DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
January 3, 1971

NHSB -- 01-71
(202) 426-0686

Research studies give mounting evidence that improved windshields have helped reduce fatal and moderate injuries to front seat occupants of motor vehicles, the Department of Transportation said today.

The Department's National Highway Safety Bureau is convinced of the significant safety benefits provided by high penetration resistant (HPR) windshields. Since January 1, 1968, Federal Motor Vehicle Safety Standard No. 205 has required that windshields be made of improved laminated safety glass. The Safety Bureau points out that the Standard applies to replacement windshields as well as to original equipment on new vehicles.

The Bureau recognizes that although the Standard has been in effect for three years, and that improved windshields have been available since 1966, some pre-1966 windshields may still be found in shelf stocks of replacement dealers.

It urges consumers, therefore, in the light of the obvious safety advantages, to ask for and make certain they get the 30 mil HPR glass when it is necessary to have a windshield replaced. This type of glass is available at little or no increased cost.

-more-

The Standard is designed to reduce the likelihood of lacerations to the face, scalp, and neck, in the event of a crash, and to minimize the possibility of occupants penetrating the windshield in collisions. Glazing materials that meet the Standard requirements consist of a laminated assembly of two sheets of glass bonded on either side of a 0.030-inch (30 mil) thick plastic interlayer.

Studies conducted by UCLA's Trauma Research Group and The Travelers Research Corporation of Hartford, Connecticut, clearly demonstrate the injury-reduction capabilities of HPR windshields.

These windshields have exhibited marked improvement over pre-1966 windshields and reduced fatalities and severity of injuries in instances where vehicle occupants are known to have impacted the windshield.

Of the vehicles involved in the UCLA-TRG study, which lists injuries in the fatal, dangerous, moderate, and minor categories, a higher percentage of drivers was injured as a result of windshield impact in post-1966 vehicles than in pre-1966 vehicles. However, in the post-1966 vehicles, the number of fatal and dangerous injuries decreased and was virtually nonexistent, and there was also a 50 percent decrease in moderate injuries. Thus, the overall increase was reflected entirely in the minor injury category.

The UCLA data also show that the rate of windshield injuries to front seat occupants, other than drivers, declined overall in post-1966 vehicles, and specifically in the fatal and moderate injury categories.

The Travelers Research report shows that after examining the results of frontal impact accidents involving almost 3,500 drivers and right front occupants, the HPR windshield produced a 16-22 percent reduction in the number of drivers and right front passengers with windshield-related head injures.

In almost all cases, Travelers reported, the shift in severity from dangerous and moderate types of head injuries in pre-1966 cars to relatively minor injuries in cars with improved windshields is consistently demonstrated.

-more-

Fatal head injuries are reduced from 4.1 percent (standard windshield glass) to 2.8 percent (HPR glass), or a 32 percent reduction. An even more significant reduction (approximately 67 percent) is recorded when dangerous injuries are compared for each type of windshield.

The Travelers' report, entitled Estimating the Effects of Crash Phase Injury Countermeasures, is available from the National Technical Information Service, Department of Commerce, Springfield, Virginia 22151, at $3.00 per copy. It may be ordered under the above title and PB No. 191 209.

The UCLA report is contained in testimony delivered before the Senate Commerce Committee on April 25, 1968.

##########

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU
WASHINGTON, D.C. 20590

FOR MONDAY RELEASE
January 4, 1971

NHSB -- 3-71
(202) 426-0686

The Department of Transportation wants tire manufacturers to label their passenger car tires with information listing the number of times they may be retreaded.

The Department's National Highway Safety Bureau has issued a proposed amendment to Federal Motor Vehicle Safety Standard No. 109 that would require manufacturers to mark their tires indicating whether they may be retreaded either once or twice, or with the designation "Not To Be Retreaded."

Tires marked as suitable for retreading would have to meet more stringent tests. These tests are referred to as the "high speed structural adequacy" test and the "tire endurance structural adequacy" test. The proposed amendment would be effective January 1, 1972.

The Safety Bureau said a public meeting will be held on January 21, 1971, in the Department of Transportation Building (400 Seventh Street, S.W., Washington, D.C.) to discuss the proposed amendment.

Interested persons are invited to submit data, views, and arguments on the proposal by the close of business on March 1, 1971.

##########

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
January 5, 1971

NHSB -- 4-71
(202) 426-0686

Secretary of Transportation John A. Volpe told Congress today he does not recommend, at this time, that uniform Federal safety standards for agricultural tractors and other farm machinery be established. But the Secretary recommended that Congress take another look at the tractor-safety situation within five years to check on the effectiveness of industry's voluntary safety standards.

The Secretary also recommended that the tractor industry step up its efforts to reduce farm tractor accidents, deaths, and injuries by promoting the use of safety devices and installing safety equipment as standard rather than optional equipment.

The recommendations were contained in a report to Congress on the extent, causes, and means of preventing agricultural accidents on both public roads and farms.

Congress, last May, asked the Department of Transportation to conduct a study, submit a report, and consider establishing uniform Federal safety standards for the design and manufacture of all agricultural tractors sold in interstate commerce.

-more-

"Technical standards for critical systems and parts of tractors have been developed by the American Society of Agricultural Engineers (ASAE) and the Society of Automotive Engineers (SAE), and increasingly they are being adopted by the tractor industry," Secretary Volpe said.

The Secretary invited the Congress to authorize a follow-up study within five years on the effectiveness of concerted, voluntary efforts to improve farm machine safety.

"At that time," Secretary Volpe said, "if the engineering judgment indicated in this report as to the self-correcting nature of the problem proves not to be justified, uniform Federal safety standards should be required."

The report, prepared by the Department's National Highway Safety Bureau, shows that tractor accidents claim between 800 and 1,000 lives each year. Two-thirds to three-quarters of these fatalities occur on the farm, while 60 percent of fatal tractor accidents result from tractor overturn.

Data indicate that tractor safety is more of a farm than a highway problem. The report, therefore, recommends that the U. S. Department of Agriculture be recognized as having prime responsibility for providing overview and coordination of Federal agency efforts in encouraging improved safety in tractor and other farm machinery operations.

Secretary Volpe said data do not exist to assess serious injuries as a result of tractor accidents. The hazards are multiple and represent factors involving the machine, operator, and environment.

The report said age of the tractor population is critical to the imposition of safety standards, for both new or used tractors. New tractors sold each year represent only about 3.3 percent of the total tractor population ; the average tractor age is 14.3 years.

Other findings and recommendations include:

. . . Overturn protective frames and other safety features increasingly are being recognized by farm operators as desirable. About 20 percent of new tractors are being sold with overturn protective canopies or cabs.

. . . The tractor industry should immediately take steps to phase out cabs and canopies that do not meet ASAE-SAE safety standards but instead serve to crush or trap operators when a tractor overturns.

. . . The insurance industry consider the feasibility of providing insurance incentives for equipping tractors and associated farm machinery with safety features.

. . . Lack of adequate data to assess the full magnitude of the problem and identify hazards that result in death or severe injury can be remedied by assisting the States in establishing an adequate accident reporting system.

. . . States should take legislative action to require valid drivers' licenses for operating tractors on public roads, and that tractors generally be required to comply with State rules of the road.

. . . Procedures should be reexamined for Federal purchase of tractors so as to preclude purchase of agricultural type tractors not equipped with maximum operator safety features.

#########

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY P.M.
January 8, 1971

NHTSA -- 5-71
(202) 426-0686

The Department of Transportation announced today that the Seiberling Tire and Rubber Company of Akron, Ohio, has agreed to pay $4,000 in compromise of a civil penalty claim against the firm for producing tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

In addition, Seiberling has agreed, at the urging of the National Highway Safety Bureau, to recall the tires involved, approximately 21,000 Seiberling "Supreme Nytex 150" tires in sizes 8.85 x 15 and 9.00/9.15 x 15.

Tests conducted for the Safety Bureau by an independent laboratory showed that four out of four tires, two in each size, failed to meet the high speed requirements of Federal Motor Vehicle Safety Standard No. 109. Two out of four tires, one in each size, failed to meet the Standard's endurance requirements.

All the tires involved were produced in Akron between January 1968 and August 1968, and have serial numbers ending in the following letters: KCG, OGY, MBH, KWP, WGU, FLH, KBS, and AGD.

#########

75420

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
January 6, 1971

NHSB ---6-71
(202) 426-0686

The Department of Transportation, intent on cutting down the number of deaths and injuries caused in rollover crashes, today proposed a new Federal Motor Vehicle Safety Standard that would require passenger cars to have stronger roofs.

The Department's National Highway Safety Bureau issued a Notice of Proposed Rulemaking that would establish minimum strength requirements for the forward portion of the roof. This is the area of the roof most likely to sustain severe damage in rollover crashes. In addition, the front seats are more frequently occupied than the rear seats, and tend to be more dangerous in a crash.

The Safety Bureau said analysis of 1969 crash data indicates that approximately 1,400 motor vehicle occupants were killed by impact with roof structure in rollover accidents. Roof intrusion would have been sufficient in many of these cases for the roof to have struck the head of a properly restrained occupant.

The Bureau said the benefits of occupant restraint are negated if the passenger compartment collapses in this fashion, and it is therefore vital that minimum roof strength requirements be established.

-more-

The proposed rule employs a static test procedure in which a device is pressed downward on the roof until a force of 1 1/2 times the vehicle weight or 5,000 pounds is reached. During the test, the roof may show no more than five inches of intrusion, as measured by the movement of the test device.

The proposed Standard would be effective January 1, 1973. Comments, data, or arguments are invited on the proposal by the close of business on April 5, 1971.

