (4)
108*	Bus and Truck (2)	109*	Goodrich (16) (6 this period)
108*	Chrysler	109	Goodyear (4)
108*	Divco	109	Kelly-Springfield (7)
109	Aliance (2)	109	Lee (8)
109*	Armstrong (37) (4 this period)	109	Mansfield (5)
109	Continental (4)	109*	Metzeler (3) (3 this period)
109*	Cooper (5) (3 this period)	109	Mohawk (4)
109*	Dayton (10) (4 this period)	109	Pirelli (3)
109	Denman	109*	Pennsylvania (13) (5 this period)
109*	Dunlop (2) (2 this period)	109	Seiberling (4)
109*	Firestone (26) (2 this period)	109	Semperit (2)
109	Gates (10)	109	Sumitomo (5)

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program

Investigations in Progress (Cumulative)FMVSSMANUFACTURER

109*

Uniroyal (24) (3 this period)

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

Investigatory Files Released to Public

FMVSS

MANUFACTURER

109

Firestone

109

Mansfield

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program - Reports Accepted

FMVSS - 108Lamps, Reflective Devices and Associated Equipment

<u>MANUFACTURER</u>	<u>COMPONENT MANUFACTURER</u>	<u>COMPONENT</u>	<u>Vehicle Mfg. PART No.</u>	<u>RESULT</u>	<u>Report No.</u>	<u>DOT/HS No.</u>
Chrysler Corp.	N.A.	Turn Signal Operating Unit	2906520	Passed	413090	610 262
Divco Truck Co.	Grote	Combination Turn Signal and Hazard Warning Operating Unit	535921	Failed	412972	610 263
Chrysler	Prestolite	License plate lamp	2958104	Passed	ETL412496	610 242
Chrysler	Reflex Corp.	Side Marker Lamp and Reflex Reflector	295059	Passed	ETL412509	610 243
Chrysler	Prestolite	Combination Rear Lamp	2958021	Failed	ETL412521	610 244
Chrysler	Reflex Corp.	Side Marker and Reflex Reflector	2958062	Passed	ETL412524	610 245
Chrysler	Ideal	Turn Signal Flasher	2926554	Passed	ETL412992	610 224

FMVSS 108 (Cont'd)

Lamps, Reflective Devices and Associated Equipment

<u>MANUFACTURER</u>	<u>COMPONENT MANUFACTURER</u>	<u>COMPONENT</u>	<u>VEHICLE MFG. PART No.</u>	<u>RESULT</u>	<u>REPORT No.</u>	<u>DOT/HS No.</u>
Chrysler	N.A.	Hazard Warning Signal Operating Unit	2906030	Passed	ETL412764	610 246
Bus and Truck Supply Company	Tung Sol	Combination turn signal and Warning Signal Flasher	N.A.	Failed	ETL412870B	610 247
Toyota	N.A.	Turn Signal Operating Unit	84310-12050	Passed	ETL412844	610 254

FMVSS No. 116

Hydraulic Brake Fluid

<u>MANUFACTURER</u>	<u>MODEL/PART No.</u>	<u>RESULTS</u>	<u>REPORT NUMBER</u>	<u>DOT/HS No.</u>
EIS Automotive Corp.	EIS SAE 70R3	Passed	DTL-9-116-001-907001-A	610 261

FMVSS-109New Pneumatic TiresManufacturer: Armstrong Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Allstate	Hi-Way Special	815-15	Passed	E9S3051	610 225
Allstate	Guardzman	885-15	Passed	E9S3047	610 225
Allstate	Guardzman	900-15	Passed	E9S3050	610 225
Allstate	Wide Guard FGP	E78-14	Passed	E9S3074	610 255
Allstate	Hi-Way Special	775-15	Passed	E9S3049	610 255
Super Test	Cougar SST	D7014-	Failed	GOS4056	610 265
Armstrong	Premium Coronet	H7815	Phy. Dim Passed	00S6030	610 265
Armstrong	Premium Coronet	F7814	Passed	00S6031	610 265
Armstrong	Premium Coronet	H7814	Passed	00S6032	610 265
Armstrong	Premium Sportway	68515	Passed	00S6048	610 225
Admiral		F7814	Passed	00S6037	610 265
Admiral		H7814	Failed Labeling	00S6038	610 225

