



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY P.M.  
June 5, 1971

NHTSA - 55-71  
Tel. 202 - 426-0670

The Department of Transportation announced today that the Goodyear Tire and Rubber Company has agreed to pay \$18,000 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 approximately 34,000 Power Cushion tires, size 7.00 x 13, and 11,000 Custom Power Cushion tires, size 9.15 x 15, which were previously recalled at the urging of the National Highway Traffic Safety Administration.

The 7.00 x 13 tires were produced in the company's Los Angeles, California plant in May, June and July of 1968. Tests conducted by independent laboratories for the Traffic Safety Administration showed that 9 out of 20 of these tires failed to pass the strength test required by Federal Motor Vehicle Safety Standard No. 109. The 9.15 x 15 tires were manufactured in January 1969 at the company's Topeka, Kansas plant. Four out of 28 of these tires tested failed the high speed requirements of the standard.

Also involved in the case was the 6.50 x 13 Power Cushion tire which Goodyear had voluntarily recalled, prior to the investigation by the Safety Administration, after Goodyear discovered an error in following manufacturing specifications.

- more -

The company challenged the validity of the test results, but agreed to the compromise settlement in lieu of a court trial. The Traffic Safety Administration has notified Goodyear that it is closing its files in the case.

Goodyear is the tenth tire manufacturer who has settled civil penalty claims alleged by the Government since the tire standard became effective on January 1, 1968.

# # # # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.  
May 6, 1971

NHTSA -- 56-71  
Tel. 202-426-0686

The Department of Transportation's National Highway Traffic Safety Administration wants to establish a new regulation which would require motor vehicle manufacturers to submit identifying information and a description of the items they produce. The regulation also would affect manufacturers of motor vehicle equipment covered by Federal safety standards.

The purpose of the proposed rule is to aid in the regulation of manufacturers under the National Traffic and Motor Vehicle Safety Act, and to aid in establishing a code numbering system for all regulated manufacturers.

The Traffic Safety Administration said that in order to carry out the provisions of the Act, it is necessary to have centrally organized information regarding the manufacturer's corporate status, mailing address, items manufactured, and manufacturing location.

The Department of Transportation wants to assemble this information so as to make it readily accessible to those having enforcement responsibility under the Act.

The proposed regulation would have an effective date 90 days after issuance. Interested persons are invited to submit written data, views, or arguments on the proposed rulemaking by the close of business on June 28, 1971.

#####

76003

---

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



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY A.M.  
MAY 5, 1971

NHTSA - - 57-71  
Tel. 202 - 426-0686

The Department of Transportation rejected as untrue today reports that a new regulation requiring a tire identification and record-keeping system is being withdrawn. The Department stressed that the regulation will go into effect, as scheduled, on May 22, 1971.

Acting National Highway Traffic Safety Administrator, Douglas Toms, said "rumors that we have withdrawn or are considering withdrawal of the regulation are absolutely false. Persons who disseminate such rumors are doing the tire industry and the public a great disservice."

Toms noted that the regulation and its effective date were specified by Congress under provisions of the 1970 amendment to the National Traffic and Motor Vehicle Safety Act.

Effective May 22, 1971, the regulation requires tires manufactured on or after that date to have an identification number, and requires 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.

- more -

---

NATIONAL TRANSPORTATION WEEK / MAY 16-22

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

Under the regulation, tire dealers are responsible for recording the names and addresses of the first purchasers and forwarding such information to the tire manufacturer or his designee.

The Traffic Safety Administration appealed to manufacturers, distributors, dealers, and especially to consumers to make certain the regulation is complied with so that the consumer may be notified if the tire he buys is defective.

#####

76014



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.  
May 13, 1971

NHTSA -- 58-71  
(202) 426-0686

The Department of Transportation announced today that the Mansfield Tire & Rubber Company is voluntarily recalling approximately 80,000 polyester fiberglass belted tires, sizes J78-14 and L78-15, after a preliminary investigation by the National Highway Traffic Safety Administration disclosed some test failures.

Eight of 12 J78-14 tires tested for the Government by independent laboratories failed to meet the endurance test required by Federal Motor Vehicle Safety Standard No. 109.

The company said it was recalling 24,235 tires, size J78-14, and 55,709 tires, size L78-15, after evaluating results of its own tests and those conducted by the Traffic Safety Administration.

The tires involved were manufactured and marketed during the period from June 1969 through January 1971. All of the tires were manufactured under the following trade names:

-more-

Aldens Astro 550; Buccaneer Premium Poly/Belt; Drexel Retco 178 (L78-15 only); Harvard Nobel Custom Belted (L78-15 only); Inland Poly-Plus; Lancer Excalibur; Majestic SR175; Mansfield SST 78 Bias/ Belt; Merit Multiplier (L78-15 only); Oxford XM 2+2 (L78-15 only); Pennsylvania Turnpike Top Cat; Pharis Classic; and Vista New Horizon (L78-15 only).

The recalled size J78-14 and L78-15 tires bear serial numbers which begin with the following symbols: RNT, ONT, DNT, UNC, CNC, TNC, SNC, AA through AY, AO through A9, BA through BY, BO through B6. In addition, some of the L78-15 size tires being with the symbols B7, B8, B9, CA through CJ.

The Traffic Safety Administration said continued use of the tires in question could be hazardous under certain circumstances. The Agency said it is continuing its investigation into the case with a view toward possible civil penalties.

#####



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
June 15, 1971

NHTSA -- 59-71  
(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 Traffic Safety Administration, 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 TRAFFIC SAFETY ADMINISTRATION

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

Monthly Report -- December 1 to December 31, 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	0	0	3	3	0	0	0	0
105	2	0	1	0	0	0	0	8
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	1	0	1	0	0	0	0
203	0	0	0	0	0	0	0	1
204	5	0	0	2	0	2	0	0
207	0	0	0	0	0	0	0	0
210	1	0	0	0	0	0	0	0
212	2	0	0	0	0	0	0	0
301	5	0	0	0	0	0	0	0
Reg 575	0	4	0	16	0	0	0	0

(Formerly Reg 375)

Some investigations cover more than one Compliance Test Failure.