##########

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
January 8, 1971

NHTSA -- 7-71
(202) 426-0686

The Department of Transportation issued a new Federal Motor Vehicle Safety Standard today aimed at reducing the number of deaths and injuries caused by fires in motor vehicle interiors.

The new Standard No. 302, effective September 1, 1972, is designed to limit the flammability of interior materials in passenger cars, multipurpose passenger vehicles, trucks, and buses. It specifies the maximum burn rate requirement of 4 inches per minute for materials used in the occupant compartments of motor vehicles.

The National Highway Traffic Safety Administration said the occurrence of thousands of fires annually that begin in vehicle interiors provides ample justification for a safety standard on flammability of interior materials. When fires do occur from such sources as matches, cigarettes, or short circuits in interior wiring, there should be sufficient time for the driver to stop the vehicle, and if necessary, for occupants to leave it, before injury occurs.

Regarding the requirements for a 4-inch maximum burn rate, the Safety Administration said further study is planned on the feasibility of, and justification for, imposing more stringent requirements, such as a zero burn rate, or self-extinguishment, with a later effective date.

-more-

The Standard applies to such components as seat cushions, seat backs, seat belts, headlining, convertible tops, arm rests, all trim panels including door, front, rear, and side panels, compartment shelves, head restraints, floor coverings, sun visors, curtains, shades, wheel housing covers, engine compartment covers, mattress covers, and any other interior materials, including padding and crash-deployed elements that are designed to absorb energy on contact by occupants in the event of a crash.

######

75422

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
January 8, 1971

NHTSA -- 12-71
(202) 426-0686

Twenty new sites selected to develop proposals for Alcohol Safety Action Projects aimed at the reduction of alcohol-related traffic deaths, were announced today by Douglas W. Toms, Acting Administrator, National Highway Traffic Safety Administration.

Toms stressed that these sites have been selected to develop proposals only. Actual project initiation would depend upon the communities' success in preparing an acceptable proposal for a comprehensive countermeasures program.

The new sites, selected from among 57 applications, are in addition to nine active ASAP locations designated originally in June 1970 by Secretary of Transportation John A. Volpe, Toms said.

"With the selection of additional locations, all of which will be studied carefully for eventual award of three-year, federally funded contracts, we expect to achieve a substantial decrease in highway fatalities attributable to individuals who drive following excessive drinking."

Sites chosen by a technical evaluation panel are eligible for preliminary funding for proposal development by the Department

-more-

of up to $10,000, Toms announced. Projects proposed by New Hampshire and South Dakota would cover the entire States.

Other projects involve specific geographic locations within States; including: Phoenix, Arizona; Columbus, Georgia; Indianapolis, Indiana; Wichita, Kansas; New Orleans, Louisiana; Baltimore, Maryland; Boston, Massachusetts; Kansas City, Missouri; Lincoln, Nebraska; Cincinnati, Ohio; Oklahoma City, Oklahoma; and San Antonio, Texas; Richland County, South Carolina; Hennepin County, Minnesota; Cumberland and York Counties, Maine; Fairfax County, Virginia; Pulaski County, Arkansas; and Hillsborough County, Florida.

The locations of ongoing ASAP activities are Denver, Colorado; Washtenaw County, Michigan; Albuquerque, New Mexico; Nassau County, New York; Mecklenburg County, North Carolina (City of Charlotte); Portland, Oregon, and Eugene, Oregon; the State of Vermont; the State of Washington; and the University of Wisconsin, including Marathon and Sheboygan Counties.

75427

##########

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D.C. 20590

Mr. Krause
Room - 3218

FOR RELEASE MONDAY 2:00 P.M.
January 11, 1971

NHTSA - 8-71
(202) 426-0686

The combined resources of two Government Departments directly concerned with curbing chronic drinker-drivers and the treatment of alcoholism were pledged today in a joint announcement by two Presidential cabinet members.

Secretary of Transportation John A. Volpe and Secretary of Health, Education and Welfare Elliot L. Richardson said that an inter-agency alcohol safety countermeasures agreement has been signed on behalf of their respective departments to re-emphasize to the American public the danger inherent in drinking and driving, and the menace posed by the excessive use of alcohol in relationship to personal health.

Both Secretaries noted that there are available, specialized organizations in their agencies charged with furthering the program -- the National Highway Traffic Safety Administration, and National Institute of Mental Health. They called for accelerated activities of the responsible agencies with the aim of reducing the Nation's alcohol-related traffic death toll, and the extension of services for the treatment of alcohol addicts.

"The American public is concerned about crime in the streets," Secretary Volpe said, "but often fails to recognize the greater problem in terms of death and injury produced by crime on our roads -- the crime of drunk-driving. The Traffic Safety Administration estimates that some 50 percent of all traffic fatalities are causally related to alcohol overuse. And it appears that problem drinkers, not social drinkers, are most to blame. How much longer will we tolerate this?"

-more-

"Our most recent estimates," Secretary Richardson said," disclose that some ten million Americans are dependent on alcohol -- a shocking figure that yet does not begin to reveal the damage to the Nation in terms of alcohol-related disease, broken families, economic ruin, and death. Clearly, a concerted Federal response to this challenge is overdue.

"Our collaborative effort with the Department of Transporation, coupled with the new legislation signed by President Nixon, on January 2, 1971 -- The Comprehensive Alcohol Abuse, Prevention, Treatment and Rehabilitation Act -- give us for the first time the tools we need to fight alcohol abuse and alcoholism on a nationwide scale."

The departments are directed to provide technical assistance, policy coordination and interchange of funds under terms of the formal agreement. Each will concentrate on two major thrusts already operational; the Department of Transportation's "Alcohol Safety Action Program (ASAP)," an ongoing plan for nationwide community action focusing upon undisciplined drinking-driving, and Health, Education and Welfare's effort to support community treatment and rehabilitation programs for persons who regularly drink to excess.

Major provisions of the inter-agency agreement include the development of public education materials; the evaluation of ASAP applications from various States and communities, including surveys of proposed sites and consulting assistance. There also will be possible support of additional treatment facilities by NIMH at selected ASAP sites; field experiments and research projects within the United States, and in foreign countries, to provide for an exchange of mutually beneficial information, and coordination of activities with private medical and treatment agencies.

A further extension of the leadership role already undertaken in alcoholism and traffic safety programs within U. S. Government Agencies is incorporated in the agreement.

########

75423

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE MONDAY A.M.
January 11, 1971

NHTSA -- 15-71
Tel. (202) 426-0686

A two-day Forum on Alcohol Safety Countermeasures will open in Washington tomorrow (Tuesday) for 500 leaders of women's national organizations with Secretary of Transportation John A. Volpe giving the keynote address.

Underscoring the importance attached by the U.S. Department of Transportation to the problem of the excessive drinking-driver, Mrs. Spiro T. Agnew, wife of the Vice President, has been requested by Mrs. Richard Nixon to represent the First Lady at what the Department describes as the largest meeting ever called for women leaders. They represent some 140 national organizations whose membership includes upwards of 40 million women.

"With the completion of extensive study and preparation by the Department, we are ready for an intensive, nationwide effort to be concentrated on the drunk driver who endangers the lives of all Americans on our highways," said Secretary Volpe on the eve of the Forum at the Washington-Hilton.

"The National Highway Traffic Safety Administration's nine initial Alcohol Safety Action Projects in various States are scheduled to become operational on January 15th. To this nucleus has been added 20 more sites in other geographical areas of the Nation which were announced recently. I am sure that representatives at the Forum will recognize the need for all-out support of our efforts."

-more-

In addition to Secretary Volpe, speakers at the several sessions include Douglas W. Toms, Acting Administrator, National Highway Traffic Safety Administration, and his Associate Administrators; Governor Richard Ogilvie, of Illinois; Judson B. Branch, Chairman, Allstate Insurance Companies; Miss Susan Huskisson, of Knoxville, Tennessee, National Youth Safety Spokesman, and key representatives from each of the Traffic Safety Administration's Alcohol Safety Action Projects.

Conferees also will meet in sessions scheduled under the chairmanship of the Traffic Safety Administration's ten regional directors to discuss with their respective governors' highway safety representatives the alcohol traffic safety program and legislative needs in their States.

James E. Wilson, Acting Associate Administrator, Traffic Safety Programs, will preside at the opening session. A luncheon program is in charge of Willard Y. Howell, Director, Office of Alcohol Countermeasures. Mrs. William R. Kidd, of Ocala, Florida, President, National Association of Women Highway Safety Leaders, which has been aiding the Traffic Safety Administration in planning the Forum, and Florida State Senator Ralph Poston, a member of the Department's National Highway Advisory Committee, are speakers at the Wednesday general session.

Conference registrants will have an opportunity to inspect several alcohol chemical breath and reaction testing devices, and there will be exhibits by the Department of its 16 Motor Vehicle Safety Standards and Alcohol Safety Countermeasures Program.

###########

75601

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
January 13, 1971

NHTSA -- 13-71
(202) 426-0686

The Department of Transportation proposes amendments to a Federal safety standard including one that would allow certain plastics to be used as glazing materials in specified locations of motor vehicles.

Under the Notice of Proposed Rulemaking issued today by the National Highway Traffic Safety Administration, these certain plastic materials would not have to meet the chemical resistance tests currently required for plastics by Federal Motor Vehicle Safety Standard No. 205, "Glazing Materials." These tests are designed to show resistance to cleaning agents so that no tackiness or loss of transparency occurs.

The Safety Administration proposal allows these plastics to be used in areas of motor vehicles where driver visibility would not be affected. The plastic materials would be required, however, to possess superior structural qualities that are not adversely affected by the chemical agents. They would also be required to be labeled with instructions for cleaning, indicating methods and agents which can be used to minimize loss of transparency.