Manufacturer: Bridgestone Tire Company, Ltd. (Japan)

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Bridgestone	Skyway Deluxe	775-14	Passed	E9S3078	610 256
Bridgestone	Skyway Deluxe	700-13	Passed	E9S3079	610 256

FMVSS-109 (Cont'd)New Pneumatic TiresManufacturer: Cooper Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Diamond	Winterlane Premium	700-13	Failed Labeling	GOS4037	610 266
Cooper	Weather Master WR	G70-14	Passed	OOS6057	610 266

Manufacturer: Dayton Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Cornell	Widetrack	700-13	Failed Labeling	GOS4023	610 249
Cornell	Widetrack	775-14	Passed	GOS4024	610 226
Cornell	Widetrack	735-14	Passed	GOS4025	610 226
Cornell	Widetrack	825-14	Passed	GOS4026	610 226
Road King	Traction Plus	J78-14	Passed	GOS4032	610 226
Road King	Traction Plus	F78-14	Passed	GOS4033	610 226
Road King	Traction Plus	G78-14	Passed	GOS4034	610 226
Road King	Traction Plus	H78-14	Passed	GOS4035	610 226
Davis	Luxury Premium	855-15	Failed	OOS6041	610 226
	Sentry		Phy. Dim	Tire A,B	

FMVSS-109 (Cont'd)New Pneumatic TiresManufacturer: Dunlop Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Dunlop	Gold Seal	885-14	Passed	GOS4040	610 227
Dunlop	Gold Seal	650-13	Passed	GOS4041	610 227
Dunlop	Gold Seal	825-15	Failed Endur.	GOS4042	610 250
Dunlop	Gold Seal	825-14	Passed	GOS4043	610 227
Dunlop	Gold Seal	775-14	Passed	OOS6014	610 227
Dunlop	Gold Seal	825-15	Passed	OOS6015	610 267
Dunlop	Gold Seal	735-15	Failed Phy. Dim.	OOS6016	610 267
Dunlop	Gold Seal	775-15	Passed	OOS6017	610 267

Manufacturer: Firestone Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Firestone	500	775-15	Passed	OOS6018	610 228
Firestone	500	855-14	Passed	OOS6019	610 268
Firestone	500	775-14	Passed	OOS6020	610 228
Firestone	500	735-14	Passed	OOS6021	610 228
Firestone	Deluxe Champion	735-15	Failed Phy. Dim.	OOS6022	610 228
Firestone	Deluxe Champion	855-15	Failed Endur.	OOS6024 Tire A,B	610 268

Manufacturer: Firestone Tire and Rubber Company of Canada

Firestone	Deluxe Champion	855-15	Passed	OOS6024	610 269
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FMVSS-109 (Cont'd)New Pneumatic TiresManufacturer: General Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Atlas	Weathergard	G78-14	Passed	GOS4021	610 229
General	GTW Bias Belted	F78-15	Passed	OOS6001	610 229
General	GTW	F78-14	Passed	OOS6002	610 229
General	GTW	G78-14	Passed	OOS6003	610 229
General	GTW	H78-14	Passed	OOS6004	610 229
General	Jet Air II	825-14	Passed	E9S3056	610 257
Allstate	Super Guard	650-13	Passed	E9S3075	610 257

Manufacturer: B. F. Goodrich Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Diamond	Winterlane Premium	775-14	Failed Labeling	GOS4038	610 270
Diamond	Winterlane Premium	E78-14	Failed Labeling	GOS4039	610 270
B.F. Goodrich	Silvertown Radial	HR78-15	Passed	OOS6027	610 230
	Trailmaker				
Co-op	Custom Safety	825-14	Passed	E9S3043	610 230