\* Federal Motor Vehicle Safety Standard.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

FMVSS No. 105

HYDRAULIC SERVICE BRAKE, EMERGENCY BRAKE, AND PARKING BRAKE SYSTEMS

<u>MANUFACTURER</u>	<u>NHSB No.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT No.</u>	<u>DOT/HS No.</u>
Chrysler Corp.	70306	1970 Dodge Polara	Failed	DYS-2310-70-22	610 558
British Leyland Motors	70517	1970 MG Midget	Passed	DYS-2310-70-36	610 559

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONCOMPLIANCE TEST PROGRAM - REPORTS ACCEPTEDMONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970FMVSS No. 204STEERING CONTROL REARWARD DISPLACEMENT

<u>MANUFACTURER</u>	<u>NHSB No.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT No.</u>	<u>DOT/HS No.</u>
General Motors Corp.	70105	1970 Chevrolet Impala	Passed	VJ-2838-K-4A	610 560
Ford Motor Company	70201	1970 Ford Galaxie	Passed	VJ-2838-K-5A	610 561
Chrysler Corporation	70302	1970 Dodge Coronet 500	Passed	VJ-2883-K-6A	610 589
British Leyland Corp.	70508	1970 Austin America	Passed	204-70-DYS-2310-70-54	610 722
Toyota Motor Company	70506	1970 Toyota Corolla Sprinter	Passed	204-70-DYS-2310-70-55	610 723

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

FMVSS No. 210

SEAT BELT ASSEMBLY ANCHORAGES

<u>MANUFACTURER</u>	<u>NHSB No.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NUMBER</u>	<u>DOT/HS No.</u>
Ford Motor Company	70205	1970 Ford Torino S. W.	Passed	210-DTB-70-001-DTBO2R70-1567	610 724

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

FMVSS No. 212

WINDSHIELD MOUNTING

<u>MANUFACTURER</u>	<u>NHSB No.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NUMBER</u>	<u>DOT/HS No.</u>
British Leyland Motor Corp.	70508	1970 Austin America	Passed	212-70-DYS-2310-70-52	610 725
Toyota Motor Co. Ltd.	70506	1970 Toyota Corolla Sprinter	Passed	212-70-DYS-2310-70-51	610 726

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONCOMPLIANCE TEST PROGRAM - REPORTS ACCEPTEDMONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970FMVSS No. 301FUEL TANKS, FUEL TANK FILLER PIPES, AND FUEL TANK CONNECTIONS

<u>MANUFACTURER</u>	<u>NHSB No.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT No.</u>	<u>DOT/HS No.</u>
General Motors Corp.	70105	1970 Chevrolet Impala	Passed	VJ-2838-K-4B	610 562
Ford Motor Company	70201	1970 Ford Galaxie	Passed	VJ-2838-K-5B	610 563
Chrysler Corporation	70302	1970 Dodge Coronet 500	Passed	VJ-2838-K-6B	610 590
British Leyland Corp.	70508	1970 Austin America	Passed	301-70-DYS-2310-70-53	610 727
Toyota Motor Co. Ltd.	70506	1970 Toyota Corolla Sprinter	Passed	301-70-DYS-2310-70-50	610 728

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM

INVESTIGATIONS INITIATED

MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

<u>FMVSS No.</u>	<u>MANUFACTURER</u>
202	American Motors
575	American Motors
575	General Motors (2)
575	Volkswagen

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM

INVESTIGATIONS CLOSED

MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

		<u>FMVSS No.</u>	<u>MANUFACTURER</u>
		103	American Motors
		103	Chrysler Corporation
		103	General Motors
		105	Ford Motor Company

INVESTIGATIONS CLOSED

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

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

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

<u>FMVSS No.</u> (Continuation)	<u>MANUFACTURER</u>
Reg. 575	General Motors (6)
Reg. 575	Volkswagen (2)
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
Reg. 575	American Motors

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM

INVESTIGATORY FILES RELEASED TO PUBLIC

MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

<u>FMVSS No.</u>	<u>MANUFACTURER</u>
105	General Motors (7)
105	Ford Motor Company
203	Volvo, Inc.

\* Release of this report does not constitute an endorsement or approval by NHTSA of the quality or value of the product mentioned. It is the responsibility of the consumer to determine the appropriateness of the product for their own use.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
 MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970



NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM

INVESTIGATIONS CLOSED

MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

FMVSS No.

106

MANUFACTURER

\* Inland Division of General Motors

\* Closed previously but not reported.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONCOMPLIANCE TEST PROGRAMINVESTIGATIONS IN PROGRESS (CUMULATIVE)EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
106	Inland Division of General Motors	209	American Safety Equipment Corporation (2)
106	Summitt Motor Corp. - Importer, Akron Brake Hose	209	Beams Manufacturing Company (2)
106	Summitt Motor Corp. - Importer, Stop (France) Brake Hose	209	General Safety Corporation
106	Renault (France)	209 *	Irvin Industries (2) (1 this period)
106	ATE (Germany)	209	Jeffrey Allen Industries
106	Schafer (Germany)	209	Jim Robbins Company (2)
106 *	Nagoya (Japan)	209	Market Forge Company
106 *	Nichirin (Japan)	209	Pontonier Inc.
116	Bowes Seal Fast Corporation	209	Rose Manufacturing Company (2)
116	Fisk	209 *	Sears Roebuck and Company (2) (1 this period)
116	McKay Manufacturing	209 *	Superior Industries (2) (1 this period)
116	Motor Kool Products	209	Vogt Manufacturing Company
116	Quaker Oil Company	209 *	General Motors Corp. (Jim Robbins Co.)
116	Technical Chemical Company	209 *	General Motors Corp. (General Safety Corp.)
		209	General Motors Corp. (Bay Trim Accessories)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM  
INVESTIGATIONS IN PROGRESS (CUMULATIVE)  
EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
108 *	Buick	109 *	Gates (21) (6 this period)
108	Bus and Truck (5)	109	General (4)
108 *	Checker	109	General Fabrica Espanola Del Caucho (Sp) (3)
108	Chrysler (Truck)	109 *	Goodrich (32) (10 this period)
108	Divco (2)	109	Goodyear (7)
108	International Harvester (4)	109	Kelly-Springfield (8)
108	Mack Truck (2)	109	Lee (10)
108 *	Plymouth (4) (2 this period)	109 *	Mansfield (21) (4 this period)
108	Pontiac	109	McCreary
108	White Truck (3)	109 *	Metzler (4) (1 this period)
108	Volkswagen	109	Mohawk (4)
109	Alliance (2)	109	Pirelli (3)
109 *	Armstrong (54) (7 this period)	109 *	Pennsylvania (17) (1 this period)
109	Continental (4)	109 *	Seiberling (17) (13 this period)
109 *	Cooper (46) (10 this period)	109	Semperit (2)
109 *	Dayton (28) (16 this period)	109	Sumitomo (5)
109	Denman	109 *	Uniroyal (42) (4 this period)
109 *	Dunlop (4) (2 this period)	109 **	Uniroyal
109 *	Deutsche Dunlop Gummi: Compagnie A.G.	109	Vredestein (5)
109 *	Firestone (34) (3 this period)		