The proposed locations where these plastics would be permitted, at levels not required for driving visibility, are windows and doors in campers, pick-up caps, pick-up covers, pick-up canopies,

-more-

motorcycle windscreens below a designated point, standee windows in buses, interior partitions and auxiliary wind deflectors, folding doors, openings in the roof, flexible curtains, readily removable windows, and ventilators used in conjunction with readily removable windows.

Under another proposed amendment, manufacturers of glazing material would be required to add certain markings, now optional, to the present marking requirements. The new markings are the symbol "DOT," and a code number identifying the manufacturer. The symbol and the code number, which would be assigned by the Safety Administration on the manufacturer's written request, would represent the manufacturer's certification that his product complies with Standard No. 205. The marking would be required to be placed in the lower left corner of the windshield, and either the lower left or lower right corner of any other window.

Another proposed amendment would require glazing material used in interior mirrors in motor vehicles, because of the potential of these items for causing injuries in crashes, to be made of safety glazing material that meets the requirement of the Standard.

In addition, some minor technical amendments also are proposed. The proposed requirements concerning plastics would be effective July 1, 1971. The requirements for certification and mirrors would become effective January 1, 1972.

Interested persons are invited to submit data, comments, or arguments on the proposed rulemaking by the close of business on March 9, 1971.

75428

##########

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

SPECIAL
CONSUMER PROTECTION BULLETIN

No: 1-71 January 14, 1971

SUBJECT:

Alerting U. S. Motorists to specific use-risk situations in connection with highway use of certain General Motors Corporation vehicles. And inviting current consumer experience regarding this use-risk.

MAKE/MODEL/YEAR:

All 1961 through 1969 model year Chevrolet Corvair vehicles.

BACKGROUND:

An investigation by the Department of Transportation's National Highway Traffic Safety Administration of the direct air heating system used in all 1961 through 1969 model year Corvair vehicles has disclosed that a problem with engine fumes does exist in some of these vehicles. Although the investigation is not yet completed, Douglas Toms, Acting Administrator of the Traffic Safety Administration, believes the public should be alerted to the potential health and safety hazards indicated by the preliminary findings. The fact that winter has begun and vehicle heaters are being used regularly makes this bulletin at this time particularly important.

-more-

PROBLEM:

The fume problem in Corvair vehicles may relate to vaporization of engine oil, combustion chamber leaks, exhaust manifold leaks, and the design of the Corvair heater.

Field tests of a limited sample of Corvair vehicles have been conducted by Safety Administration engineers. The sample thus far has consisted of vehicles for which complaints had been registered regarding the presence of fumes in the passenger compartments. In each of the vehicles in which significant concentrations of carbon monxide were present as a result of heater operation, there were also present combustion fumes that produced eye irritation and unpleasant odors, and, in addition, a distinguishable hissing sound emitted from the engine compartment. Vehicles having low levels of carbon monoxide did not always have the objectionable fumes or the noticeable engine noise.

INTERPRETATION:

The Safety Administration is now turning its attention to an intensive survey of a random sampling of Corvair vehicles. Until that inquiry is completed and the Safety Administration issues a statement on its findings, operators of Corvair vehicles who notice any fume odors connected with the operation of the heater are advised to seek repairs immediately, and, until satisfactory repairs are obtained, to keep a window open at least one inch at all times during heater operation.

CONSUMER REQUEST:

Corvair owners experiencing fume problems related to heater operation are also requested to contact the Safety Administration. The address is: National Highway Traffic Safety Administration, Department of Transportation, Washington, D. C. 20591.

#########

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 14, 1971 —

NHTSA -- 18-71
(202) 426-0686

The Department of Transportation's National Highway Traffic Safety Administration issued a special Consumer Protection Bulletin today, alerting motorists to potential risks in the operation of heating systems in certain General Motors Corporation Corvair vehicles.

Specifically involved in the risk "alert" are all 1961 through 1969 model year Chevrolet Corvair vehicles. A preliminary investigation conducted by the Safety Administration of the direct air heating system used in all 1961 through 1969 model year Corvairs has disclosed that a problem with engine fumes does exist in some of these vehicles.

Douglas Toms, Acting Administrator of the Safety Agency, stressed that the investigation is not yet completed but that "the public should be alerted to the potential health and safety hazards indicated by the preliminary findings. The fact that the winter season is here and vehicle heaters are being used regularly makes this bulletin at this time particularly important."

Toms said the agency is now turning its attention to an intensive survey of a random sampling of Corvair vehicles. Until that investigation is concluded, current data indicate that customer-notification of Corvair owners by G. M. is not justified in terms of the total risk to the users.

-more-

The Safety Administration advises operators of Corvair vehicles who notice fume odors connected with the operation of the heater to seek repairs immediately. Until satisfactory repairs are obtained, operators are advised to keep a window open at least one inch at all times during heater operation.

The Safety Administration said the fume problem in Corvair vehicles may relate to vaporization of engine oil, combustion chamber leaks, exhaust manifold leaks, and the design of the Corvair heater.

Today's bulletin states that field tests of a limited sample of Corvair vehicles have been conducted by Safety Administration engineers. The sample thus far has consisted of vehicles for which complaints had been registered regarding the presence of fumes in the passenger compartments.

In each of the vehicles in which significant concentrations of carbon monoxide were present as a result of heater operation, there were also present combustion fumes that produced eye irritation and unpleasant odors, and, in addition, a distinguishable hissing sound emitted from the engine compartment. Vehicles having low levels of carbon monoxide did not always have the objectionable fumes or the noticeable engine noise.

Corvair owners who experience fume problems related to heater operation are asked to report such problems to the National Highway Traffic Safety Administration, Department of Transportation, Washington, D. C. 20591.

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
January 18, 1971

NHTSA -- 9-71
(202) 426-0686

MONTHLY

COMPLIANCE REPORT

Copies of the Compliance Test Reports listed in this summary are available for viewing in the Technical Reference Division, Room 5108, National Highway Safety Bureau, 400 7th Street, S.W., Washington, D.C.

Reproduced copy of any page, or an entire report, may be purchased in Room 5202, at the above address in accordance with the fee schedule prescribed by Part 7, 49 CFR (Public Availability of Information). Basically, the fee is established at 50¢ for each page not larger than 12 x 18 inches, with a minimum charge of $1.00.

NATIONAL HIGHWAY SAFETY BUREAU

Compliance Test Program -- 1968, 1969, and 1970 Vehicles

Monthly Report -- November 1 to November 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	2	0	6	0	0	0	0
105	3	1	0	10	0	0	0	0
110	0	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0	0
204	1	0	0	2	0	2	0	0
207	0	0	0	0	0	0	0	0
210	0	0	0	0	0	0	0	0
212	1	0	0	0	0	0	0	0
301	1	0	0	0	0	0	0	0
Reg 575 (Formerly Reg 375)	26	1	0	12	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 - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSS - 103

WINDSHIELD DEFROSTING AND DEFOGGING

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
Chrysler Corporation	70301	1970/Dodge/Challenger	Failed	103-69-DTB-TR-700266A	610 487
American Motors	70401	1970/American/Hornet	Failed	103-69-DTB-22R-700341	610 488

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSS - 105

HYDRAULIC SERVICE BRAKE, EMERGENCY BRAKE, AND PARKING BRAKE SYSTEMS

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
Toyota	70506	1970/Carolla/Sprinter	Passed	DYS-2310-70-27	610 554
General Motors	70115	1970/Pontiac/Bonneville	Passed	DYS-2310-70-9	610 555
Ford Motor	70210	1970/Continental/Mark III	Passed	DYS-2310-70-28	610 556

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSS - 204

STEERING CONTROL REARWARD DISPLACEMENT

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
Fiat Motor Company	70507	1970/Fiat/124S Sedan	Passed	204-70-DYS-2310-70-37	610 429

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSS - 212

WINDSHIELD MOUNTING

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
Fiat Motor Company	70507	1970/Fiat/124S Sedan	Passed	212-70-DYS-2310-70-38	610 430

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSS - 301

FUEL TANKS, FUEL TANK FILLER PIPES, AND FUEL TANK CONNECTIONS

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
Fiat Motor Company	70507	1970/Fiat/124S Sedan	Passed	301-70-DYS-2310-70-39	610 431

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSR PART 575 (Formerly FMVSR PART 375)

CONSUMER INFORMATION

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
General Motors	70111	1970/Buick/Skylark	Passed	375-ARB-70-001-TRDOT 1	610 432
	70113	1970/Buick/Riviera	Passed	375-ARB-70-010-TRDOT 10	610 433
	70116	1970/Oldsmobile 98	Passed	375-ARB-70-009-TRDOT 9	610 434
Ford Motor Company	70208	1970/Ford/Mustang	Passed	375-ARB-70-002-TRDOT 2	610 435
	70209	1970/Lincoln/Continental	Passed	375-ARB-70-008-TRDOT 8	610 436
Chrysler Corporation	70305	1970/Plymouth/Sport Fury	Passed	375-ARB-70-006-TRDOT 6	610 437
	70307	1970/Imperial	Passed	375-ARB-70-007-TRDOT 7	610 438
American Motors	70404	1970/Rebel	Passed	375-ARB-70-005-TRDOT 5	610 439
Checker Motors	70504	1970/Checker/Marathon	Passed	375-ARB-70-003-TRDOT 3	610 440
Porsche KG	70512	1970/Porsche/914-4	Failed	375-ARB-70-004-TRDOT 4	610 441
Peugeot	70514	1970/Peugeot/504	Failed	375-DTB-70-005-DTB22R70-1344	610 442
Volvo	70516	1970/Volvo/144	Failed	375-DTB-70-004-DTB22R70-1327	610 443