FMVSS-109 (Cont'd)New Pneumatic TiresManufacturer: Goodyear Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Goodyear	Custom Power Cushion Polyglas	F78-14	Passed	E9E3167	610 231
Goodyear	Custom Power Cushion Polyglas	F78-14	Passed	E9E3169	610 231
Goodyear	Custom Power Cushion Polyglas	F78-14	Passed	E9E3170	610 231
Goodyear	Custom Power Cushion Polyglas	F78-14	Passed	E9E3172	610 231
Goodyear	Custom Power Cushion Polyglas	G78-14	Passed	E9E3168	610 231
Goodyear	Custom Power Cushion Polyglas	G78-14	Passed	E9E3174	610 231
Goodyear	Custom Wide Tread Polyglas	F70-14	Passed	E9E3171	610 231
Goodyear	Power Cushion	560-14	Passed	GOS4018	610 231
Goodyear	G 800	165R-14	Passed	GOS4019	610 271
Goodyear	Double Eagle	G78-14	Passed	OOS6010	610 271
Goodyear	Double Eagle	F78-15	Passed	OOS6011	610 231
Goodyear	Double Eagle	H78-14	Passed	OOS6012	610 271
Goodyear	Double Eagle	G78-15	Passed	OOS6013	610 231
Goodyear	Custom Wide Tread Polyglas	F70-14	Passed	E9E3173	610 258
Goodyear	Custom Wide Tread Polyglas	H70-15	Passed	G9S4118	610 258

FMVSS-109 (Cont'd)New Pneumatic TiresManufacturer: Kelly-Springfield Tire Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Foremost	A F/X II	E70-14	Passed	GOS4054	610 272
Atlas	Weathergard	F78-14	Passed	GOS4020	610 232
Atlas	Weathergard	H78-15	Passed	GOS4027	610 232
All American	Custom Sno	855-14	Passed	OOS6034	610 272
All American	Ultra-Trac	H78-15	Passed	OOS6036	610 272
	Snow				
Davis	Luxury Premium	855-15	Passed	OOS6041	610 226
	Sentry			Tire C	
Davis	Luxury Premium	855-14	Passed	OOS6044	610 232
	Sentry				

FMVSS-109 (Cont'd)New Pneumatic TiresManufacturer: Kelly-Springfield Tire Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Crest	Super Safari 78	F78-15	Passed	E9S3091	610 232
Davis	The Tough One 4 Plus 2	F78-14	Passed	E9S3058	610 232

Manufacturer: Mansfield Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Falcon	New York Super Wide 70	E70-14	Passed	GOS4013	610 251
Falcon	New York Super Wide 70	E70-14	Passed	GOS4016	610 233
Falcon	New Yorker Superwide 70	G70-15	Passed	OOS6049	610 233
Falcon	New Yorker Superwide 70	G70-15	Passed	OOS6050	610 233
Pennsylvania	Top Cat	G78-14	Passed	OOS6005 Tire B	610 235
Pennsylvania	Top Cat	H78-15	Passed	OOS6007 Tire A,B	610 233

FMVSS-109 (Cont'd)New Pneumatic TiresManufacturer: McCreary Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
McCreary	Winter Traxion	G78-15	Failed Phy. Dim.	E9S3085	610 259

Manufacturer: Metzeler A.G. (Germany)

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Metzeler	PV 21	695-14	Failed Labeling	OOS6009	610 234

Manufacturer: Pennsylvania Tire and Rubber Company of Mississippi

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Pennsylvania	Top Cat	G78-14	Passed	OOS6005	610 235
Pennsylvania	Top Cat	H78-14	Failed Endur. H. Speed, Labeling	Tire A,C OOS6006	610 272
Pennsylvania	Top Cat	H78-15	Passed	OOS6007 Tire C	610 233

FMVSS-109 (Cont'd)New Pneumatic TiresManufacturer: Sumitomo Rubber Industries Ltd. (Japan)

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Sumitomo	SC 71	775-14	Passed	GOS4044	610 252
Sumitomo	SC 71	825-14	Passed	GOS4045	610 236
Sumitomo	SC 71	735-14	Passed	GOS4046	610 236
Sumitomo	SC 71	735-14	Passed	GOS4047	610 236

Manufacturer: Uniroyal Incorporated

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST No.</u>	<u>DOT/HS No.</u>
Uniroyal	Winter Patrol	735-15	Passed	E953053	610 237
Davis	Luxury Premium Sentry	775-14	Passed	E983064	610 237
Davis	Safety Sentry	735-14	Passed	E983068	610 237
Co-op	Sport Special	560-15	Passed	GOS4003	610 253
Co-op	Sport Special	560-15	Passed	GOS4006	610 237
Co-op	Sport Special	560-15	Passed	GOS4007	610 237
Co-op	Sport Special	560-15	Passed	GOS4008	610 237
Atlas	Weathergard	735-14	Failed Labeling	GOS4022	610 253
McCreary	Scot Hawk	H78-15	Passed	E983080	610 260
Uniroyal	Tiger Paw "Alley Cat"	F70-15	Passed	G984119	610 260



