



DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR TUESDAY RELEASE
March 2, 1971

NHTSA -- 34-71
Tel. (202) 426-0686

Secretary of Transportation John A. Volpe has sent letters to the Nation's Governors telling them how their States rank and compare with all other States in their compliance with 16 Highway Safety Program Standards.

Under the Highway Safety Act of 1966, the States are responsible for carrying out highway safety programs to implement Federal Standards developed by the National Highway Traffic Safety Administration, and issued by the Secretary of Transportation.

In issuing a report card to the States, Secretary Volpe said:

"Ideally, all States should be fully implementing the highway safety standards . . . In my continuing review of the status of highway safety around the country, I find some advances and unhappily, some retrogression.

"As a former governor, I am of course fully appreciative of the problems in enacting your legislative programs and implementing and financing them. But the attack on highway deaths and accidents must be pressed without pause. With nearly all legislative bodies now in session, it is most timely that as a first step, you seek passage of the traffic safety laws your State needs and put them into effect as soon as possible."

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The letters also included a list for each State of specific legislative and administrative steps which it has not taken. The rating grade takes into consideration the State's announced plans as well as its current program level.

The National Highway Safety Advisory Committee, appointed by the President, recommended that Secretary Volpe send the letters to the Governors.

The Secretary sent the Governors a chart showing a fundamental grading system ranging from A to D. This grading system was developed so that each State, the District of Columbia, and Puerto Rico could readily compare its progress or lack of progress with the record of other States in relation to each of the Federal Standards.

The letter code indicates:

- (A) - The State is currently fully implementing the requirements of the Standards.
- (B) - The State's program, when implemented, will conform substantially to the requirements of the Standards.
- (C) - The program when implemented will demonstrate acceptable progress toward implementation of the elements of the Standards.
- (D) - The program does not demonstrate acceptable progress toward implementation of elements of the Standards.

The 16 Highway Safety Program Standards issued by the Secretary of Transportation include: Periodic Motor Vehicle Inspection; Motor Vehicle Registration; Motorcycle Safety; Driver Education; Driver Licensing; Codes and Laws; Traffic Courts; Alcohol in Relation to Highway Safety; Identification and Surveillance of Accident Locations; Traffic Records; Emergency Medical Services; Highway Design, Construction, and Maintenance; Traffic Lighting and Control Devices; Pedestrian Safety; Police Traffic Services, and Debris Hazard Control and Cleanup.

The States ranked in the top 10 in compliance are New York, Virginia, California, Louisiana, South Carolina, Delaware, Pennsylvania, Rhode Island, Utah, and Washington. Out of a total of 832 possible grades, there were 29 A's, 775 B's and C's, and 28 D's. Almost 94 percent of the grades were in the B and C category.

Acting Traffic Safety Administrator Douglas Toms said effective State highway safety programs will help achieve the goal of reducing highway crashes and resulting casualties.

"We are faced with 150 highway deaths a day in this country -- a dismal toll. But we are making progress. Highway fatalities in 1970 totaled 55,300, but significantly, there were 1,100 fewer deaths than in 1969," Toms said.

"We are charged by law to look at the total State program and its effectiveness. Therefore, in reviewing the programs and working with the States from a technical point of view, we are together improving the quality and effectiveness of the program."

Failure to implement an approved program could result in the loss of Federal funds available for grants to the States and local communities under the Highway Safety Act of 1966. It could also lead to loss of 10 percent of the State's Federal-aid highway construction funds.