\* Investigations initiated this report

\*\* Includes one line produced for other manufacturer

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONCOMPLIANCE TEST PROGRAMINVESTIGATION IN PROGRESS (CUMULATIVE)EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
116	Wagner Lockheed (2)	209 *	Mercedes Benz Corp. (Kangol Magnet Ltd.)
116	Warwick Laboratories, Incorporated	209 *	Fiat (Kangol Magnet Ltd.)
209 *	General Motors Corp. (Hamill Manufacturing)	209 *	British Leyland (Kangol Magnet Ltd.)
209	General Motors Corp. (Daal Specialties)	209 *	A.B. Volvo
209 *	Ford Motor Company (Jim Robbins Co.)	209 *	Renault (Klippan)
209 *	Ford Motor Company (Hamill Manufacturing)	209	C & W Manufacturing Company
209 *	Chrysler Corp. (American Safety Equip. Corp.)	209	Montgomery Wards
209 *	Volkswagen Corp. (Repa)	209	American Motors Corp. (American Safety Equip.)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED FY-69  
MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

FMVSS No. 106

HYDRAULIC BRAKE HOSES

<u>MANUFACTURER</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NUMBER</u>	<u>DOT/HS No.</u>
ATE (Germany)	211-611-885 (VW)	Failed	DTL-9-106-003-006160-C	610 564
Nichirin (Japan)	46202-89913	Failed	OTL-106-70-M-69334-21	610 565
Nichirin (Japan)	46201-89922	Passed	OTL-106-70-M-69334-22	610 566
Nichirin (Japan)	46201-5900	Passed	OTL-106-70-M-69334-23	610 567
Nagoya (Japan)	90947-021375	Failed	OTL-106-70-M-69334-28	610 568

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY-68

MONTHLY REPORT - DECEMBER 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

<u>MANUFACTURER</u>	<u>COMPONENT MANUFACTURER</u>	<u>COMPONENT</u>	<u>VEHICLE MFG PART NUMBER</u>	<u>RESULTS</u>	<u>REPORT No.</u>	<u>DOT/HS No.</u>
Divco	Grote	Combination Lamp	535335 and 535922	Passed	413655	610 628
Divco	K-D Lamp Co.	Side Marker Lamp	35765 and 35764	Passed	413642	610 629
Divco	Grote	Clearance Lamp	535928 and 535929	Passed	413646	610 630

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY-69

MONTHLY REPORT - DECEMBER 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

<u>MANUFACTURER</u>	<u>COMPONENT MANUFACTURER</u>	<u>COMPONENT</u>	<u>VEHICLE MFG PART NUMBER</u>	<u>RESULTS</u>	<u>REPORT No.</u>	<u>DOT/HS No.</u>
Buick LeSabre	Guide Lamp	Combination Turn Signal and Parking Lamp	911044	Passed	413433	610 631
Buick Riviera	Guide Lamp	Combination Turn Signal and Parking Lamp	917143	Failed	413423	610 632
Chevrolet Camaro	Guide Lamp Division	Combination Rear and Backup Lamp	911303	Passed	413441	610 591
Chevrolet Chevelle	Tung-Sol Company	Turn Signal Flasher	3989545	Passed	414217	610 592
Pontiac Firebird	Signal-Stat	Hazard Warning Flasher	3883794	Passed	414601	610 633

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED - FY-70

MONTHLY REPORT - DECEMBER 1970

FMVSS No. 108

LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

<u>MANUFACTURER</u>	<u>COMPONENT MANUFACTURER</u>	<u>COMPONENT</u>	<u>VEHICLE MFG PART NUMBER</u>	<u>RESULTS</u>	<u>REPORT No.</u>	<u>DOT/HS No.</u>
Chevrolet Nova	Guide Lamp	Headlamp Housing	5958928	Passed	90096	610 634
Checker	N/A	Combination Rear Lamp	647016	Failed	90076	610 635
Dodge Coronet	N/A	Head Lamp Housing	3443162	Passed	90120	610 593
Chevrolet Chevelle	Guide Lamp Division	License Plate Lamp	911414	Passed	90097	610 594
Volkswagen	Hella	Head Lamp Housing	SB 12	Passed	90070	610 595
Dodge Dart	N/A	Head Lamp Housing	2998305	Passed	90101	610 596
Plymouth-Fury	N/A	Hazard Warning Flasher	2926678	Passed	90126	610 597
Plymouth-Belvedere	N/A	Combination Turn Signal and Parking Lamp	3403160-1	Failed	90099	610 636
Plymouth-Barracuda	N/A	License Plate Lamp	3403830	Failed	90104*	610 637

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONCOMPLIANCE TEST PROGRAM - REPORTS SUBMITTEDFMVSS No. 109NEW PNEUMATIC TIRES