**DEPARTMENT OF
TRANSPORTATION**

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY A.M.
October 6, 1970

NHSB -- 54 -70
(202) 426-0686

The Department of Transportation wants to toughen the Federal regulation that specifies requirements for hydraulic brake fluids used in motor vehicles.

The Department's National Highway Safety Bureau proposes to amend Federal Motor Vehicle Safety Standard No. 116 in order to provide more stringent requirements for the physical and chemical properties of brake fluids.

The proposed amendment would have an effective date of October 1, 1971.

The brake fluid proposed would replace fluids presently required by Standard No. 116 and would be compatible with the rubber cups and seals now used in motor vehicle brake systems.

In essence, the proposed fluids incorporate higher boiling points, which means that a motorist using them can be assured of safer fluid performance under increased service, and at higher operating temperatures than is possible with current brake fluids.

A Notice of Proposed Rulemaking, issued by the Safety Bureau, also specifies requirements for brake fluid containers, and brake fluid container labeling.

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The packaging requirements are intended to protect brake fluids from exposure to moisture and other contaminants. The reusable cap proposed for containers of six or more fluid ounces would provide protection from contamination during storage after a container has been initially opened but only partially emptied.

The labels on brake fluid containers would list pertinent information about the fluids and would warn of the dangers of contaminated brake fluids.

Interested persons are invited to submit written data, views, or arguments on the proposed amendment by the close of business on December 28, 1970.

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**DEPARTMENT OF
TRANSPORTATION**

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY A.M.
October 6, 1970

NHSB -- 55-70
(202) 426-0686

Current Federal Motor Vehicle Safety Standards dealing with seating systems, seat belt installations and anchorages are being amended by the Department of Transportation to give more protection to drivers and passengers in all types of vehicles.

The Department's National Highway Safety Bureau announced today it is extending the application of Standards No. 207, 208, and 210 to multipurpose passenger vehicles, trucks, and buses. The extension will affect all occupant seats in multipurpose passenger vehicles and trucks and the driver's seat in buses. The existing Standards have applied only to passenger cars.

The extension of Standard No. 207 to multipurpose passenger vehicles, trucks, and buses is effective January 1, 1972. Also effective on that date are other amendments to the Standard, including a requirement that the seat must remain in its adjusted position during the application of forces similar to those experienced in a crash.

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Douglas W. Toms, Director of the Safety Bureau, said the need for adequately anchored seating is clear. "A seat that tears loose on impact adds to the hazards that are inherent in crash situations. It must remain in place if it is to afford any protection to occupants."

An Amendment to Standard No. 208 also requires the installation of seat belts on rear-facing and side-facing passenger car seats by January 1, 1971. This and the other requirements of the Standard would be extended to multipurpose passenger vehicles, trucks, and buses effective July 1, 1971.

An Amendment to Standard No. 210 specifies more definite performance requirements and test procedures for seat belt assembly anchorages to reduce the likelihood of their failure. This amendment is effective January 1, 1971 for passenger cars and is extended, along with the other requirements of Standard No. 210, on July 1, 1971 to multipurpose passenger vehicles, trucks, and buses.

"All available evidence indicates that the installation of seat belts and seat belt anchorages in multipurpose passenger vehicles, trucks, and buses will produce safety benefits similar to those observed in studies of passenger car accidents," Toms said.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR TUESDAY A.M. RELEASE
October 6, 1970

NHSB -- 56-70
(202) 426-0686

The Department of Transportation plans to establish requirements to ensure that a motor vehicle's accelerator doesn't malfunction.

A driver's ability to control the speed of his automobile is dependent, to a considerable extent, on the proper functioning of the vehicle's accelerator control system, particularly with regard to deceleration when the driver removes his foot from the gas pedal.

Unexpected speed, even for a few seconds, when the driver intends to slow down, may seriously hinder his ability to control the vehicle.