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Attachment

A - FULLY IMPLEMENTING
B - SUBSTANTIAL CONFORMANCE

C - DEMONSTRATES ACCEPTABLE PROGRESS
D - DOES NOT DEMONSTRATE ACCEPTABLE PROGRESS

STATE	P&A	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316
ALABAMA	OK	C	C	C	C	C	C	C	B	D	C	B	D	D	C	C	C
ALASKA	▲	D	C	C	C	C	B	B	B	C	B	B	B	C	C	C	B
ARIZONA		C	B	B	C	B	B	B	B	C	C	C	D	D	B	C	B
ARKANSAS		B	B	B	C	B	B	B	A	C	B	C	C	B	C	C	C
CALIFORNIA		B	B	C	B	B	C	B	A	B	B	C	B	B	C	B	B
COLORADO		B	B	A	B	C	B	C	B	B	B	C	C	B	C	B	C
CONNECTICUT		D	B	C	B	C	B	A	B	B	B	C	B	B	B	C	C
DELAWARE		B	B	B	B	B	B	B	A	C	B	B	C	C	C	B	C
FLORIDA		C	B	B	B	B	B	C	B	C	B	C	C	B	C	C	B
GEORGIA		C	B	C	C	D	C	C	A	C	B	B	D	C	C	C	C
HAWAII		B	B	B	C	B	B	A	B	C	B	C	C	C	C	C	C
IDAHO		B	B	B	B	C	B	C	B	C	B	C	C	C	C	B	C
ILLINOIS		D	B	D	B	C	B	A	B	D	B	C	C	B	C	C	B
INDIANA		B	B	C	B	B	B	B	C	C	B	C	C	C	B	C	C
IOWA		D	B	B	B	B	B	C	B	D	B	C	C	C	C	C	C
KANSAS		D	B	D	B	C	B	B	B	B	B	B	B	C	B	C	B
KENTUCKY		C	B	A	C	C	C	C	A	C	C	C	C	D	C	C	C
LOUISIANA		B	B	A	C	B	B	C	A	C	B	B	B	C	B	B	C
MAINE		B	B	B	B	C	B	B	B	C	B	B	C	C	C	C	C
MARYLAND		C	B	B	B	B	C	B	B	C	B	B	C	C	C	C	C
MASSACHUSETTS		C	B	B	C	B	C	A	B	C	B	C	C	C	C	C	C
MICHIGAN		B	B	C	B	B	B	B	B	B	B	B	C	C	C	C	C
MINNESOTA		C	B	B	B	C	B	C	A	B	B	B	B	C	C	B	C
MISSISSIPPI		C	B	C	C	C	C	C	C	B	C	C	C	C	C	C	B
MISSOURI		C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
MONTANA		C	B	B	C	C	B	C	C	B	C	B	B	B	C	C	C
NEBRASKA		B	B	C	B	B	B	C	A	C	B	B	B	C	C	C	B
NEVADA		C	B	B	C	B	B	C	B	C	B	C	C	C	C	B	B
NEW HAMPSHIRE		B	B	B	C	C	C	B	B	B	B	B	C	C	C	C	C
NEW JERSEY		B	B	B	C	C	B	B	B	C	C	B	C	B	C	C	C
NEW MEXICO		B	B	B	B	C	C	B	C	C	B	B	C	C	C	C	C
NEW YORK		B	B	B	B	B	B	B	A	B	B	B	B	C	B	C	C
NORTH CAROLINA		B	B	C	B	B	B	C	C	C	B	C	C	C	C	C	C
NORTH DAKOTA		D	B	B	C	C	B	C	A	C	B	B	C	C	C	C	C
OHIO		D	B	B	B	C	B	B	B	B	B	B	B	C	C	C	C
OKLAHOMA		C	C	D	B	C	B	B	B	C	B	C	C	C	C	B	B
OREGON		D	B	C	C	C	B	B	B	C	B	B	C	C	C	C	C
PENNSYLVANIA		B	B	B	B	C	B	C	A	C	B	B	B	C	B	B	C
RHODE ISLAND		B	B	A	C	B	B	A	A	C	C	B	C	C	B	C	C
SOUTH CAROLINA		B	B	A	B	B	B	B	A	B	C	B	C	C	C	B	C
SOUTH DAKOTA		B	B	B	C	B	C	B	C	B	B	C	C	C	C	C	C
TENNESSEE		C	B	C	C	B	C	C	B	D	B	C	D	B	C	C	C
TEXAS		C	B	B	C	B	B	C	C	C	C	C	C	C	C	D	B
UTAH		B	B	B	B	B	B	B	B	B	C	B	B	C	B	C	C
VERMONT		A	B	B	C	C	C	B	A	B	B	B	C	C	D	C	B
VIRGINIA		B	B	A	B	B	B	B	B	B	C	B	B	B	C	C	B
WASHINGTON		D	B	B	B	B	C	B	B	B	B	B	B	B	B	B	C
WEST VIRGINIA		A	B	B	B	C	C	C	B	B	B	B	B	C	C	C	C
WISCONSIN		D	C	C	B	B	B	B	B	C	B	C	C	B	C	C	C
WYOMING		B	C	B	C	B	B	C	C	C	C	B	C	C	C	C	C
DIST. OF COLUMBIA	▼	B	C	A	B	B	B	B	C	C	B	B	C	B	C	D	C
PUERTO RICO	OK	B	B	B	C	C	B	A	B	C	B	B	C	C	B	B	C



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY 2:30 P.M.
March 5, 1971

NHTSA -- 37-71
Tel. 202-426-0686

Secretary of Transportation John A. Volpe said today he has denied requests by the automotive industry for a substantial delay in the effective date for head-on passive occupant crash protection systems in passenger cars.