MANUFACTURER: Armstrong Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS No.</u>
Sears Allstate	Silent Guard II	8.45-15	Passed	E9S3052	610 605
Gator	Custom Premium	7.75-15	Failed Labeling (A,B,C)	E9S3267	610 605
Armstrong	Super HPG	H7815	Passed	COS8061	610 643
Armstrong	Premium Sportway	56013	Passed	COS6046	610 622
Admiral		H7815	Passed	DOS2002	610 622
Buccaneer	Puncture Sealant Premium	77514	Passed	IOS5111	610 598
	Cougar SST	D7014	Failed-Endur Labeling	OOS6186	610 689

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONCOMPLIANCE TEST PROGRAM - REPORTS SUBMITTEDFMVSS No. 109NEW PNEUMATIC TIRES

MANUFACTURER: Cooper Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Hercules	Wide Belt	9.00-15	Passed	E9S3239	610 606
Falls	Safety Premium	8.55-15	Passed	E9S3256	610 606
	Sports Master	50013	Failed Labeling	COS8001	610 708
	Sports Master	50013	Failed Labeling	COS8002	610 708
	Sports Master M.S	50013	Failed Labeling	COS8102	610 708
Giant	Polymaster	H7814	Failed H-Speed	COS8192	610 648
Allstate	Superwide 70	G7014	Passed	DOS 2004	610 623
Falls	Premium 78	H7815	Passed	SOS7009	610 708
Falls	Premium 78	E7814	Passed	SOS7012	610 623
Hercules	Wide Belted 70	F7014	Passed	SOS7026	610 623

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONCOMPLIANCE TEST PROGRAM - REPORTS ACCEPTEDFMVSS No. 109NEW PNEUMATIC TIRES

MANUFACTURER: Dayton Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Schenit	Preakness	H7815	Passed	AOS1046	610 599
McClaren	Sports Premium	14515	Failed Phy. Dim Labeling	OOS6081	610 686
Duralon	DS Premium	70013	Passed	SOS7030	610 709
Duralon	DS Premium	77514	Passed	SOS7032	610 615
Duralon	Duralon Premium 78 MS	J7815	Passed	GLS4031	610 615
Duralon	Duralon Premium 78 MS	J7814	Passed	GLS4032	610 615
Duralon	Duralon Premium 78 MS	J7815	Passed	GLS4033	610 615
Duralon	Duralon Premium 78 MS	E7814	Failed Labeling	GLS4034	610 639
Duralon	Duralon Premium 78 MS	L7815	Passed	GLS4035	610 709

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED  
FMVSS No. 109  
NEW PNEUMATIC TIRES

MANUFACTURER: Dayton Tire and Rubber Company (Continuation)

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Duralon	Duralon Premium 78 MS	J7814	Passed	G1S4036	610 709
Duralon	Duralon Premium 78 MS	L7815	Passed	G1S4037	610 709
Duralon	Duralon Premium 78 MS	E7814	Passed	G1S4038	610 615
Duralon	Duralon Premium 78 MS	E7814	Failed Labeling	G1S4039	610 639
Duralon	Duralon Premium 78 MS	J7814	Passed	G1S4040	610 639
McClaren	Classic Winter Premium 78	G7815	Passed	G1S4042	610 615
McClaren	Classic Winter Premium 78	J7815	Passed	G1S4046	610 615
McClaren	Classic Winter Premium 78	J7814	Passed	G1S4047	610 615
McClaren	Classic Winter Premium 78	H7814	Passed	G1S4048	610 615
McClaren	Classic Winter Premium 78	J7815	Passed	G1S4049	610 639
McClaren	Classic Winter Premium 78	G7814	Passed	G1S4050	610 639
Dayton	Thorobred Premium	H7815	Passed	G1S4054	610 639
Dayton	Thorobred Premium	E7814	Failed Labeling	G1S4055	610 709
Dayton	Thorobred Premium	G7814	Passed	G1S4056	610 709
Dayton	Thorobred Premium	H7815	Passed	G1S4057	610 709
Dayton	Thorobred Premium	F7814	Passed	G1S4058	610 709
Dayton	Thorobred Premium	E7814	Failed Labeling	G1S4059	610 709
Dayton	Thorobred	H7814	Passed	G1S4060	610 709

MANUFACTURER: Denman Rubber Manufacturing Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Denman	Twin Belt	G7814	Passed	AOS1074	610 710
Denman	Twin Belt DT 220	F7814	Passed	AOS1079	610 620

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED  
 FMVSS No. 109  
NEW PNEUMATIC TIRES

MANUFACTURER: Deutsche Dunlop Gummi: Compagnie A.G.

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Dunlop	SP 68 Radial	195R14	Failed Phy. Dim	COS8083	610 711

MANUFACTURER: Dunlop Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Dunlop	Gold Seal 78 Twin Belt	F7814	Passed	D1S2022	610 696
Dunlop	Gold Seal 78 Twin Belt	H7814	Passed	D1S2024	610 696
Dunlop	Gold Seal 78 Twin Belt	G7815	Passed	D1S2025	610 696
Dunlop	Gold Seal 78 Twin Belt	H7815	Passed	D1S2026	610 696
Dunlop	Gold Seal 78 Twin Belt	E7814	Passed	D1S2027	610 696
Dunlop	Gold Seal 78 Twin Belt	E7814	Passed	D1S2028	610 696
Dunlop	SS Wide Track Belted	H7014	Failed Phy. Dim	G1S4001	610 603
Dunlop	SS Wide Track Belted	82515	Failed Phy. Dim	G1S4004	610 603
Dunlop	Gold Cup	70013	Passed	G1S4009	610 638
Dunlop	Gold Seal Twin Belt	F7814	Passed	01S6002	610 712
Dunlop	Gold Seal Twin Belt	E7814	Passed	01S6003	610 638
Dunlop	Gold Seal Twin Belt	G7814	Passed	01S6004	610 638
Dunlop	Gold Seal Twin Belt	C7814	Passed	01S6006	610 638
Dunlop	Gold Seal Twin Belt	E7814	Passed	01S6007	610 696
Dunlop	Gold Seal Twin Belt	H7815	Passed	01S6008	610 696
Dunlop	Gold Seal Twin Belt	F7815	Passed	01S6009	610 696
Dunlop	Gold Seal Twin Belt	L7815	Passed	01S6010	610 696
Dunlop	Gold Seal Twin Belt	G7815	Passed	01S6011	610 696
Dunlop	Gold Seal Twin Belt	H7814	Passed	01S6005	610 638