The Department's National Highway Safety Bureau, therefore, proposes a new motor vehicle safety standard that would establish requirements for both driver-operated and automatic accelerator control systems.

Automatic speed control systems, offered as options on many new cars, are control systems capable of maintaining a selected speed without use of the gas pedal by the driver.

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The proposed Standard would have an effective date of October 1, 1972, and would apply to passenger cars, multipurpose passenger vehicles, trucks, buses, and motorcycles.

Under requirements of the proposed Standard, the driver-operated accelerator control system would automatically return the engine to idle from any speed when any element of the system becomes disconnected and the driver removes his foot from the gas pedal.

Other proposed requirements:

Where a vehicle is equipped with an automatic speed control system, such system could only be activated by a hand-operated control within reach of the driver. The system would have to be capable of automatic deactivation upon certain deliberate actions by the driver, such as depressing the service brake or clutch or deactivation with a hand control.

Also, in the interest of safety, a range of permissible performance speeds for automatic speed control systems would be specified. The system would not be operable below 20 miles per hour or above 85 miles per hour.

In addition to meeting all other requirements of the proposed Standard, motorcycles would be required to have an emergency engine stop control on or near the right handgrip.

Interested persons are invited to submit data, views, and arguments on the proposed rule making by the close of business on December 29, 1970.

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DEPARTMENT OF
TRANSPORTATION

55392
6200
NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE TUESDAY
October 13, 1970

NHSB -- 58 -70
(202) 426-0686

The Department of Transportation's National Highway Safety Bureau today issued a public advisory warning of hazards connected with the improper use of motor vehicle brake fluids.

The advisory came only a few days after the Safety Bureau issued a Notice of Proposed Rulemaking that would amend the current Federal Standard on brake fluids.

In issuing the advisory, Douglas W. Toms, Director of the NHSB, said: "Many vehicle owners, service stations, and brake service centers are unaware of brake system safety hazards which the improper use of brake fluids may cause."

Toms stressed the following precautions concerning brake fluids:

1. Use only brake fluid recommended by the vehicle manufacturer. Substitution of a brake fluid having a lower boiling point may cause a brake system failure (vapor lock) during moderately severe service in hot weather. Substitution of any fluid other than the recommended brake fluid may harm brake seals and cause brake system failure.

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2. Use brake fluid from sealed containers only. If brake fluid container is not resealable, discard container and unused portion of fluid. Unsealed containers may accumulate dirt and absorb enough moisture to cause brake system failure due to vapor lock when stored for as little as four days in a humid environment. Brake system components (seals and valves) are subject to leakage caused by dirt particles suspended in brake fluid. Brake system internal components are also subject to corrosion caused by small amounts of water in the brake fluid.

3. Clean brake system reservoir cover and surrounding areas thoroughly before removing cover. Dirt particles may clog small passages or cause brake system component (seals and valves) leakage. Dirt may enter the fluid reservoir when cover is removed for filling.

4. Eliminate moisture from pressure bleeding equipment. Brake fluid stored in brake system pressure bleeding equipment may absorb enough moisture to cause brake system failure due to vapor lock. Install and service air drying filters at air pressure supply source to prevent moisture contamination of brake fluid. Never re-use brake fluid.

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DEPARTMENT OF TRANSPORTATION

Mr. Kruser
NEWS
fm - 3218

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE
October 14, 1970

NHSB -- 60-70
(202) 426-0686

The Department of Transportation's National Highway Safety Bureau issued a special Consumer Protection Bulletin today, alerting the U. S. motorist to potential risks in the operation of certain Ford automobiles, and asking the motorist's help in obtaining additional information.

Following Secretary John A. Volpe's recent announcement that he would "come to the motorist's aid" whenever the Department of Transportation discovered motor vehicle use-risks the public ought to know about, the Bulletin made clear that only standard Fords of model-years 1965 through 1969, were involved. Specifically included in the risk "alert" were the following models:

<u>Model Year</u>	<u>Ford</u>	<u>Mercury</u>	1968 & 1969 Thunderbird
1965	Custom	Monterey	
	Custom 500	Monclair	
through	Galaxie 500	Parklane	
	Galaxie 500XL	Commuter	
1969	Galaxie 500LTD	Colony Park	
	Country Sedan	Brougham	
	Country Squire	Marquis	
	Ranch Wagon	Parklane Brougham	
	XL		
	LTD		
	Custom Ranch Wagon		

-more-

The models involved all utilize a front wheel suspension part -- the lower control arms -- which were used on Ford's police pursuit vehicles, 85,000 of which were recalled at the Bureau's urging in September for control arm replacement at Ford's expense.