The Secretary, announcing a comprehensive motor vehicle safety standard, noted that the effective date for head-on passive protection has been adjusted six weeks, from July 1, 1973, to August 15, 1973, to coincide with the normal plant shutdowns in preparation for production of 1974 models.

"We are encouraging manufacturers to install complete passive protection systems just as soon as they possibly can," Secretary Volpe said. "Until they can provide passive rollover and side-impact protection, though, they will be required to install lap belts with warning systems in addition to their head-on passive systems."

The revised rule, issued by the Department's National Highway Traffic Safety Administration, responds to petitions for reconsideration of the Standard published on November 3, 1970. It requires, as a minimum, head-on passive protection for all front seat occupants in 1974 models in a 30-mile-per-hour barrier collision by means such as an air bag, crash deployed nets or blankets, extensive cushioning of the vehicle interior with energy-absorbing material, or some other method which does not require action by vehicle occupants.

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In response to requests and petitions from numerous manufacturers and safety advocates, the Standard requires that lap belts be installed with a warning system that goes on when front seats are occupied and the belts are not used. Lap belts are mandatory in all cars except those that provide complete passive protection in angular, side, and rollover crashes, as well as the frontal protection required of all vehicles.

Beginning August 15, 1975, however, no manufacturer will be allowed to produce any passenger car that doesn't provide complete passive protection in all these modes at all seating positions. The November 3 issuance had specified complete passive protection by July 1, 1974. This delay in requiring complete passive protection has been found necessary because of the difficulty industry will have in designing their vehicles to meet the new tests for passive protection in angular, lateral, and rollover collisions.

To meet the Standard's requirements, effective August 15, 1973, passenger car manufacturers will be required to provide one of two options for passive occupant protection:

(1) A complete passive protection system that would protect occupants from serious injury in a crash at speeds up to 30 mph. Protection is required for occupants in all seating positions in frontal, angular, lateral and rollover crashes.

(2) A passive protection system for the front seat occupants in a head-on collision. This system must protect unbelted occupants in head-on crashes up to 30 mph. In addition, it includes a lap belt at each seating position, offering wearers additional protection in rollovers and other non-frontal crashes. A seat belt warning system, required under this option, activates an audible and visible warning when one or both of the outside front seat positions are occupied and seat belts are not used. The injury criteria must be met in a head-on crash test with and without the lap belts fastened.

The requirements effective for the period beginning on January 1, 1972, were the subject of a Notice of Proposed Rulemaking (Interim Occupant Protection) published September 25, 1970. Its key provisions, which apply to passenger cars, were announced February 9, 1971, to enable manufacturers to initiate preparation for production. But the rule appears in final form for the first time today, and is combined with the requirements for later periods.

On January 1, 1972, manufacturers of passenger cars will be required to provide one of three options for occupant protection:

(1) A complete passive protection system that would protect occupants from serious injury in a crash at speeds up to 30 mph. Occupant protection in both front and rear seats is required in frontal, angular, lateral and rollover crashes.

(2) A protection system including lap belts, that must protect front seat occupants in frontal barrier crashes up to 30 mph. Automatic ratchet-type or inertia reel retractors are required for the lap belts in both front and rear outside seats.

(3) A combination lap-and shoulder belt system in the front outside seating positions, with lap belts at the other positions. Requirements for lap belt retractors, method of release, and for ranges of adjustment are the same as in the second option. Under both the second and third options, a belt warning system is required.

Multipurpose passenger vehicles and small trucks manufactured from January 1, 1972 to August 15, 1975, will have the option of meeting the injury criteria in all impact modes at all seating positions by passive means, or of providing a seat belt assembly at each designated seating position. From August 15, 1975, to August 15, 1977, these vehicles will be required to meet one of the two options permitted passenger cars during the period August 15, 1973, to August 15, 1975. On or after August 15, 1977, they will be required to meet the full passive crash protection requirements that become effective for passenger cars on August 15, 1975.

Multipurpose passenger vehicles and trucks with a Gross Vehicle Weight Rating of more than 10,000 pounds manufactured on or after January 1, 1972, will have the option of providing protection by passive means that meet all the crash protection requirements, or of installing seat belt assemblies at all seating positions. Buses manufactured after January 1, 1972, will be required to provide one of these options for the driver's seating position.