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED  
FMVSS No. 109  
NEW PNEUMATIC TIRES

MANUFACTURER: Firestone Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Firestone	Deluxe Champion Super-R-Belt	G78-15	Passed	E9E3204	610 607
Firestone	Deluxe Champion Super-R-Belt	E78-14	Passed	E9S3285	610 607
Firestone	Town and Country	F7814	Passed	AOS1034	610 619
Firestone	Town and Country	E7814	Passed	AOS1035	610 641
Firestone	Wide Oval 60	F6015	Passed	AOS1055	610 619
Firestone	Super Sports Wide Oval	F7014	Passed	AOS1071	610 641
Firestone	Town Country	F7815	Passed	COS8169	610 641
Firestone	Town Country	F7815	Passed	COS8170	610 641
Firestone	Town Country	H7814	Passed	COS8172	610 641
Firestone	500	82514	Passed	IOS5128	610 600
Firestone	Wide 60 Oval	G6015	Passed	OOS6091	610 641
Phillips 66	Sports Car	56015	Passed	COS8168	610 713
Phillips 66	Sports Car	60015	Failed	OOS6195	610 690
			Labeling		
Carnegie	Custom 101	84515	Passed	SOS7013	610 600
Carnegie	Custom 101	84515	Passed	SOS7014	610 713
Carnegie	Custom 101	70013	Passed	SOS7015	610 619
Carnegie	Custom 101	70013	Passed	SOS7016	610 619
Seiberling	Supreme 150	65013	Passed	SOS7041	610 619
Dayton	Thorobred Premium	F7815	Passed	GIS4052	610 640
Dayton	Thorobred Premium	C7813	Passed	GIS4053	610 640

MANUFACTURER: Gates Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Davis	The Wide One	F70-14	Passed	E9S3059	610 608
Napa	Deluxe Premium	77515	Passed	COS8119	610 646
White	Magic Trac	77515	Failed	COS8144	610 646
			Labeling		

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

FMVSS No. 109

NEW PNEUMATIC TIRES

MANUFACTURER: Gates Rubber Company (Continuation)

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
National	Deluxe	77515	Passed	COS8173	610 646
Security	Scat Cat	73514	Passed	IOS5131	610 714
CBI	Flex-Ride	77515	Passed	DIS2012	610 695
CBI	Flex-Ride	77514	Passed	DIS2014	610 695
CBI	Flex-Ride	88514	Passed	DIS2015	610 695
CBI	Flex-Ride	73514	Passed	DIS2016	610 695
CBI	Flex-Ride	69514	Passed	DIS2017	610 695
CBI	Flex-Ride	84515	Passed	DIS2019	610 695
CBI	Flex-Ride	73514	Passed	DIS2020	610 695
CBI	Flex-Ride	84515	Failed Endur.	OIS6013	610 695
CBI	Flex-Ride	91515	Failed Endur.	OIS6014	610 616
CBI	Flex-Ride	91515	Failed Endur.	OIS6015	610 616
CBI	Flex-Ride	73514	Passed	OIS6016	610 616
CBI	Flex-Ride	73514	Passed	OIS6017	610 714
CBI	Flex-Ride	88514	Passed	OIS6018	610 616
CBI	Flex-Ride	77515	Passed	OIS6019	610 616
CBI	Flex-Ride	69514	Passed	OIS6021	610 714

MANUFACTURER: General

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Atlas	Weathergard	G78-15	Passed	E9S3234	610 609

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED  
 FMVSS No. 109  
NEW PNEUMATIC TIRES

MANUFACTURER: B. F. Goodrich

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
B. F. Goodrich	Silvertown Belted	G78-15	Passed	E9E3206	610 610
B. F. Goodrich	Silvertown Belted	G78-15	Passed	E9E3207	610 610
B. F. Goodrich	Silvertown Belted	G78-15	Passed	E9E3209	610 610
Gulf	Deluxe Crown 78 WT	F78-15	Passed	E9S3229	610 610
Brunswick	Super Quality	9.15-15	Passed	E9S3277	610 610
Brunswick	Safety	7.75-15	Passed	E9S3279	610 610
Miller	Imperial	82514	Passed	COS8151	610 715
Miller	Imperial	77514	Passed	SOS7051	610 693
Super Test	Super	77515	Failed	COS8164	610 647
			Labeling		
Super Test	Super	82515	Failed	COS8165	610 715
			Labeling		
Super Test	Super	77514	Failed	COS8166	610 715
			Phy. Dim		
Super Test	Super	82514	Failed	COS 8167	610 647
			Labeling		
B. F. Goodrich	Silvertown Radial Trailmaker	LR7815	Passed	00S6076	610 625
B. F. Goodrich	Silvertown Radial Trailmaker	LR7815	Passed	00S6077	610 625
B. F. Goodrich	Silvertown Trailmaker Belted	J7815	Passed	D1S2004	610 694
B. F. Goodrich	Silvertown Trailmaker Belted	L7815	Passed	D1S2008	610 694
B. F. Goodrich	Silvertown Trailmaker Belted	L7815	Passed	D1S2010	610 694
B. F. Goodrich	Silvertown Trailmaker Belted	F7814	Passed	G1S4030	610 604

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED  
 FMVSS No. 109  
NEW PNEUMATIC TIRES

MANUFACTURER: Goodyear

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Goodyear	Custom Power Cushion Polyglas	G78-14	Passed	E9E3163	610 611
Goodyear	Custom Power Cushion Polyglas	E78-14	Passed	E9E3187	610 611
Goodyear	Custom Power Cushion Polyglas	E78-14	Passed	E9E3196	610 611
Goodyear	Custom Power Cushion Polyglas	G78-15	Passed	E9E3210	610 611
Goodyear	Custom Power Cushion Polyglas	G78-15	Passed	E9E3211	610 611
Goodyear	Custom C800	165R13	Passed	AOS1005	610 601
Goodyear	C 800	165R15	Passed	AOS1008	610 617
Goodyear	Power Cushion Polyglas	G7814	Passed	AOS1060	610 617
Goodyear	Double Eagle	69514	Passed	COS8095	610 617
Goodyear	Suburbanite	F7815	Passed	COS8107	610 644
Goodyear	Suburbanite Polyester	H7815	Passed	COS8108	610 716
Goodyear	Sure-Grip	77514	Passed	OOS6110	610 617