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSR - 575 (Continued)

CONSUMER INFORMATION

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
British Leyland Motors	70509	1970/MG Midget/Mark III	Failed	375-70-OTL-M-70361-3	610 500
Subaru of America, Inc.	70513	1970/Subaru/FF-1-110 Star	Failed	375-70-OTL-M-70361-4	610 501
Volkswagen of America	70505	1970/Volkswagen/Model 11	Failed	375-70-OTL-M-70361-10	610 502

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSR - 575 (Continued)

CONSUMER INFORMATION

MANUFACTURER	NHSB No.	YEAR/MAKE/MODEL	RESULTS	REPORT No.	DOT/HS No.
General Motors Corp.	70106	1970/Chevrolet/Impala	Failed	375-70-OTL-M-70361-7	610 489
	70108	1970/Chevelle/Malibu Spt Cpe	Passed	375-70-OTL-M-70361-1	610 490
	70109	1970/Chevrolet/Corvette	Passed	375-DTB-70-010-DTB22R70-1523	610 491
	70114	1970/Pontiac Exec/Safari	Failed	375-70-OTL-M-70361-5	610 492
	70117	1970/Cadillac Fleetwood/ Eldorado	Failed	375-70-OTL-M-70361-9	610 493
Ford Motor Company	70204	1970/Ford/LTD	Passed	375-DTB-70-008-DTB22R70-1461	610 494
	70205	1970/Ford/Torino S/W	Passed	375-DTB-70-006-DTB22R70-1406	610 495
	70207	1970/Mercury/Cougar	Passed	375-DTB-70-009-DTB22R70-1493	610 496
Chrysler Corporation	70304	1970/Dodge/Charger 500	Passed	375-DTB-70-007-DTB22R70-1454	610 497
American Motors	70403	1970/AMX/Sport Coupe	Failed	375-70-OTL-M-70361-6	610 498
	70405	1970/Ambassador/4-dr. Sdn.	Passed	375-70-OTL-M-70361-2	610 499

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS INITIATED

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSR No. or FMVSS No.	MANUFACTURER
103	American Motors
103	Chrysler Corporation
105	British Leyland Motors
575	General Motors

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS CLOSED

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSS No.	MANUFACTURER
None	None

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSS No.	MANUFACTURER
103	American Motors
103	Chrysler Corporation (3)
103	General Motors (2)
105	American Motors
105	Chrysler Corporation
105	Ford Motor Company
105	General Motors (2)
105	Renault
105	British Leyland Motors (3)
105	Mercedes Benz
204	Fiat Motor Company, Inc. (2)

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 30, 1970

FMVSS No. (Cont'd)	MANUFACTURER
Reg. 575	General Motors (4)
Reg. 575	Volkswagen
Reg. 575	Porsche KG
Reg. 575	Subaru
Reg. 575	British Leyland
Reg. 575	Peugeot, Inc.
Reg. 575	Volvo, Inc.
Reg. 575	Saab, Inc.
Reg. 575	Bayerische Motor Corporation

NATIONAL HIGHWAY SAFETY BUREAU

MONTHLY REPORT - NOVEMBER 1 THRU NOVEMBER 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	0	0	0	7	0	0	0	0	0
108	35	7	0	21	0	0	0	0	0
109	235	38	0	303	0	0	0	5	0
116	0	0	0	9	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	21	0	0	0	2	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)
106	Summitt Motor Corp. - Importer, Akron Brake Hose
106	Summitt Motor Corp. - Importer, Stop (France) Brake Hose
106	Renault (France)
106	ATE (Germany)
106	Schafer (Germany)
116	Bowes Seal Fast Corp.
116	Fisk
116	McKay Manufacturing
116	Motor Kool Products
116	Quaker Oil Company
116	Technical Chemical Company
116	Wagner Lockheed (2)
116	Warwick Laboratories, Inc.

FMVSS	MANUFACTURER
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 Company

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 (5) (2 this period)
108	Chrysler (Truck)
108 *	Plymouth (2) (2 this period)
108 *	Pontiac
108 *	Divco (2)
108 *	Volkswagen
109	Alliance (2)
109 *	Armstrong (47) (3 this period)
109	Continental (4)
109 *	Cooper (36) (6 this period)
109 *	Dayton (12) (2 this period)
109	Denman
109	Dunlop (2)
109 *	Firestone (31)
109 *	Gates (15) (5 this period)
109	General (4)
109 *	General Facrica Espanola Del Caucho (Sp) (3) (3 this period)
109 *	Goodrich (22) (2 this period)
109	Goodyear (7)
109 *	Kelly-Springfield (8)
109	Lee (10)
109 *	Mansfield (17) (5 this period)
109	McCreary
109	Metzeler (3)
109	Mohawk (4)
109	Pirelli (3)
109 *	Pennsylvania (16) (2 this period)
109	Seiberling (4)
109	Semperit (2)
109	Sumitomo (5)
109 *	Uniroyal (38) (8 this period)
109 **	Uniroyal
109	Vredestein (5)

* Investigations initiated this report

** Includes one line produced for other manufacturer

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM

INVESTIGATIONS CLOSED

FMVSS	MANUFACTURER
None	None

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 68

MONTHLY REPORT - NOVEMBER, 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART NUMBER	RESULTS	REPORT NUMBER	DOT/HS No.
Bus and Truck Supply Company	N.A.	Backup Lamp	05-1009-505	Passed	ETL 413667	610 444
Bus and Truck Supply Company	N.A.	Side Marker Lamp	05-3-1008-501	Passed	ETL 413668	610 445
Bus and Truck Supply Company	N.A.	Side Marker Lamp	05-3-1008-502	Passed	ETL 413669	610 446
Bus and Truck Supply Company	N.A.	Rear Identification Lamp	05-1010-501	Passed	ETL 413770	610 447
Bus and Truck Supply Company	N.A.	Front Identification Lamp	05-1010-502	Passed	ETL 413771	610 448
Bus and Truck Supply Company	N.A.	Combination Clearance and Side Marker Lamp	05-1010-501	Passed	ETL 413850	610 449

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 69

MONTHLY REPORT - NOVEMBER, 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART NUMBER	RESULTS	REPORT No.	DOT/HS No.
Chevrolet Corvette	Guide Lamp Division	Front Turn Signal and Parking Lamp	917081	Passed	ETL 413416	610 450
Chevrolet Corvette	Guide Lamp Division	Backup Lamp and Reflex Reflector	910997	Passed	ETL 413418	610 451

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 70

MONTHLY REPORT - NOVEMBER, 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART NUMBER	RESULTS	REPORT No.	DOT/HS No.
Datsun	Niles	Turn Signal Flasher	F215A	Passed	ITL 108-90077	610 511

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 68

MONTHLY REPORT - NOVEMBER, 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART NUMBER	RESULTS	REPORT NUMBER	DOT/HS No.
Divco Truck Co.	Tung Sol Division Wagner Electric Co.	Combination Turn Signal and Hazard Warning Flasher	N.A.	Failed	ETL 413390B	610 503
Divco Truck Co.	J. W. Speaker Corp.	Backup Lamp	535900	Passed	ETL 413631	610 504
Divco Truck Co.	Stimsonite Div. Elastic Stop Nut Corp.	Reflex Reflector	OE-15951	Passed	ETL 413648	610 505

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 70

MONTHLY REPORT - NOVEMBER, 1970

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART NUMBER	RESULTS	REPORT NUMBER	DOT/HS No.
Chrysler-Barracuda	N.A.	Combination Rear Lamp	3403050-1	Failed	ITL 108-90116	610 452
Chrysler-Fury	N.A.	Side Marker and Reflex Reflector	3403637-8	Passed	ITL 108-90117	610 453
Chrysler	N.A.	Front Turn Signal and Parking Lamp	3403212	Passed	ITL 108 90118	610 454

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 70

MONTHLY REPORT - NOVEMBER, 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART NUMBER	RESULTS	REPORT NUMBER	DOT/HS No.
Chevrolet Nova	Guide Lamp Division General Motors Division	License Plate Lamp	SAE L64	Passed	ITL 108-90098	610 513
Dodge Coronet	Keeler Brass Co.	Front Parking and Turn Signal Lamp	SAE 70-WO	Passed	ITL 108-90100	610 514
Plymouth	Holland Die Cast Co.	Rear Sidemarker and Reflex Reflector	SAE PIA-70R	Passed	ITL 108-90102	610 515
Plymouth Fury	N.A.	Head Lamp Housing	SAE H 70P	Passed	ITL 108-90119	610 516
Dodge Charger	Tassell Hareware	Backup Lamp	SAE R 68S	Passed	ITL 108-90122	610 517
Dodge Charger	Tung Sol Division Wagner Electric Corp.	Hazard Warning Signal Flasher	2926678	Passed	ITL 108-90125	610 518
Dodge Challenger	N.A.	Head Lamp Housing	SAE H-70J	Passed	ITL 108-90138	610 519
Plymouth Valiant	N.A.	Head Lamp Housing	SAE H-69V	Failed	ITL 108-90139	610 520

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 70

MONTHLY REPORT - NOVEMBER, 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART NUMBER	RESULTS	REPORT NUMBER	DOT/HS No.
Buick Skylark	Guide Lamp Division	Combination Rear	910661	Passed	ETL 413435	610 467
Pontiac Catalina	Guide Lamp Division	Parking, Front Turn Signal, Side Marker Lamp and Reflex Reflector	917609	Passed	ETL 413420	610 468
Pontiac Firebird	Guide Lamp Division General Motors Corp.	Headlamp Housing	DMD 22H70	Failed	ITL 108-90093	610 512
Chevrolet Nova	Guide Lamp Division General Motors Div.	License Plate Lamp	SAE L64	Passed	ITL 108-90098	610 513