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE MONDAY P.M.
March 15, 1971

NHTSA -- 36-71
(202) 426-0686

The Department of Transportation's National Highway Traffic Safety Administration said today it is withdrawing a proposed rulemaking action that would have amended a new regulation requiring a tire identification and record-keeping system.

The tire identification and record-keeping regulation, published January 26, 1971, requires tire manufacturers and retreaders, beginning May 22, 1971, to maintain the names of the first purchasers of tires manufactured on or after that date so that they may be notified if the tires are defective.

The proposed amendment would have required tire manufacturers, brand name owners and retreaders to maintain the names and addresses of purchasers of tires sold after the effective date of the tire identification and record-keeping regulation, but manufactured before that date.

The Traffic Safety Administration said many comments received objected to the proposed interim procedure. Retreaders contended there would be no practical way of identifying retreaded tires. New tire manufacturers commented that the imposition of an interim system in addition to the permanent system would create an insurmountable recording task that would be detrimental to the effectiveness of the new system applicable to tires manufactured after May 22, 1971.

In view of the demonstrated impracticability of the interim system, the Safety Agency said it decided to withdraw the proposal and discontinue the rulemaking action on the interim procedure.

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DEPARTMENT OF TRANSPORTATION

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

FOR RELEASE THURSDAY P.M.
March 18, 1971

NHTSA -- 38-71
Tel. 202-426-0686.

The Department of Transportation announced today that the B. F. Goodrich Company has agreed to pay \$35,000 in compromise of a civil penalty claim that it produced tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

Involved in the case were Goodrich "Silvertown 660" rayon tires, sizes 6.50 x 13, 6.95 x 14, and 8.55 x 14. Goodrich had previously agreed to recall approximately 43,000 of the 6.50 x 13 and 8.55 x 14 size tires at the request of the National Highway Traffic Safety Administration.

Tests conducted for the Safety Agency on the 6.50 x 13 "Silvertown 660" tires showed that 46 out of 54 failed the strength test required by Federal Motor Vehicle Safety Standard No. 109. In addition, 24 out of 148 tested to the high speed requirements of the Standard failed (6 out of 49, size 6.50 x 13; 4 out of 51, size 6.95 x 14; and 14 out of 48, size 8.55 x 14).

The Traffic Safety Administration said it has notified Goodrich that it is closing its files in the case.

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DEPARTMENT OF TRANSPORTATION

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NEWS

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

FOR SUNDAY RELEASE
March 21, 1971

NHTSA -- 39-71
Tel. 202-426-0686

The Department of Transportation proposes a new Federal Motor Vehicle Safety Standard that would establish performance requirements for motorcycle brake systems. The purpose of the proposed Standard is to ensure safe motorcycle braking performance under normal and emergency conditions.

Under the proposed Standard, which would be effective September 1, 1972, each motorcycle would be required to be equipped with either a split hydraulic service brake system or two independently actuated service brake systems. Vehicles equipped with a split hydraulic service brake system would have failure indicators showing a brake system problem due to pressure loss or low brake fluid level.

In addition, three-wheeled motorcycles, because they have an intended use similar to that of light passenger cars or trucks, would have to be equipped with a parking brake system, and a parking brake indicator. The parking brake system for a three-wheeled motorcycle would be required to hold the vehicle on a 30 percent grade. Two-wheeled motorcycles with side car attachments, as used by police departments, are considered two-wheeled motorcycles for purposes of this rulemaking.

In addition, motorcycles would be required to stop from a given speed in a specified distance and with specified hand brake and pedal brake forces. The proposed rule also would require a

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two-wheeled motorcycle to demonstrate stability while braking by remaining within a 6-foot wide lane. For three-wheeled motorcycles, the roadway lane would be vehicle width plus 5 feet. Brake fade and water recovery requirements also are proposed.

Interested persons are invited to submit data, comments, or arguments on the proposed Standard by the close of business on June 14, 1971.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY A.M.
March 29, 1971

NHTSA — 41-71
Tel. 202-426-0686

The Department of Transportation announced today that Chrysler Corporation has agreed to notify owners of 1970 Barracuda and Challenger automobiles that a safety problem may exist in the vehicle's seat back latching mechanism.

The Department's National Highway Traffic Safety Administration said the safety-related defect concerns an improperly adjusted latching mechanism striker assembly that prevents the seat back from latching when it is returned to an upright position after being rotated forward.

The Safety Agency said that when the seat back fails to latch, the chance of injury to a person sitting in the seat increases sharply, in the event of a crash, and the impact protection for a person sitting behind the improperly latched seat is dramatically reduced.