MANUFACTURER: Kelly-Springfield Tire Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Kell-Springfield	Super Snow Ultra Wide	F7015	Passed	AOS1066	610 642
Kell-Springfield	Super Snow Ultra Wide	G7014	Passed	AOS1072	610 642
Kell-Springfield	Big Grip GP	G7014	Passed	COS8157	610 642
Foremost	AFXII	H7015	Passed	OOS6190	610 717
Vanderbilt	V120 VIP	84515	Passed	COS8136	610 717
Vanderbilt	V120 VIP	91515	Passed	COS8137	610 642
Unico	Mark V Glas Belt	F7815	Passed	COS8139	610 717
Unico	Mark III 78	F7814	Passed	IOS5152	610 717
Unico	Mark III 78	73514	Passed	IOS5153	610 717
Unico	Mark III 78	65013	Passed	IOS5154	610 717
Unico	Mark V Glas Belt	F7814	Passed	OOS6191	610 717
Unico	Mark V Glas Belt	70013	Passed	OOS6193	610 717
Unico	Mark V Glas Belt	E7814	Passed	OOS6194	610 717
Unico	Mark III 78	H7814	Passed	SOS7048	610 692
Unico	Mark III 78	F7815	Passed	SOS7049	610 692
Uniroyal	Mark V Glas Belt	H7815	Passed	COS8142	610 717

MANUFACTURER: Kelly-Springfield Tire Company (Continued)

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Autoflite	Beltway	G7814	Passed	I0S5147	610 717
Autoflite	Beltway	E7814	Passed	I0S5148	610 717
Autoflite	Beltway	F7814	Passed	I0S5149	610 717
Autoflite	Beltway	H7814	Passed	I0S5150	610 717
Autoflite	Beltway	L7815	Passed	00S6119	610 642
Foremost	A F/X II	F7014	Passed	00S6187	610 717
Foremost	A F/X II	F7015	Passed	00S6188	610 624
Foremost	El Tigre 2+2	E7814	Passed	S0S7076	610 692
Multi-Mile	Wide Traction 600	F7014	Passed	G1S4071	610 717
Multi-Mile	Wide Traction 600	G7014	Passed	G1S4072	610 717
Multi-Mile	Multi Mile	D7014	Passed	G1S4073	610 717
Multi-Mile	Wide Traction 600	G7015	Passed	G1S4074	610 717
Multi-Mile	Wide Traction 600	F7015	Passed	G1S4076	610 717
Multi-Mile	Wide Traction	F7014	Passed	G1S4077	610 717
Multi-Mile	Wide Traction 600	D7014	Passed	G1S4078	610 717
Multi-Mile	Wide Traction 600	G7015	Passed	G1S4080	610 717
Argyle	Winter Track	E7814	Passed	01S6022	610 697
Argyle	Winter Track	F7814	Passed	01S6023	610 697
Argyle	Winter Track	H7814	Passed	01S6024	610 717
Argyle	Winter Track	C7814	Passed	01S6025	610 697
Argyle	Winter Track	G7814	Passed	01S6026	610 717
Argyle	Winter Track	F7815	Passed	01S6027	610 717
Argyle	Winter Track	G7815	Passed	01S6028	610 717
Argyle	Winter Track	C7813	Passed	01S6029	610 717
Argyle	Winter Track	B7813	Passed	01S6030	610 717
Astrostar	Supreme 78	F7815	Passed	01S6032	610 697
Astrostar	Supreme 78	L7815	Passed	01S6034	610 717
Astrostar	Supreme 78	H7815	Passed	01S6035	610 717
Astrostar	Supreme 78	70013	Passed	01S6036	610 717
Astrostar	Supreme 78	G7814	Passed	01S6041	610 717

FMVSS No. 109  
NEW PNEUMATIC TIRES (Continued)

MANUFACTURER: Lee Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Lee	GT Belted 70 RM	E7014	Passed	AOS1031	610 718
Lee	GT Belted 70 RM	F7014	Passed	AOS1032	610 718
Lee	GT Belted	F7014	Passed	AOS1033	610 618
Lee	XL 200	56013	Passed	OOS6176	610 651
Lee	XL 200	56013	Passed	OOS6177	610 651
Jetzon	Fiberglass Belted	G7814	Passed	AOS1062	610 618
Jetzon	Fiberglass	G7815	Passed	COS8045	610 718
Saxon	Poly Ride	H7814	Passed	COS8180	610 718
Saxon	Poly Ride 78	H7814	Passed	COS8182	610 718
Saxon	Poly Ride	E7814	Passed	SOS7036	610 618
Saxon	Poly Ride	G7814	Passed	SOS7038	610 691
Saxon	Poly Ride	G7814	Passed	SOS7039	610 691

MANUFACTURER: Mansfield Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Buccaneer	Premium Poly-Belt	H78-15	Passed	E9S3258	610 612
Lancer	Esquire Premium 130	85514	Passed	COS8129	610 621
Mick. Thom. Spec	Max Trac Indy Profile	G7014	Passed	OOS2018	610 621
Mick. Thom. Spec	Max Trac Indy Profile	G7014	Passed	OOS2019	610 684
	Max Trac Indy Profile	J7015	Failed	OOS6143	610 621
			Labeling		
Harvard	Nobel Custom Belted	L7815	Passed	OOS6164	610 649
Falcon	New Yorker WT	H7814	Passed	G1S4082	610 719
Falcon	New Yorker WT	F7814	Failed	G1S4086	610 719
			Phy. Dim		
Falcon	New Yorker WT	H7815	Passed	G1S4089	610 719
Falcon	New Yorker WT	G7815	Passed	G1S4090	610 719