In September of this year the National Highway Safety Bureau concluded an investigation of front wheel failures as a result of a complaint from the Baltimore County, Maryland, Police Department. As a result of its investigation, the Bureau announced that these control arms were a Safety Defect when used on police pursuit vehicles. The 85,000 Ford police autos in use were then recalled by the Ford company.

Today's Bulletin states that the 4 million non-police Ford automobiles which use the same basic control arms were not subject to customer notification or recall "because the cycle of extreme abuse and high-speed wheel impacts required to initiate control arm failure does not occur -- except in special and rare instances -- in non-pursuit vehicles." The Bulletin noted that conclusive Bureau testing to duplicate arm failures, both in laboratory and real-life situations, had indicated extreme abuse involving high-speed wheel impacts were required to induce control arm failures. Also disclosed was the indication that the frequency rate of failure was 50 times greater in the 85,000 pursuit group than in the 4 million non-pursuit group.

Nevertheless, the Bulletin warned Ford owners of the non-pursuit vehicle group that extreme abuse or severe wheel impacts could possibly induce the same control arm failures experienced in police pursuit vehicles. Owner whose automobiles have suffered impacts so severe as to blow out front tires or dent front wheel rims are advised to seek immediate inspection or, to have the lower control arms replaced. The Bulletin states that a failure-rate exists in non-pursuit models, indicating a possible failure of one in every hundred thousand vehicles on the basis of present data.

Since the total number of arm failures verified comprises a group too small to support long-range conclusions, a Bureau spokesman said, the motorist's help is sought in reporting all failures which occur. Current Ford owners of the models listed are asked to help the Bureau by reporting all cases of current control arm failure, as well as all cases in which inspection or replacement reveals seriously damaged arms. Information should be sent to the National Highway Safety Bureau, Department of Transportation, Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION

Mr. Kruse
NEWS
fm - 3218

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

SPECIAL
CONSUMER PROTECTION BULLETIN

Page 1 of 3

No: 1-70 October 1970

SUBJECT:

Alerting U. S. Motorists to specific use-risk situations in connection with highway use of certain Ford Motor Company automobiles. And inviting current consumer experience regarding this use-risk.

MAKE/MODEL/YEAR:

<u>Model Year</u>	<u>Ford</u>	<u>Mercury</u>	1968 & 1969 Thunderbird
1965	Custom	Monterey	
	Custom 500	Montclair	
through	Galaxie 500	Parklane	
	Galaxie 500XL	Commuter	
1969	Galaxie 500LTD	Colony Park	
	Country Sedan	Brougham	
	Country Squire	Marquis	
	XL		
	LTD		
	Custom Ranch Wagon		

These models utilize a front wheel suspension member (the lower control arm) which has been the subject of complaints and Bureau investigation due to failures-in-use under certain conditions associated with severe wheel impacts at high speed.

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PRIOR ACTION BACKGROUND:

In September 1970, the Bureau completed an intensive field investigation of police pursuit Ford vehicle failures -- due to lower control arm failure -- and as a result declared these arms to be a Safety Defect when used on police pursuit vehicles. The major thrust of the investigation explored the probability of a Safety Defect in non-pursuit vehicles, as well, which utilize these arms. Conclusive testing to duplicate these failures, both in laboratory and real-life situations, indicated that extreme abuse involving high-speed wheel impacts, was required in order to induce arm failures.

At Bureau's urging the Ford Motor Company recalled the 85,000 pursuit vehicles utilizing these arms, agreeing to replace them at Ford's expense.

Present data reflects a frequency rate of failure in the pursuit vehicle-population of 85,000 that is 50 times the rate of failure in the 4 million vehicle-population of non-pursuit Fords involved. Non-pursuit vehicles have not been subject to customer notification or recall because the prolonged cycle of extreme abuse required to initiate arm failure does not occur -- except in special and rare instances -- in the operation of non-pursuit vehicles.