The notification represents Chrysler's second letter to owners concerning this problem, which involves a violation of Federal Motor Vehicle Safety Standard No. 207, "Anchorage of Seats." An earlier letter voluntarily sent by Chrysler in October 1970 was deficient, the Safety Agency said, because it was not sent by certified mail, as required by law, and because it failed to specify the proper amount of force by which a user should be able to engage the latching mechanism.

Chrysler's second letter will notify each owner of steps to be taken to determine if the seat latches in his vehicle are functioning properly.

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An investigation conducted by the Traffic Safety Administration involving 85 vehicles found nine with improperly functioning latch mechanisms.

The Safety Agency said that Chrysler has agreed to pay \$5,000 in compromise of a civil penalty claim that it violated the seat anchorage standard.

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DEPARTMENT OF TRANSPORTATION

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY A.M.
April 1, 1971

NHTSA -- 43-71
Tel. 202-426-0686

The Department of Transportation today reissued a proposed rulemaking action that would amend a current Federal motor vehicle safety standard on hydraulic brake hoses and hose assemblies.

Standard No. 106, which specifies performance requirements for hydraulic brake hoses and hose assemblies for use in passenger cars and multipurpose passenger vehicles, is intended to reduce brake failure from pressure loss due to hose leakage or rupture.

Last August 28, the Department's National Highway Traffic Safety Administration issued a proposed amendment that would specify additional requirements for hydraulic brake hoses and assemblies, and also include requirements for air and vacuum brake hoses and hose assemblies. The amendment would also extend the Standard to apply to trucks, buses, trailers, and motorcycles. The reissued proposal incorporates revisions and corrections, published on November 5 and 6, 1970.

The Safety Agency said that research, test results, and other data since the initial issuance of the proposal have shown the need for additional revisions of proposed requirements and test procedures.

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Major revisions have been made in the air brake hose portion of the proposal by eliminating the six types previously specified. Thus, an air brake hose under the proposal may be manufactured from any material in a two layer construction as long as the hose can meet the performance requirements of the standard. The braid material for hydraulic brake hoses also is unspecified but it must meet the performance requirements of the rule.

Test requirements are proposed for air brake hoses to demonstrate resistance to ozone, water, ultraviolet light, zinc chloride, and impact after low temperature exposure. These requirements are considered important factors in establishing brake hose life and strength characteristics.

The proposed effective date of the Amendment is extended from October 1, 1971, to March 1, 1972. Interested persons are invited to submit comments, data, or arguments on the proposed rulemaking by the close of business on May 24, 1971.

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY P.M.
April 14, 1971

NHTSA - 40-71
Tel. 202-426-0686

Secretary of Transportation John A. Volpe today swore in Dr. Charles H. Hartman as Deputy Administrator of the National Highway Traffic Safety Administration.

The 38-year-old Dr. Hartman recently was appointed to the post by Secretary Volpe with the approval of President Nixon. He joined the Traffic Safety Administration (formerly known as the National Highway Safety Bureau until recent enactment of the National Highway Safety Act of 1970) as Deputy Director for Programs in June 1970.

Among those attending the swearing-in ceremony were Douglas W. Toms, Acting Administrator of the Safety Agency, Dr. Hartman's wife, Patricia, daughters Beth, 12, and Amy, 10, his parents, Mr and Mrs. Earl E. Hartman of Red Lion, Pennsylvania, and Mrs. Elizabeth Cooper of New Park, Pennsylvania, Dr. Hartman's mother-in-law.

Before starting service with the Federal Government, Dr. Hartman held university teaching and research posts at Illinois State University and the University of Wisconsin. He also held a series of administrative positions in privately supported highway safety organizations, including six years service with the Automotive Safety Foundation.

A native of Pennsylvania, Dr. Hartman holds a Bachelor's Degree from Pennsylvania's Millersville State College, where he first became interested in highway safety, and a Master's and a Doctor's Degree from Michigan State University.

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NATIONAL TRANSPORTATION WEEK / MAY 16-22
Transportation: Filling the Needs of a Growing America...



DEPARTMENT OF TRANSPORTATION

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY 3:00 P.M.
April 14, 1971

NHTSA -- 47-71
Tel. 202-426-0686

Secretary of Transportation John A. Volpe today announced a new Federal Motor Vehicle Safety Standard that will require automobile manufacturers to build passenger cars with improved bumpers.