MANUFACTURER: McCreary

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
McCreary	Scot	6.50-13	Passed	E9S3084	610 613

MANUFACTURER: Metzeler A.G. (Germany)

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Metzeler	Monza	155R14	Failed Phy. Dim	OOS6169	610 687
Metzeler	Monza	165R14	Passed	OOS6170	610 650

MANUFACTURER: Pennsylvania Tire and Rubber Company of Mississippi

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Pennsylvania	Top Cat	L7815	Failed Endur.	OOS6008	610 685
Pennsylvania	City Country Belted Cat Snow 70	F7014	Passed	SOS7050	610 685

MANUFACTURER: Seiberling Tire and Rubber Company

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Caravelle	Special Service	85514	Failed Phy. Dim Labeling	IOS5144	610 720
	Special Service	82514	Failed Labeling	SOS7005	610 602
	Special Service	77515	Failed Labeling	SOS7007	610 602
	Special Service	65013	Failed Labeling	SOS7008	610 602

FMVSS No. 109  
NEW PNEUMATIC TIRES (Continued)

MANUFACTURER: Sumitomo Rubber Industries Ltd. (Japan)

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Sumitomo	SC71	77515	Passed	OOS6152	610 627
Sumitomo	SC71	85514	Passed	OOS6153	610 627

MANUFACTURER: Uniroyal, Inc.

<u>BRAND NAME</u>	<u>TIRE NAME</u>	<u>SIZE</u>	<u>RESULTS</u>	<u>TEST NUMBER</u>	<u>DOT/HS NUMBER</u>
Delta	140 Super Premium	7.75-14	Passed	E9S3092	610 614
Uniroyal	Fastrak Belted	E78-14	Passed	E9E3179	610 614
Uniroyal	Fastrak Belted	E78-14	Passed	E9E3180	610 614
Uniroyal	Fastrak Belted	E78-14	Passed	E9E3181	610 614
Uniroyal	Fastrak Belted	E78-14	Passed	E9E3182	610 614
Uniroyal	Fastrak Belted	E78-14	Passed	E9E3183	610 614
Uniroyal	Fastrak Belted	E78-14	Passed	E9E3184	610 614
Uniroyal	Fastrak Belted	E78-14	Passed	E9E3185	610 614
Fisk	Super Safti-Flight	7.00-13	Passed	E9S3227	610 614
Gillette	Sport Special	7.00-13	Passed	E9S3273	610 614
	Ultra Sonic	82514	Failed	COS8113	610 645
			Labeling		
Co-op	Hi Level SPD	G7814	Passed	COS8186	610 721
Co-op	Hi Level SPD	E7814	Passed	COS8187	610 721
Atlas	Weathergard	85514	Passed	OOS6090	610 626
Sonic	Ultra Sonic	73514	Failed	OOS6171	610 688
			Endur.		
Uniroyal	Uniroyal Master	L7815	Passed	SOS7021	610 721
Uniroyal	Uniroyal Master	H7815	Passed	SOS7023	610 688

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS SUBMITTED FY-69  
MONTHLY REPORT - DECEMBER 1 THROUGH DECEMBER 31, 1970

FMVSS No. 209

SEAT BELT ASSEMBLIES-PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS AND BUSES

<u>MANUFACTURER</u>	<u>MODEL/PART NO.</u>	<u>RESULTS</u>	<u>REPORT NUMBER</u>	<u>DOT/HS No.</u>
Hamill Manufacturing Co.	105	Passed	DTL-9-209-016-005012-C	610 569
Hamill Manufacturing Co.	105	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-017-005012-C	610 570
Hamill Manufacturing Co.	112	Failed-Resistance of Corrosion, Other Hardware & Attachment Hardware.	DTL-9-209-024-005012-C	610 571
Hamill Manufacturing Co.	105	Buckle release Force Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-023-005012-C	610 572
Hamill Manufacturing Co.	111	Failed-Resistance to Corrosion, Other Hardware, Buckle Latch Cycling, Buckle Release Force	DTL-9-209-022-005012-C	610 573
Hamill Manufacturing Co.	105	Passed	DTL-9-209-020-005012-C	610 574
Jim Robbins Company	102	Failed-Corrosion Resistance, Other Hardware	DTL-9-209-025-005012-C	610 575
Jim Robbins Company	102	Failed-Corrosion Resistance, Other Hardware	DTL-9-209-021-005012-C	610 576
Jim Robbins Company	102	Failed-Corrosion Resistance, Other Hardware	DTL-9-209-018-005012-C	610 577
Jim Robbins Company	102	Failed-Corrosion Resistance, Other Hardware	DTL-9-209-019-005012-C	610 578
American Safety Equipment Corp. 3454610		Failed-Corrosion Resistance, Other Hardware & Attachment Hardware	DTL-9-209-026-005012-C	610 579

SEAT BELT ASSEMBLIES-PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS AND BUSES

(continued)

<u>MANUFACTURER</u>	<u>MODEL/PART NO.</u>	<u>RESULTS</u>	<u>REPORT NUMBER</u>	<u>DOT/HS NO.</u>
American Safety Equipment Corp.	3454611	Failed-Corrosion Resist. Other Hardware & Attachment Hardware	DTL-9-209-027-005012-C	610-580
American Safety Equipment Corp.	299622	Failed-Corrosion Resist. Other Hardware & Attachment Hardware	DTL-9-209-028-005012-C	610 581
American Safety Equipment Corp.	2999596	Passed	DTL-9-209-029-005012-C	610 582
American Safety Equipment Corp.	3454602	Failed-Corrosion Resist., Other Hardware & Attachment Hardware	DTL-9-209-030-005012-C	610 583
The Greenfield Company (Wards Riverside)	707-20(61-12883)	Failed-Resistance to Corrosion, Attachment Hardware & Other Hardware	DTL-9-209-031-005012-C	610 584
The Greenfield Company (Wards Riverside)	707-20(61-12883)	Failed-Resistance to Corrosion, Attachment Hardware & Other Hardware, Buckle Release Force	DTL-9-209-032-005012-C	610 585
Pontonier (Sears Roebuck & Co.)	64030	Failed-Resistance to Corrosion, Attachment Hardware & Other Hardware	DTL-9-209-033-005012-C	610 586
Superior Industries Inc.	982	Failed-Resistance to Abrasion, Attachment Hardware & Other Hardware	DTL-9-209-034-005012-C	610 587
C & W Manufacturing Co.	Not Marked	Failed-General Requirements, Finger Access, Corrosion (Attachment & Other Hardware), Assembly Performance, Bolt Strength.	DTL-9-209-035-005012-C	610-588
Jim Robbins Co.	3917	Failed-Resistance to Corrosion, Other Hardware, Staining, Bolt Strength	DTL-9-209-060-005012-C	610 652