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 70

MONTHLY REPORT - NOVEMBER, 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART NUMBER	RESULTS	REPORT No.	DOT/HS No.
Bus & Truck Supply Co.	N.A.	Turn Signal Lamp	05-1009-502	Failed	ETL 413664	610 469
Bus & Truck Supply Co.	N.A.	Tail Lamp	05-1009-503	Passed	ETL 413665	610 470
Bus & Truck Supply Co.	N.A.	Combination Clearance and Side Marker Lamp	05-1010-502	Passed	ETL 413852	610 471
Bus & Truck Supply Co.	N.A.	Stop Signal Lamp	05-1009-501	Failed	ETL 413663	610 506

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 69

MONTHLY REPORT - NOVEMBER, 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	VEHICLE MFG. PART NUMBER	RESULTS	REPORT NUMBER	DOT/HS No.
Oldsmobile Toronado	Guide Lamp Division General Motors Corp.	Combination Rear Lamp	911289	Passed	ETL 413432	610 507
Pontiac Catalina	Tung Sol Division Wagner Electric Corp.	Turn Signal Flasher	383639	Passed	ETL 414317	610 508

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY 70

MONTHLY REPORT - NOVEMBER 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

MANUFACTURER	COMPONENT MANUFACTURER	COMPONENT	Vehicle Mfg. PART No.	RESULT	REPORT No.	DOT/HS No.
Volkswagen	SWF	Combination Turn Signal and hazard warning flashers	SUF BGE 200.876	Passed	ITL 108-90068	610 509
Volkswagen	Hella	Combination Rear Lamp	MRMSBBL 365FR	Failed	ITL 108-90069	610 510

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 No.	DOT/HS No.
Mitchell	Custom Premium Puncture Sealant	82514	Passed	AOS1044	610 455
Armstrong	Surveyor	H7015	Passed	AOS1076	610 537
Armstrong	Premium Coronet	77515	Failed Labeling	COS8057	610 521
Armstrong	Premium Sportway	56015	Passed	OOS6045	610 472
Allstate	HI Way Special	73514	Passed	AOS1077	610 537
Allstate	HI Way Special	85514	Passed	IOS5117	610 521
Allstate	HI Way Special	82514	Passed	IOS5118* Tire A	610 521
Allstate	HI Way Special	84515	Passed	IOS5119	610 521
Admiral		C7813	Passed	DOS2001	610 472
Super Test	Cougar SST	G7815	Passed	OOS6183	610 472
Admiral		56015	Passed	OOS6039	610 472
Allstate	HI Way Special	735-14	Passed	E9S3073	610 472
Allstate	Snow Guard	F78-14	Passed	E9S3098	610 472

*Same Report listed under Mohawk Rubber Company

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Cooper Tire and Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT/HS No.
Grantmaster	120	77515	Passed	AOS1021	610 456
	Sportsmaster MS	59015	Failed	COS8104	610 522
			Labeling		
	Sportsmaster MS	59015	Failed	COS8126	610 473
			Labeling		
Giant	Polymaster	F7815	Passed	COS8190	610 522
Giant	Polymaster	F7815	Passed	COS8191	610 522
Allstate	Superwide 70	F7014	Passed	DOS2005	610 473
Allstate	Superwide 70	E7014	Passed	DOS2007	610 473
Cooper	Weather Master WIR	E7014	Passed	OOS6056	610 522
Atlas	Weathergard	H7814	Passed	OOS6200	610 538
Falls	Premium 78	G7814	Passed	SOS7010	610 456
Hercules	Wide Belted 70	F7014	Passed	SOS7025	610 456
Hercules	Wide Belt	H78-15	Passed	E9S3240	610 473
Falls	Premium 78	E78-14	Passed	E9S3255	610 473

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Dayton Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Schenuit	Preakness	H7814	Passed	AOS1045	610 539
Schenuit	Preakness	E7814	Passed	AOS1051	610 539
Duralon	D. S. Premium	73514	Failed Phy. Dim.	COS8101	610 457
Duralon	D. S. Premium	77514	Passed	SOS7031	610 457
Mc Claren	Sport Premium	52013	Failed Phy. Dim.	GOS4030	610 523
Mc Claren	Sport Premium	60015	Passed	OOS6078	610 523
Mc Claren		60015	Passed	OOS6079	610 523
Davis	Luxury Premium Sentry	91515	Passed	OOS6042 Tire A	610 539
Davis	Luxury Premium Sentry	77515	Passed	OOS6043	610 523
McCreary	Sport Premium	60015	Passed	OOS6080	610 539

* Same Report listed under Keyly-Springfield Tire Company

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Dunlop Tire and Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT/HS No.
Dunlop	SS Wide Track Belted	F7014	Passed	G1S4002	610 550
Dunlop	SS Wide Track Belted	F7014	Passed	G1S4003	610 550
Dunlop		77514	Passed	G1S4006	610 550
Dunlop	SS Wide Track Belted	H7015	Passed	G1S4007	610 550
Dunlop	Gold Cup	77514	Passed	G1S4008	610 550
Dunlop	Gold Cup	77515	Passed	G1S4010	610 550
Dunlop	SS Wide Track Belted	H7015	Passed	G1S4011	610 550
Dunlop	SS Wide Track Belted	G7014	Passed	G1S4012	610 550
Dunlop	Gold Cup	70013	Passed	G1S4013	610 550
Dunlop	SS Wide Track Belted	G7014	Passed	G1S4014	610 550
Dunlop	SS Wide Track Belted	G7015	Passed	G1S4015	610 550
Dunlop	SS Wide Track Belted	H7014	Passed	G1S4016	610 550
Dunlop	SS Wide Track Belted	G7015	Passed	G1S4017	610 550
Dunlop	Gold Cup	82514	Passed	G1S4019	610 550

MANUFACTURER: Dunlop Canada Ltd. (Canada)

Dunlop		B7813	Passed	G1S4005	610 551
Dunlop	Gold Cup	85515	Passed	G1S4018	610 551
Dunlop	Gold Cup	85515	Passed	G1S4020	610 551

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Firestone Tire and Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT/HS No.
Firestone	Champion Nylon	77514	Passed	AOS1027	610 524
Firestone	Wide Oval 60	G6015	Passed	AOS1054	610 540
Firestone	Wide 60 Oval	G6015	Passed	AOS1056	610 540
Firestone	Wide 60 Oval	F6015	Passed	AOS1057	610 524
Firestone	Sport Wide Oval	F7015	Passed	AOS1073	610 540
Firestone	Super Sports Wide Oval	E7014	Passed	AOS1088	610 540
Firestone	Champion	73514	Passed	COS8163	610 524
Firestone	Town Country	H7814	Passed	COS8171	610 524
Firestone	500	77515	Passed	IOS5125	610 524
Firestone	500	65013	Passed	IOS5127	610 524
Firestone	Deluxe Champion	65013	Failed Phy. Dim.	OOS6025	610 458
Dayton	Thorobred Premium	73514	Passed	AOS1085	610 540
Phillips 66	Sports Car	56015	Passed	COS8043	610 474
Phillips 66	Sports Car	56014	Passed	OOS6196	610 540
Phillips 66	Sports Car	56015	Passed	OOS6197	610 540
Seiberling	Supreme 150	77514	Passed	COS8079	610 458
Firestone	Deluxe Champion Super-R-Belt	F78-14	Passed	E9S3048	610 474
Firestone	Deluxe Champion Belted	H78-15	Passed	E9E3138	610 474

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Gates Rubber Co.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT/HS No.
CBI	Flex Ride	77514	Passed	01S6020	610 552
CBI	Super Flex Ride	L7815	Passed	A0S1059	610 541
NAPA	Deluxe Premium	77514	Passed	C0S8117	610 459
NAPA	Deluxe Premium	77514	Passed	C0S8118	610 525
NAPA	Deluxe Premium	65013	Passed	C0S8120	610 525
White	Magic Trac	65013	Passed	C0S8146	610 459
White	Magic-Trac	84515	Failed Endur.	00S6179	610 541
White	Magic-Trac	84515	Failed Endur.	00S6180	610 541
White	Magic-Trac	77514	Failed Endur.	00S6181	610 541
White	Magic-Trac	77514	Passed	00S6182	610 475
Security	Scat Cat	H7815	Passed	00S6064	610 525
Security	Scat Cat	G7815	Failed H. Speed	00S6065	610 459
Security	Scat Cat	77515	Passed	00S6066	610 525
Security	Scat Cat	H7814	Passed	00S6067	610 525
National	Deluxe Premium	73514	Passed	00S6160	610 475
National	Deluxe Premium	77514	Failed Endur.	00S6162	610 541
CBI	Super Flex Ride	F78-15	Passed	E9S3221	610 475

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: General Fabrica Espanolia Del Caucho (Sp.)