CURRENT CONCLUSIONS:

This Bulletin warns owners of non-pursuit Ford automobiles, of the Make/Models listed above, that under specified conditions of extreme abuse and high-speed wheel impacts the same arm failures may possibly occur that have been sustained in pursuit vehicles. When such failure occurs it results in sudden front wheel collapse without prior warning. The known failure-rate, according to all data on hand, is less than 1 in 100,000 non-pursuit Fords.

INTERPRETATION:

While further examination may indicate a different conclusion, the Bureau's current conclusion indicates that customer-notification of 4 million Ford owners is not justified in terms of the total risk to the users. However, vehicles which have sustained the repeated

INTERPRETATION (Cont'd) :

abuse described should be judged, for maximum safety, as possible candidates for eventual control arm failure. Owners whose vehicles have suffered wheel impacts sufficiently severe to blow out front tires or dent front wheel rims, are advised to seek immediate inspection and/or control arm replacement.

CONSUMER REQUEST:

Ford owners of the models listed are requested to inform the National Highway Safety Bureau of all cases in which such failures do occur, or in which current inspection and/or replacement reveals serious damage has been sustained by the replaced arm. The Bureau's address is: National Highway Safety Bureau, Department of Transportation, Washington, D. C. 20590.

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DEPARTMENT OF
TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE THURSDAY
October 22, 1970

NHSB — 63-70
(202) 426-0686

The U. S. Coast Guard Training Center at Cape May, New Jersey, will be the setting this month when two Department of Transportation agencies embark on a unique experimental project in driver education.

The National Highway Safety Bureau and the Coast Guard are jointly sponsoring the program to develop and evaluate improved driver education courses and training aids.

Secretary of Transportation John A. Volpe hailed the project as possibly the largest ever conducted in experimental driver training. "We hope to gain much beneficial information from this cooperative program that will compare the performance of drivers who receive this specialized training against the records of those men who will not receive the training," Secretary Volpe said.

Some 3,000 recruits, representing about two-thirds of this year's class at the Coast Guard Center at Cape May, will receive 40 hours of intensive driver education training. The remaining recruits will not get the training but will serve as the research control group.

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Under the project, the Coast Guard, which can closely follow the recruits for their entire service career, will keep their driving records for a three-year period.

"Our men are too valuable to be wasted in needless auto deaths," said Admiral Chester R. Bender, Commandant of the Coast Guard. "Each year," he continued, "traffic accidents can be blamed for a major share of our personnel casualties. Men whose skills save lives at sea must be able to learn how to stay alive themselves on the highway."

The Development Education and Training Research Institute (DETRI) of American University in Washington, D. C., working under a \$196,000 one-year contract from the Safety Bureau, will conduct the actual training and analyze traffic data submitted by the Coast Guard. It is anticipated the program will be continued in 1971 and 1972.

The first class, which will be limited to 60 recruits, is scheduled to begin on October 28, 1970. DETRI will open the driver education program using a course developed by the Air Force. But in subsequent months, the researchers will initiate new techniques and novel programs on an experimental basis.

The Department of Transportation believes the project will result in the development of better driver training standards. Coast Guard recruits also will receive the most advanced driver training available. This is expected to produce savings in excess of two million dollars by reducing automobile accidents which now account for more than half of the Coast Guard's accidental deaths and injuries.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR RELEASE FRIDAY
October 23, 1970

NHSB -- 61-70
(202) 426-0686

The Department of Transportation's National Highway Safety Bureau announced today that Checker Motors Corporation has agreed to pay \$2,500 in compromise of a civil penalty claim against the firm.

Checker manufactured passenger cars which failed to comply with the rear upper torso anchorage requirement of Federal Motor Vehicle Safety Standard No. 210.

Standard No. 210 requires, among other things, that all passenger cars manufactured after January 1, 1968, contain upper torso belt anchorages for each rear outboard seating position. Rear upper torso belt assemblies are not required.

Between January 1, 1968, and July 15, 1969, Checker manufactured more than 7,000 vehicles that did not contain these anchorages. Checker stated it had misinterpreted the Standard. Since July 15, 1969, the company has been installing these anchorages.