The Standard is effective in two stages. Beginning September 1, 1972, it requires front bumpers that will withstand a crash into a fixed barrier at 5 miles per hour, and rear bumpers that can absorb such a crash at 2 1/2 miles per hour without damage to safety-related systems, such as lighting, cooling systems, exhaust and fuel lines.

After September 1, 1973, these systems must, in addition, be protected in a series of tests involving 5 mph frontal impacts and 4 mph rear impacts with a pendulum that weighs as much as the tested car.

Under the new rule issued by the National Highway Traffic Safety Administration, hoods, doors, and trunk lids also must remain operable after the series of impacts.

After September 1, 1973, the pendulum test will insure greater uniformity in bumper height to help eliminate extreme bumper configurations that make override and interlock likely. By requiring a zone of protection across the front and rear of a vehicle that extends from 16 inches above the ground at its bottom

NATIONAL TRANSPORTATION WEEK / MAY 16-22
Transportation: Filling the Needs of a Growing America...

edge and to 20 inches above the ground at its upper edge, the Standard will correct the serious mismatch problems that exist in current passenger car bumpers.

"This Standard is intended to achieve our goals of preventing low-speed collisions from impairing the safe operation of vehicle systems and of reducing the frequency of override and underide in collisions at higher speeds," Secretary Volpe said.

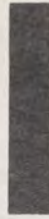
Acting Traffic Safety Administrator Douglas Toms said the Agency decided to moderate the requirement for rear bumpers because to require rear-end strength comparable to the front would involve extensive structural redesign without a commensurate increase in safety.

The Traffic Safety Administration noted that further work is in process to refine or add to the requirements for 1974 model cars.

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DEPARTMENT OF TRANSPORTATION



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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY P.M.
April 16, 1971

NHTSA -- 46-71
Tel. 202-426-0686

The Department of Transportation, acting on a request by the National Motor Vehicle Safety Advisory Council, has reopened the comment period on a proposed Federal Standard, "High Speed Warning and Control."

The proposal, published by the National Highway Traffic Safety Administration on December 1, 1970, would establish requirements to limit the maximum speed of motor vehicles, and to deter excessive speed.

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

The Notice of Proposed Rulemaking had set February 26, 1971, as the closing date for comments. Subsequently, the Advisory Council requested an opportunity to examine the proposal more carefully and to develop specific comments.

The Traffic Safety Administration said the new comment period will close on April 30, 1971.

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NATIONAL TRANSPORTATION WEEK / MAY 16-22
Transportation: Filling the Needs of a Growing America...



DEPARTMENT OF TRANSPORTATION

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR SUNDAY RELEASE
April 18, 1971

NHTSA -- 45-71
Tel. 202-426-0686

The Department of Transportation wants to improve the overall safety of light trucks and certain multipurpose passenger vehicles when these vehicles are transporting high or heavy loads, such as camper bodies.

A light truck carrying a load that has a high "center of gravity," the point at which the entire weight of the load can be considered to be concentrated, may suffer substantial degradation of its braking and handling ability. A high center of gravity is inherent in many camper bodies and readily occurs in other truck loads. In addition, such loads may create a condition of perpetual overload and increase the possibility of structural failures in certain vehicle components.

There is presently very little useful information to guide consumers in matching camper bodies to light trucks. Moreover, camper brochures frequently contain weight values that do not indicate the weight of the fully loaded camper, as they neither include the weight of optional equipment, such as showers, lavatories, or additional tanks, nor do they estimate the weight of passengers, clothing, or supplies.

To deal with these problems, the National Highway Traffic Safety Administration proposes a new Federal Motor Vehicle Safety Standard that would require manufacturers of light trucks and certain incomplete vehicles to indicate the area of the vehicle

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Transportation: Filling the Needs of a Growing America...

where the center of gravity of cargo should be located. The information would have to be specified on a placard attached to the dashboard or glove compartment door and in the owner's manual.

The proposed Standard would require each camper manufacturer to determine the weight and center of gravity of a fully loaded camper. This information would be provided on a placard located on the outside of the camper. The placard would be reproduced in the owner's manual furnished with the camper, where it would be accompanied by a sketch or diagram showing the weight and method of placement of the recommended load for each camper storage compartment.

With the information specifying the camper's weight and center of gravity, the camper owner will be able to match the camper to an appropriate truck. Conversely, owners of trucks will be able to choose campers suitable for their particular truck.