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT/HS No.
	Sports Master M.S.	56015	Failed Labeling	COS8103	610 476

MANUFACTURER: General

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST No.	DOT/HS No.
General	Jet Air II	900-15	Passed	E9S3109	610 476
General	Jet Air II	900-15	Passed	E9S3110	610 476
General	Belted Jumbo 780	F78-15	Passed	E9E3119	610 476
General	Belted Jumbo 780	F78-15	Passed	E9E3120	610 476
General	Belted Jumbo 780	G78-15	Passed	E9E3141	610 476
General	Belted Jumbo 780	F78-15	Passed	E9E3197	610 476
General	Belted Jumbo 780	G78-15	Passed	E9E3198	610 476
General	Belted Jumbo 780	G78-15	Passed	E9E3199	610 476
General	Belted Jumbo 780	G78-15	Passed	E9E3200	610 476
General	Belted Jumbo 780	G78-15	Passed	E9E3201	610 476
General	Belted Jumbo 780	F78-15	Passed	E9E3205	610 476

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: B. F. Goodrich

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
B. F. Goodrich	Silvertown Trailmaker Belted	H7814	Passed	G1S4021	610 553
B. F. Goodrich	Silvertown Trailmaker Belted	H7815	Passed	G1S4022	610 553
B. F. Goodrich	Silvertown Trailmaker Belted	F7815	Passed	G1S4023	610 553
B. F. Goodrich	Silvertown Trailmaker Belted	F7814	Passed	G1S4024	610 553
B. F. Goodrich	Silvertown Trailmaker Belted	G7815	Passed	G1S4025	610 553
B. F. Goodrich	Silvertown Trailmaker Belted	L7815	Passed	G1S4026	610 553
B. F. Goodrich	Silvertown Trailmaker Belted	J7815	Passed	G1S4027	610 553
B. F. Goodrich	Silvertown Trailmaker Belted	L7815	Passed	G1S4028	610 553
B. F. Goodrich	Silvertown Trailmaker Belted	H7814	Passed	G1S4029	610 553
Super Test	Super	73514	Passed	A0S1040	610 460
Super Test	Super	77515	Passed	A0S1041	610 460
B. F. Goodrich	Silvertown 660	85515	Failed-Phy. Dim	C0S8123	610 460
B. F. Goodrich	Silvertown Radial Trailmaker	HR7815	Passed	D0S2011	610 477
Miller	Imperial	82514	Passed	C0S8148	610 477
Miller	Imperial	73514	Passed	C0S8150	610 460
Miller	Imperial	73514	Failed-Phy. Dim	C0S8153	610 460
B. F. Goodrich	Silvertown Belted	F78-15	Passed	E9E3111	610 477
B. F. Goodrich	Silvertown Belted	G78-15	Passed	E9E3208	610 477
Gulf	Deluxe Crown 78WT Belted	H78-15	Passed	E9S3228	610 477
El Dorado	Seville	650-13	Passed	E9S3242	610 477
El Dorado	Premaglas	H78-15	Passed	E9S3243	610 477

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Goodyear Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Goodyear	Custom Wide Tread Polyglas	H70-14	Passed	E9E3069	610 478
Goodyear	Custom Power Cushion Polyglas	F78-15	Passed	E9E3113	610 478
Goodyear	Custom Power Cushion Polyglas	F78-15	Passed	E9E3129	610 478
Goodyear	Custom Power Cushion Polyglas	F78-15	Passed	E9E3132	610 478
Goodyear	Custom Power Cushion Polyglas	F78-15	Passed	E9E3137	610 478
Goodyear	Custom Power Cushion Polyglas	F78-15	Passed	E9E3144	610 478
Goodyear	Custom Power Cushion Polyglas	E78-14	Passed	E9E3149	610 478
Goodyear	Custom Power Cushion Polyglas	E78-14	Passed	E9E3150	610 478
Goodyear	Custom Wide Tread Polyglas	F70-14	Passed	E9E3151	610 478
Goodyear	Custom Power Cushion Polyglas	G78-14	Passed	E9E3152	610 478
Goodyear	Custom Power Cushion Polyglas	G78-14	Passed	E9E3153	610 478
Goodyear	Custom Power Cushion Polyglas	G78-14	Passed	E9E3154	610 478
Goodyear	Custom Power Cushion Polyglas	G78-14	Passed	E9E3155	610 478
Goodyear	Custom Wide Tread Polyglas	F70-14	Passed	E9E3164	610 478
Goodyear	Custom Wide Tread Polyglas	F70-14	Passed	E9E3165	610 478
Goodyear	Custom Power Cushion Polyglas	E78-14	Passed	E9E3190	610 478
Goodyear	Custom Power Cushion Polyglas	E78-14	Passed	E9E3193	610 478
Goodyear	Custom Power Cushion Polyglas	E78-14	Passed	E9E3194	610 478
Goodyear	Custom Power Cushion Polyglas	E78-14	Passed	E9E3195	610 478
Goodyear	Speedway Wide Tread	F70-15	Passed	E9E3212	610 478
Goodyear	Custom Power Cushion Polyglas	G78-15	Passed	E9E3213	610 478
Goodyear	Custom Power Cushion Polyglas	G78-15	Passed	E9E3214	610 478

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Goodyear Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Goodyear	Power Cushion Polyglass	E7814	Passed	AOS1061	610 542
Goodyear	Suburbanite	H7815	Passed	COS8105	610 526
Goodyear	Suburbanite	H7814	Passed	COS8106	610 461
Goodyear	Suburbanite	G7814	Passed	OOS6097	610 526
Goodyear	Suburbanite Polyester	C7814	Passed	OOS6098	610 526

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Kelly-Springfield Tire Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Autoflite	SS 78	G7814	Passed	AOS1075	610 543
Foremost	El Tigre 2+2	H7814	Passed	COS8133	610 462
Vanderbilt	V120 VIP	85514	Passed	COS8136	610 462
Vanderbilt	V110 Ventura	65013	Passed	DOS2012	610 479
Vanderbilt	V110 Ventura	82514	Passed	DOS2013	610 543
Vanderbilt	V110 Ventura	77514	Passed	OOS6147	610 479
Vanderbilt	V110 Ventura	84515	Passed	OOS6149	610 479
Unico	Mark V Glas-Belt	H7814	Passed	COS8140	610 462
Kell -Springfield	Big Grip G/P	F7014	Passed	COS8159	610 479
All American	Custom Sno	77515	Passed	OOS6033	610 527
Davis	Luxury Premium Sentry	91515	Failed-H Speed	*OOS6042 Tire B,C	610 543
Atlas	Weathergard	H7815	Passed	OOS6201	610 543

* - Same Report listed under Dayton Tire & Rubber Company

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Kelly-Springfield

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Crest	20	650-13	Passed	E9S3088	610 479
Unico	Mark IV	815-15	Passed	E9S3249	610 479
Cordovan	Grand Prix Jet	650-13	Passed	E9S3259	610 479

MANUFACTURER: Lee Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Jetzon	Fiberglass Belted	F7814	Passed	A0S1058	610 528
Monarch	Road Hugger	D7014	Passed	C0S8086	610 463
Monarch	Road Hugger	F7014	Passed	C0S8087	610 463
Lee	X6200	56013	Passed	00S6175	610 463
Lee	XL200	56013	Passed	00S6178	610 544
Concorde	Turbo Speed	700-13	Passed	E9S3252	610 480

NATIONAL HIGHWAY SAFETY BUREAU

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Mansfield Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Pennsylvania	Fat Cat HPM	G7014	Passed	AOS1064	610 529
Pennsylvania	Fat Cat HPM	F7014	Passed	AOS1065	610 529
Pennsylvania	Fat Cat HPM	E7014	Passed	AOS1067	610 545
Pennsylvania	Turnpike Fat Cat HPM	H7015	Passed	AOS1083	610 545
Pennsylvania	City Country Belted Cat Snow 70	G7014	Failed-Endur.	OOS6131 * Tire A,B	610 464
Lancer	Esquire	85515	Passed	COS8128	610 481
Lancer	Esquire	85515	Passed	COS8130	610 464
Lancer	Esquire	85515	Passed	COS8131	610 529
Mick. Thom. Spec.	Max Trac Indy Profile	J7015	Passed	DOS2016	610 481
Mick. Thom. Spec.	Max Trac Indy Profile	J7015	Failed-Labeling	DOS2017	610 464
Mick. Thom. Spec.	Max Trac Indy Profile	G7014	Passed	OOS6141	610 464
Harvard	Nobel Custom Belted	G7815	Failed-Endur.	GOS4051	610 529
Falcon	New Yorker Super Wide 70	F7014	Passed	OOS6051	610 529
Falcon	New Yorker Super Wide 70	F7014	Passed	OOS6052	610 529
Falcon	New Yorker	845-15	Passed	E9S3236	610 481

* - Same Report Listed under Pennsylvania Tire & Rubber Company

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: McCreary Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
McCreary	Scot Major	82514	Passed	AOS1081	610 546
McCreary	Scot Major	77514	Passed	OOS6072	610 530
McCreary	Scot Major	73514	Passed	OOS6073	610 530

MANUFACTURER: Mohawk Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Allstate	Hi way Special	77515	Passed	AOS1087	610 547
Allstate	Hi way Special	82514	Passed	IOS5118 * Tire B,C	610 531
Mohawk	Air-Flo	825-14	Passed	E9S3004	610 482
Mohawk	Regency	F78-14	Passed	E9S3005	610 482

* - Same Report Listed under Armstrong Rubber Company

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Pennsylvania Tire and Rubber Company of Miss.