The Bureau is not requiring Checker to send defect notification letters to owners of the affected vehicles. The Bureau said that little purpose would be served in requiring Checker to notify its customers of the absence of these anchorages, since aftermarket rear upper torso restraint assemblies are seldom installed in passenger cars.

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DEPARTMENT OF TRANSPORTATION

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NEWS

NATIONAL HIGHWAY SAFETY BUREAU WASHINGTON, D. C. 20591

FOR IMMEDIATE RELEASE
October 23, 1970

NHSB -- 49-70
(202) 426-0686

President Nixon has announced the appointment of 10 new members to the National Highway Safety Advisory Committee of the Department of Transportation.

The Committee, created by the Highway Safety Act of 1966, is composed of 35 members representing various State and local government, public and private interests and groups actively engaged in highway safety, and research scientists and other experts in the field. The appointments announced today will leave one vacancy still to be filled.

Chaired by Under Secretary of Transportation, James M. Beggs, the role of the advisory group is to advise and consult with the Secretary of Transportation on Federal standards for State and community highway safety programs.

The 10 new members, whose terms expire in March 1973, are:

Dr. James E. Aaron, Coordinator, Safety Center, Southern Illinois University, Carbondale, Illinois.

Mr. Michael Baker, Jr., President and Chairman of the Board, Michael Baker, Inc., Consulting Engineers, Rochester, Pennsylvania.

Mr. Forrest C. Braden, President, Braden Machinery Co., Yuma, Arizona, and former Chairman, Arizona Highway Commission.

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Judge Sherman C. Finesilver, Second Judicial District Court,
Denver, Colorado.

Honorable Elmer Huntley, Chairman, Washington State
Legislative Highway Committee, Washington State Senate,
Olympia, Washington.

Mr. Thomas C. Morrill, Vice President, State Farm Mutual
Automobile Insurance Company, Bloomington, Illinois.

Mr. Mel J. Personett, Commissioner, Department of Public
Safety, and Governor's Highway Safety Representative, Juneau,
Alaska.

Honorable Gordon M. Scherer, Chairman, Ohio House
Highway and Transportation Committee, Ohio State Legislature,
Cincinnati, Ohio.

Mr. Joe R. Seacrest, Managing Editor, The Lincoln Journal,
Lincoln, Nebraska.

Mr. Harold W. Sullivan, Commissioner, California Highway
Patrol, Sacramento, California.

Mr. Beggs has designated two subcommittees, a Subcommittee
on Research and Program Development which will be chaired by
Dr. Basil Scott, Administrative Director of the Department of
Motor Vehicles in New York; and a Subcommittee on Standards
Implementation to be chaired by Honorable Ralph Poston, Florida
State Senate.

The Advisory Committee during the last year made important
recommendations covering highway safety program priorities and
goals, alcohol and driving, and used vehicle safety. The Committee
also has made interim comments on two new draft highway safety
standards dealing with accident investigation and pupil transportation
safety, and will have made final recommendations to the Secretary
by the end of this year.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20591

FOR FRIDAY RELEASE
OCTOBER 30, 1970

NHSB -- 71-70
(202) 426-0686

The Department of Transportation proposes to upgrade a current Federal Standard limiting the distance that a vehicle's steering column may move backward toward the driver in a collision.

A Notice of Proposed Amendment, issued today by the Department's National Highway Safety Bureau, would extend the requirements of Federal Motor Vehicle Safety Standard No. 204 to cover multipurpose passenger vehicles, trucks, and buses of 10,000 pounds or less gross vehicle weight rating.

Standard No. 204, which presently applies to passenger cars only, requires that the steering column of vehicles not be pushed backward more than five inches in a test collision with a rigid barrier at 30 miles per hour.

The requirement is designed to reduce the likelihood of chest, neck, or head injuries to the driver in the event of a collision. The Notice also specifies the vehicle weight for the barrier collision test, and describes a point on the vehicle from which the rearward displacement of the steering control would be measured.

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The proposed effective date for passenger cars is January 1, 1972, and January 1, 1973, for other vehicles. Interested persons are invited to submit comments, data, or arguments concerning the proposal by the close of business on January 27, 1971.

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