The proposed effective date of the Standard is September 1, 1972. Interested persons are invited to submit comments, data, or arguments on the proposal by the close of business July 6, 1971.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY P.M.
April 16, 1971

NHTSA -- 46-71
Tel. 202-426-0686

The Department of Transportation, acting on a request by the National Motor Vehicle Safety Advisory Council, has reopened the comment period on a proposed Federal Standard, "High Speed Warning and Control."

The proposal, published by the National Highway Traffic Safety Administration on December 1, 1970, would establish requirements to limit the maximum speed of motor vehicles, and to deter excessive speed.

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

The Notice of Proposed Rulemaking had set February 26, 1971, as the closing date for comments. Subsequently, the Advisory Council requested an opportunity to examine the proposal more carefully and to develop specific comments.

The Traffic Safety Administration said the new comment period will close on April 30, 1971.

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Transportation: Filling the Needs of a Growing America...



DEPARTMENT OF TRANSPORTATION

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NEWS

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

FOR RELEASE THURSDAY P.M.
April 22, 1971

NHTSA -- 48-71
Tel. 202-426-0686

The Department of Transportation has issued new regulations affecting manufacturers of vehicles assembled in two or more stages. Under the most significant of these regulations, effective January 1, 1972, manufacturers of incomplete vehicles are required to furnish information to final stage manufacturers to help them conform to Federal Motor Vehicle Safety Standards.

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

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

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

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

Simultaneously with the issuance of this regulation, the Department issued an amendment to the certification requirements for such multi-stage vehicles, an amendment to the certification label requirements for trailers, and an amendment requiring weight rating information to be provided with all vehicles.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
April 15, 1971

NHTSA -- 49-71
Tel. 202-426-0686

YOUTHS, an advisory committee composed of 15 young Americans concerned with highway safety, will meet Saturday, April 17, to discuss issues involving high vehicle speed, muscle cars, and crash survivability.

YOUTHS, an acronym for Youth Organizations United Toward Highway Safety, was formed last November by Secretary of Transportation John A. Volpe to advise the Department's National Highway Traffic Safety Administration on ways to involve young people in a national crusade for increased highway safety.

"We expect this Advisory Committee to be a creative and effective force in combating the slaughter on our highways," Secretary Volpe said.

Federal Safety experts, law enforcement officials, highway safety researchers, sports car and hot rod enthusiasts, and representatives from the automobile industry also will attend the conference at the Marriott Key Bridge Hotel in Arlington, Virginia, starting at 9:00 a.m.

The advisory committee's goal is to arrive at meaningful issues and viable countermeasures with which to involve the young people of America.

Motor vehicle crashes claim a disproportionately larger number of lives in the 15-24-year-old age group (50 a day) than any other driver group. And high speed crashes may figure

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significantly in this awesome toll. In an effort to combat the problem of deaths and injuries resulting from high speed crashes, the YOUTHS advisory committee wants to examine effective countermeasures.

These include:

- Enforcement of traditional traffic speed laws.
- Specialized driver training, such as courses in high speed handling.
- Buckle-up campaigns or other means to get increased usage of seat belts and harnesses.
- Automated traffic control, including automated highways.
- Built in vehicle safeguards, such as radar braking and a Federal proposal on high speed warning and control.
- Equal advertising time to counter the auto industry's emphasis on sex appeal, masculinity, and speed in selling new cars.
- Improved highways, including removal of existing fatal "booby traps."
- Better occupant packaging, such as passive restraints and energy absorbing equipment.

The advisory committee believes that focusing on issues involving high vehicle speed, muscle cars, and crash survivability is a unique and practical approach to the problem that will not "turn off" the young people it is trying to reach.

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**DEPARTMENT OF
TRANSPORTATION** | **NEWS**
**URBAN MASS TRANSPORTATION
ADMINISTRATION**

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY, P.M.
April 24, 1971

NHTSA -- 50-71
Tel. 202-426-0686

Retreaded tires for passenger cars are going to have to meet safety criteria similar to those for new passenger car tires under a new Federal Motor Vehicle Safety Standard announced today by the Department of Transportation.

Issued by the Department's National Highway Traffic Safety Administration, the new Standard requires retreaded pneumatic tires to meet requirements for bead unseating, strength, endurance, and high speed performance identical to those specified for new pneumatic passenger car tires in Motor Vehicle Safety Standard No. 109.

The new Standard, effective January 1, 1972, also requires that retreaded tires meet physical dimension and labeling requirements similar to the requirements of Standard No. 109.