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Mansfield	SST	F7015	Passed	GOS4060	610 532
Mansfield	SST	E7014	Passed	GOS4061	610 532
Mansfield	SST	H7015	Failed-Endur.	GOS4062	610 548
Mansfield	SST	F7015	Passed	GOS4063	610 532
Mansfield	SST	E7014	Failed-Strength	GOS4064	610 532
Pennsylvania	City Country Belted	G7014	Passed	* OOS6131	610 465
	Cat Snow 70			Tire C	
	Golden Falcon	900-15	Passed	E9S3235	610 483
Falcon	Imperial Falcon	735-14	Passed	E9S3276	610 483

MANUFACTURER: Seiberling Tire and Rubber Company

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Seiberling	Nylon 110	82514	Passed	OOS6157	610 484

MANUFACTURER: Sumitomo Rubber Industries Ltd. (Japan)

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Sumitomo	SC71	84515	Passed	OOS6154	610 485

* - Same Report Listed under Mansfield Tire & Rubber Company

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Uniroyal Incorporated

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Medallion	Marquis	E7814	Passed	A0S1016	610 533
Uniroyal	Uniroyal Master	E7814	Passed	A0S1024	610 533
Uniroyal	Uniroyal Master	F7814	Passed	A0S1025	610 466
Uniroyal	Laredo	73514	Passed	00S6063	610 533
Uniroyal	Laredo	65013	Passed	00S6132	610 486
Uniroyal	Laredo	73514	Passed	00S6133	610 486
Uniroyal	Laredo	88515	Passed	00S6134	610 486
Uniroyal	Laredo	85515	Failed-Phy. Dim.	00S6135	610 549
Uniroyal	Uniroyal Master	J7814	Passed	S0S7022	610 466
Gillette	Sprint GT Armor Belted	H7015	Passed	C0S8052	610 466
Peerless	Winter Trac	H7015	Passed	C0S8109	610 486
Peerless	Winter Trac	F7015	Passed	C0S8110	610 466
Peerless	Winter Trac	L7015	Passed	C0S8111	610 533
Peerless	Winter Trac	H7014	Passed	C0S8112	610 466
	Ultra Sonic	85515	Failed-Labeling	C0S8114	610 486
	Ultra Sonic	85515	Failed-Labeling	C0S8116	610 486
Delta	Super Wide Tread	H7015	Failed-H Speed	00S6087	610 466
Sonic	Ultra Sonic	65013	Passed	00S6172	610 486
Sonic	Ultra Sonic	73514	Passed	00S6173	610 466
Sonic	Ultra Sonic	65013	Passed	00S6174	610 466
Globalaire	100	815-15	Passed	E9S3022	610 486
McCreary	Scot Hawk Extra Wide	G78-14 (A) G78-15 (B&C)	Passed	E9S3100	610 486
Uniroyal	Master	E70-14	Passed	E9S3108	610 486
Uniroyal	Fastrak Belted	H78-15	Passed	E9E3115	610 486
Uniroyal	Fastrak Belted	F78-15	Passed	E9E3116	610 486
Uniroyal	Fastrak Belted	F78-15	Passed	E9E3117	610 486
Uniroyal	Fastrak Belted	H78-15	Passed	E9E3135	610 486

FMVSS 109 (Cont'd)

NEW PNEUMATIC TIRES

MANUFACTURER: Uniroyal Incorporated

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER	DOT/HS No.
Uniroyal	Fastrak Belted	E78-14	Passed	E9E3176	610 486
Uniroyal	Fastrak Belted	E78-14	Passed	E9E3178	610 486
Uniroyal	Fastrak Belted	E78-14	Passed	E9E3192	610 486
Fisk	Super Safti-Flight	900-15	Passed	E9S3224	610 486
Fisk	Super Safti-Flight	H78-15	Passed	E9S3225	610 486
Gillette	Golden Bear	F78-15	Passed	E9S3268	610 486
Gillette	Safety Premium	C78-14	Passed	E9S3270	610 486
Gillette	Executive	885-14	Passed	E9S3271	610 486
Gillette	Executive Premium	775-14	Passed	E9S3272	610 486
Gillette	RFD Traction	650-13	Passed	E9S3274	610 486

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR MONDAY RELEASE
January 18, 1971

NHTSA -- 14-71
(202) 426-0686

The Department of Transportation moved today to make it easier for drivers of motor vehicles to safely identify and reach essential vehicle controls under daylight and nighttime conditions.

An Amendment issued by Douglas W. Toms, Acting Administrator of the Department's National Highway Traffic Safety Administration, modifies Federal Motor Vehicle Safety Standard No. 101, dealing with motor vehicle control location, identification, and illumination.

Improvement of the Standard, Toms said, is designed to insure accessibility of motor vehicle controls, and to facilitate their selection to reduce the hazards caused by diversion of the driver's attention from the motoring environment.

The Amendment extends applicability of the new requirements of Standard No. 101, which presently cover only passenger cars, to multipurpose passenger vehicles, trucks, and buses. For passenger cars, the control location and identification requirements of the Amendment are effective January 1, 1972; the control illumination requirements for passenger cars, September 1, 1972. All requirements for multipurpose passenger vehicles, trucks, and buses are effective September 1, 1972.

The location requirement of the Standard applies to controls for steering, horn, transmission shift, ignition, headlamps, turn signals, illumination intensity control, windshield wiping, windshield washing, manual choke, and driver's sun visor. These controls must be accessible to a driver restrained by properly adjusted lap and shoulder belts.

-more-

Eleven manually operated controls are now required to be identified. They are the engine start, engine stop, choke, throttle, headlamps and taillamps, clearance lamps, identification lamps, vehicular hazard warning signal, windshield wiping system, windshield washing system, and windshield defrosting and defogging system.

A proposal that foot-operated controls be identified has not been adopted. The Safety Administration said it concurs with industry comment that identification of such controls would be difficult to read, and that relative position on the floorboard is a more important guide to identification.

The nine controls for which illumination is required are the engine stop, vehicle automatic speed control, vehicular hazard warning signal, clearance lamps, identification lamps, windshield wiping system, windshield washing system, windshield defrosting and defogging system, and the heating and air conditioning system.

The Safety Administration said foot-operated controls and controls mounted on the steering column will not be required to be illuminated because lighting would cause glare distraction to the driver and excess light in the driver's compartment. In addition, only the identification of the control, and not the control itself, will have to be illuminated since enough light is normally present to mark the control.

##########

75429

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
January 18, 1971

NHTSA-10-71
(202) 426-0686

More than three million Americans are riding motorcycles for pleasure and economy of transportation. As the popularity of motorcycles has grown an increasing trend has developed toward personalizing or customizing motorcycles.

Today the Department of Transportation's National Highway Traffic Safety Administration warned that certain modifications to a motorcycle can substantially degrade its stability, control, and stopping capability. Other modifications are characterized as substantially increasing the probability of serious injury to the operator and passenger should the vehicle be involved in a crash.

The length and angle of motorcycle forks are extremely important to the stability and high speed handling characteristics of motorcycles. Manufacturers take great care to design motorcycles with the correct fork angle and length for the best handling characteristics for the particular motorcycle, whether it is a street machine, a trail bike, or a dirt racer. Alteration from manufacturers specifications rarely improve the handling performance of a motorcycle.

High handlebars, often referred to as "Ape Hangers," create several problems. They degrade control of the motorcycle, increase arm fatigue, partially block the motorcyclist's field of vision, and can inflict very serious injuries in crashes. Preliminary research points toward handlebars 6 to 9 inches high and about 25 inches wide as the least likely to inflict serious injury in a crash.

-more-

Riders building customized motorcycles, "Choppers" often remove the front wheel brake. The Safety Administration warns that this may be the most deadly modification of all, since more than 60 percent of a motorcycle's stopping ability is in the front wheel because of the weight shift that occurs when the brakes are applied. About two-thirds of motorcycle crashes involve collisions with automobiles or trucks. The lack of a good front wheel brake can double stopping distance and make it impossible to stop in time to avoid another vehicle which turns in front of the motorcycle or pulls out from a side street.

Another growing fad is an ornamented so-called "Sissy Bar," which is a tubular metal back rest rising from the rear of the passenger's section of the seat. The agency warns that "Sissy Bars" with sharply pointed ends or incorporating sharp emblems such as stars or iron crosses can inflict serious injury to operators, passengers, or pedestrians in crashes. It noted that in a high percentage of motorcycle crashes, the motorcycle impacts the riders heavily and if the motorcycle is equipped with a razor sharp sissy bar the results can be devastating.

Safety Administration spokesmen noted that many of the motorcycle features considered potentially hazardous are being seen on bicycles with increasing frequency. While the Safety Administration has no authority to regulate bicycles, it recommends against the purchase of "chopper" type bicycles.

##########

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
January 20, 1971

NHTSA-11-71
(202) 426-0686

The Department of Transportation's National Highway Traffic Safety Administration today issued an advisory, warning of the hazards presented by certain design features of current model motorcycles.

The administrator, Douglas Toms, said the agency is issuing the advisory to warn motorcyclists of certain dangers, as well as to alert the industry to the probability that the Safety Administration will undertake future rule-making actions to correct the dangers. Under the National Traffic and Motor Vehicle Safety Act, the Secretary of Transportation is authorized to issue safety standards for motor vehicles, including motorcycles.

Experimental crashes involving motorcycles show that the problem of fuel system integrity is a serious one. Gas tank caps come open, and the fuel tanks may rupture during impact. Fuel sprays on the engine and on the rider as he moves over the cycle. Tests show that fiberglass tanks are particularly susceptible to rupture during crashes.

The agency also warns that protrusions between the seat and the handlebars and on the handlebars often produce serious lacerations. Among the most dangerous are the storage rack attachments sometimes placed on top of the fuel tanks between the seat and the handlebars, which have resulted in extremely serious groin injuries. The Safety Administration recommends that such racks be removed.

##############

75426

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 22, 1971

NHTSA -- 17-71
Tel. 202-426-0686

James E. Wilson, a native of Berkeley, California, with broad experience in engineering, has been named Acting Associate Administrator for Traffic Safety Programs in the Department of Transportation's National Highway Traffic Safety Administration.

The appointment of Wilson, 48, was announced by Douglas W. Toms, Acting Administrator of the Traffic Safety Administration. He succeeds Bradford Crittenden, who recently was named regional administrator of the Agency's Region IX Office in San Francisco.

Wilson, a graduate of the University of California with a B.S. degree in Engineering, will be responsible for administering Safety Administration programs that provide financial and technical assistance to States and local communities in the development of comprehensive highway safety programs.

Since beginning his Federal service in October 1967, Wilson has served as Director, Office of State and Community Comprehensive Programs, and as Deputy Director, Highway Safety Programs Service.

Prior to joining the Federal Government, Wilson held various engineering positions during 19 years of service with the State of California, Department of Public Works, Division of Highways.

-more-

He is the author of a number of operational research reports and articles relating to highway construction, highway design, and traffic safety, and is a member of the delegation of the Institute of Traffic Engineers to the National Joint Committee on Uniform Traffic Control Devices.

Wilson is married to the former Anne Schneider of San Francisco, and has one daughter, Mrs. Kathryn Grossman, living in Sacramento.

############

75602

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 22, 1971

NHTSA -- 20-71
(202) 42-60686

General Motors Corporation, at the urging of the Department of Transportation, has agreed to recall and correct at its own expense certain clutch control linkage components in approximately 52,000 1967, 1968, and 1969 model GMC school bus and truck chassis.

Secretary of Transportation John A. Volpe requested the recall as a result of an investigation conducted by the National Highway Traffic Safety Administration. The clutch control linkage problem was discovered during an extensive 10-month investigation by Safety Administration engineers who were checking into owner and operator complaints of potential safety problems involving 1969 Chevrolet and GMC school buses.

The Agency's investigative report said " . . . the sudden catastrophic failure of the clutch control linkage results in conditions that can cause loss of control of the vehicle and therefore constitutes a safety-related defect which may contribute to accidents and/or injuries."

The report said under-strength parts in the clutch control linkage system resulted in failures of the ball studs, cordon shafts, ball stud brackets and bell crank levers.

Interviews with drivers and operators who have experienced problems with the clutch control linkage were conducted in Maryland, Massachusetts, New Jersey, New Mexico and Virginia. These inquiries showed that all parts of the clutch control linkage were

-more-

subject to failure without any advance warning.

The report cites these examples of clutch failures which are considered dangerous:

. Clutches suddenly engage causing buses to surge forward, possibly while children are crossing in front of buses.

. Vehicles are in motion in heavy traffic and drivers are attempting to up-shift or to down-shift to meet the speed variations of the traffic flow.

. Vehicles are negotiating icy roads in mountain areas involving steep inclines with many turns.

Such situations, the report said, are typical of emergencies in which every driver needs to have full control of all primary systems including brakes, steering, engine, and power transmission. Further, all control systems must respond immediately to every attempt by each driver to readjust his controls to suit changing traffic conditions.

The Safety Administration had previously announced that its 10-month investigation of late model General Motors school bus and truck chassis resulted in the recall of nearly 47,000 vehicles.

During the course of the investigation, GM initiated two recall campaigns. The recalls were voluntary but they were made only after the Safety Administration began examining GM school buses and trucks for possible safety defects.

The extensive investigation also resulted in the Safety Administration issuing a public advisory to alert owners and operators of 1959 through 1962 Chevrolet and GMC school buses to the danger of possible rupture of the rear flexible brake hose by a loose, out-of-position tailpipe.

##########

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR SATURDAY RELEASE
January 23, 197o

NHTSA -- 16-71
Tel. (202) 426-0686

The Department of Transportation wants prospective car buyers to be able to retain consumer information on new automobiles currently made available at dealer's showrooms.

Since January 1, 1970, auto manufacturers have been required by a Federal Motor Vehicle Safety Regulation on Consumer Information to provide prospective buyers with safety information on Stopping Distance, Acceleration and Passing Ability, and Tire Reserve Loads for their new automobiles. The idea is to enable shoppers to compare cars on a safety basis.

The National Highway Traffic Safety Administration now proposes to revise the Federal regulation so that consumer information is supplied in sufficient quantity to be retained by prospective purchasers or mailed to them upon request.

The Traffic Safety Administration said rational and effective comparison of the safety performance features of various vehicles may be impeded by a system which permits examination of data only in the dealer's showroom under sales-oriented conditions.

Moreover, limitation of consumer information requirements to in-shop examination may deny the benefits of the consumer information provisions of the National Traffic and Motor Vehicle Safety Act to persons who live in rural areas and must do their initial vehicle shopping by mail.

-more-

The Traffic Safety Administration proposes that, effective September 1, 1971, manufacturers be required to take steps to ensure that a continuous supply of the consumer information documents is available for retention by prospective purchasers at each dealership.

Interested persons are invited to submit written data, views, or arguments on the proposed rulemaking by the close of business on March 15, 1971.

##########

75603

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
January 26, 1971

NHTSA -- 22-71
(202) 426-0686

As a result of petitions for reconsideration filed by various tire manufacturers, retreaders, and vehicle manufacturers, the Department of Transportation has amended certain provisions of a new regulation requiring a tire identification and record-keeping system.

On November 10, 1970, the Department's National Highway Traffic Safety Administration published the regulation requiring tires manufacturer after May 1, 1971, to have an identification number, and requiring manufacturers and retreaders to maintain the names of the first purchasers of these tires so that they may be notified if the tires are defective.

The revised regulation contains these major changes:

1. If a tire is manufactured for a brand name owner, the code shall be assigned by the manufacturer rather than by the Safety Administration. The manufacturer is required to supply the Safety Administration with the details of the brand name owner code assignment, if so requested.

2. Retreaders must identify tires by a matrix code, rather than a size code, since it is more probable that defect notification campaigns will be limited to a given matrix rather than a particular tire size.

-more-

3. The requirement that vehicle manufacturers maintain the record of tires on each vehicle shipped has been changed to eliminate the requirement that this information include the tire identification number.

In addition, under separate notice also issued today, Federal Motor Vehicle Safety Standard No. 109, "New Pneumatic Tires - Passenger Cars," is amended to reconcile the requirements of the Standard with the requirements of the Tire Identification and Record Keeping Regulation.

Several petitioners requested that the effective date of the regulation be extended beyond May 1, 1971. The effective date has been extended to May 22, 1971, the date required under provisions of the 1970 amendment to the National Traffic and Motor Vehicle Safety Act.

75609

##########

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
January 27, 1971

NHTSA -- 19-71
(202) 42-60686

The Department of Transportation is sponsoring a special accident investigation training program for 75 researchers in the United States and Europe. The program is designed to provide new and continuing information on methods used to determine the real causes of automobile accidents and subsequent injuries.

Cornell Aeronautical Laboratory's Accident Research Branch at Buffalo, New York, is conducting the highway collision-investigation training courses under a $75,000 contract from the National Highway Traffic Safety Administration.

The first of three, three-week courses for 25 engineers, doctors, psychologists, auto technicians and others involved in accident investigation for research purposes ended December 18. Similar courses for a like number of researchers are planned for February 8-26 and April 12-30.

A major objective of the training program is to ensure an eventual world-wide common approach to accident investigation. The program will equip researchers with the latest techniques in accident investigation. These researchers will then participate in a world-wide program that will seek to improve automobile safety by collecting information concerning the cause and effect of motor vehicle accidents.

-more-

The vehicle, the highway and its environment, and the driver will be studied to determine what role they play in motor vehicle accidents. The collected information will be analyzed to determine what measures can be taken to improve auto safety efforts and to determine how effective these measures are, once put into action.

Most of the students in the initial course last month came from eight North Atlantic Treaty Organization (NATO) countries, with others representing six multidisciplinary accident investigation teams in the U.S. that are sponsored by the Safety Administration.

Students spent the first week of the course reviewing accident investigation techniques. Then they were divided into groups and actually investigated on-the-scene accidents in the Buffalo area. An accident also was simulated in the CAL test track area, filmed and then investigated by the students. Their reconstruction of the accident, speed estimates, etc., were then evaluated and compared with the known facts. In the third week, students evaluated their own investigations and determined areas where course content could be strengthened to ensure proper training of future students.

Course instructors, in large measure, are taken from Cornell Laboratory's teams of professional accident investigators. The "faculty" also includes scientists from the Safety Administration, University of Michigan, University of Miami, University of Houston, University of Rochester, and the Ford Motor Company.

################

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY P.M.
January 30, 1971

NHTSA -- 23-71
(202) 426-0686

Secretary of Transportation John A. Volpe presided today at swearing-in ceremonies for 15 members of a new youth committee formed to advise the Department's National Highway Traffic Safety Administration on ways to involve young people in a national crusade for increased highway safety.

The Advisory Committee is known as YOUTHS, an acronym for Youth Organizations United Toward Highway Safety.

Secretary Volpe, pointing out the disproportionately larger loss of life due to traffic accidents in the 15-24-year-old age group, when compared with any other driver group, challenged the YOUTH members to propose methods whereby the Department can marshal its resources to involve young people in the national effort toward traffic safety.

"We don't expect to impose old programs on these young people," the Secretary said. "We want new blood and new ideas, and we expect them to be a creative and effective force in combating the slaughter on our highways."

The Advisory Committee will meet periodically throughout the year and culminate its 1971 activities at a National Conference on Columbus Day weekend (October 8-11) in San Francisco.

-more-

The National Conference will consist of a cross-section of young delegates from 50 States, who will be given a basis for setting up action programs to involve young people in their local communities.

Acting National Highway Traffic Safety Administrator Douglas Toms said, "It is hoped that young citizens will respond and rise to the challenge of this most urgent problem -- the senseless loss of over 150 lives a day on our nation's highways."

Those sworn in today include:

Mike Banta, Wickliffe, 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 graduate of DePaul University; David McCrabb, Jr., Dayton, Ohio, a graduate of Ohio State School of Transportation; 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; Anne Meiselman, Alexandria, Virginia, a pre-medical student at George Mason College, Univeristy 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.

##########