Douglas W. Toms, Acting Administrator of the Traffic Safety Administration, said the new rule will contribute to greater highway safety. "The purpose of Standard No. 109 is to provide the public with passenger car tires that will perform safely under today's driving conditions. Retreaded tires are exposed to the same road conditions as new tires and should meet the same Federal Standards," Toms said.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
April 21, 1971

NHTSA -- 51-71
Tel. 202-426-0686

The Department of Transportation published a list in the Federal Register today of code numbers assigned to new tire manufacturers under the Tire Identification and Record Keeping regulation.

The Department's National Highway Traffic Safety Administration published the regulation last November, with revisions on January 26, 1971, requiring tires manufactured after May 22, 1971, to have an identification number, and requiring manufacturers and retreaders to maintain the names and addresses of the first purchasers of these tires so that they may be notified if the tires are defective.

Under the regulation, new tires manufactured after May 22, 1971, must be marked with a two-symbol manufacturer's code, and retreaded tires must be marked with a three-symbol manufacturer's code. The manufacturer's code is the first grouping within the tire identification number (after the symbol "DOT" or "R" where required).

Codes assigned to retreaders are not being published, at this time, but will soon be available for inspection in the Traffic Safety Administration's Docket Section, Room 5217, 400 Seventh Street, S. W., Washington, D. C. 20591.

The codes assigned to new tire manufacturers replace the requirement that a three-digit code number be marked on new brand name passenger car tires manufactured prior to May 22, 1971, under Federal Motor Vehicle Safety Standard No. 109.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY PM
May 1, 1971

NHTSA -- 52-71
Tel. 202-426-0686

Secretary of Transportation John A. Volpe today announced the establishment of an Office of Consumer Affairs and Public Information within the Department's National Highway Traffic Safety Administration.

"The establishment of a Consumer Affairs Office," Secretary Volpe said, "represents a continuous effort by the Department of Transportation to better serve the public in the area of motor vehicle and highway safety."

The new office will combine the functions of the Director of Public Information, now on the staff of Douglas W. Toms, Administrator of the Traffic Safety Administration, with those of a consumer affairs program, currently performed at several levels by Safety Administration personnel.

"This consolidation of consumer-oriented activities in one staff office," Secretary Volpe said, "will (1) provide centralized direction and control to this most important program, (2) give it greater visibility, and (3) be in keeping with President Nixon's announced consumer information program."

Acting Administrator Toms said placement of the office at the staff level "clearly signifies the importance accorded this function within the Agency."

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Toms said the mission of the new office is to maintain a consumer affairs program, providing information of particular interest and assistance to general or special consumer groups and the public at large, and "to promote public awareness and understanding of motor vehicle and highway safety programs in the United States, the nation's stake in these programs, and progress toward meeting life-saving goals."

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
April 21, 1971

NHTSA--- 53-71
Tel. 202-426-0686

The latest techniques used in inspecting the mechanical condition of motor vehicles will be examined by Government and private industry leaders invited to attend a major technical conference in Washington, D. C. Thursday, April 22.

The one-day conference on "Motor Vehicle Diagnostic Analysis Technology, 1971-85," is sponsored by the United States Senate Committee on Commerce and coordinated by the Department of Transportation's National Highway Traffic Safety Administration.

Senator Philip A. Hart of Michigan will deliver the theme of the meeting at 9 a. m. at the Skyline Inn, 10 Eye Street, S. W., Washington, D. C. Congressional leaders, representatives of the automobile and related industries and Federal and State officials are among the more than 100 persons invited to the conference.

Demonstrations of motor vehicle diagnostic technology will be presented as part of the conference at the District of Columbia Motor Vehicle Inspection Center No. 2, about one block from the site of the conference. Briefings with the demonstrations will be given hourly.

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Douglas Toms, Acting Administrator of the Traffic Safety Administration, said the purpose of the conference is twofold:

"First, it will allow for an interchange of technical information concerning the plus and minus aspects of diagnostic techniques which may be used to enhance the motorist's economic welfare, health and safety. And second," said Toms, "it will provide substantive data and information that may be useful in the development of standards and helpful to Congressional committees in their deliberations concerning legislation for motor vehicles."

Those attending the conference will get a close look at the District of Columbia Inspection Station; the Department's Mobile Inspection Station; the Post Office Department's Portable Emission Van; the Champion Spark Plug Technical Services Laboratory; and the Call Carl Diagnostic Center.

Some of the subjects to be covered at the conference include the value of diagnostic analysis and inspection to the motorist; diagnostic equipment analysis and inspection techniques; training diagnosticians, military development that may benefit motorists; pollution control system requirements; and the value results of diagnostic analysis conducted by the maintenance and repair industry.

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