SEAT BELT ASSEMBLIES-PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS AND BUSES

(Continued)

<u>MANUFACTURER</u>	<u>MODEL/PART NO.</u>	<u>RESULTS</u>	<u>REPORT NUMBER</u>	<u>DOT/HS No.</u>
Jim Robbins Co.	371	Failed-Resistance to Corrosion, Other Hardware, Bolt Strength	DTL-9-209-051-005012-C	610 653
Jim Robbins Co.	3900	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-049-005012-C	610 654
Jim Robbins Co.	102	Failed-Resistance to Corrosion, Other Hardware, Buckle Release Force	DTL-9-209-039-005012-C	610 655
Daal (Jim Robbins Company of Canada)	6950	Failed-Resistance to Corrosion, Other Hardware, Buckle Latch Cycle Test	DTL-9-209-041-005012-C	610 656
Daal (Jim Robbins Company of Canada)	6900	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-047-005012-C	610 657
General Safety	4902	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-064-005012-C	610 658
General Safety	4902	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-065-005012-C	610 659
General Safety	4902	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-059-005012-C	610 660
General Safety	4902	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-058-005012-C	610 661
General Safety	4901	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-050-005012-C	610 662
General Safety	4951	Passed	DTL-9-209-042-005012-C	610 663
American Safety Equipment Corp.	447000	Passed	DTL-9-209-057-005012-C	610 664
American Safety Equipment Corp.	447000	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-054-005012-C	610 665
American Safety Equipment Corp.	2999585	Passed	DTL-9-209-053-005012-C	610 666
American Safety Equipment Corp.	2999585	Failed-Resistance to Corrosion, Attachment & Other Hardware	DTL-9-209-052-005012-C	610 667

FMVSS No. 209SEAT BELT ASSEMBLIES-PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS AND BUSES

(Continued)

<u>MANUFACTURER</u>	<u>MODEL/PART NO.</u>	<u>RESULTS</u>	<u>REPORT NUMBER</u>	<u>DOT/HS NO.</u>
American Safety Equipment Corp.	447000	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-046-005012-C	610 668
American Safety Equipment Corp.	447000	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-045-005012-C	610 669
American Safety Equipment Corp.	447058	Failed-Resistance to Corrosion, Other Hardware, Buckle Release Force	DTL-9-209-036-005012-C	610 670
American Safety Equipment Corp.	447058	Failed-Resistance to Corrosion, Other Hardware, Buckle Release Force	DTL-9-209-037-005012-C	610 671
American Safety Equipment Corp.	447058	Failed-Resistance to Corrosion, Other Hardware, Webbing Strength, Loop Load Strength	DTL-9-209-038-005012-C	610 672
Hamill Manufacturing Co.	1952	Passed	DTL-9-209-044-005012-C	610 673
Hamill Manufacturing Co.	1909	Failed-Resistance to Corrosion, Other Hardware, Buckle Release Force	DTL-9-209-048-005012-C	610 674
Hamill Manufacturing Co.	1913	Failed-Resistance to Corrosion, Other Hardware	DTL-9-209-055-005012-C	610 675
Irvin Industries Inc.	2950	Passed	DTL-9-209-043-005012-C	610 676
Irvin Industries Inc.	2913	Passed	DTL-9-209-056-005012-C	610 677
Volvo Inc.	673050	Failed-Resistance to Corrosion, Attachment & Other Hardware, Loop Load	DTL-9-209-061-005012-C	610 678
Volvo Inc.	673050	Failed-Resistance to Corrosion, Attachment & Other Hardware, Loop Load	DTL-9-209-062-005012-C	610 679
Kangol Magnet Ltd.	LD3-17	Failed-Resistance to Corrosion, Attachment & Other Hardware, Buckle Release Force, Buckle Finger Access	DTL-9-209-063-005012-C	610 680

SEAT BELT ASSEMBLIES-PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS AND BUSES

(Continued)

<u>MANUFACTURER</u>	<u>MODEL/PART NO.</u>	<u>RESULTS</u>	<u>REPORT NUMBER</u>	<u>DOT/HS NO.</u>
Kangol Magnet Ltd.	ID-2	Failed-Resistance to Corrosion, Attachment & Other Hardware, Staining, Finger Access, Buckle Release Force	DTL-9-209-066-005012-C	610 681
Repa (Volkswagen of America)	01.9011.1	Failed-Resistance to Corrosion, Other Hardware Retractor Cycling	DTL-9-209-067-005012-C	610 682
Rose Manufacturing Company	2850	Failed-Resistance to Corrosion, Other Hardware Complete Hardware	DTL-9-209-040-005012-C	610 683
General Safety	4911	Failed-Resistance to Corrosion, Other Hardware	209-DTB-69-016-TR DTB05R70-1163	610 698
General Safety	4912	Failed-Resistance to Corrosion, Other Hardware	209-DTB-69-006-TR DTB05R70-1153	610 699
General Safety	4912	Failed-Resistance to Corrosion, Other Hardware	209-DTB-69-014-TR DTB05R70-1161	610 700
Bay Trim	5912	Failed-Resistance to Corrosion, Other Hardware	209-DTB-69-018-TR DTB05R70-1165	610 701
Hamill Manufacturing	1911	Passed	209-DTB-69-017-TR DTB05R70-1164	610 702
Hamill Manufacturing	1912	Passed	209-DTB-69-015-TR DTB05R70-1162	610 703
AutoCrat (Jim Robbins)	JR-6704	Failed-Resistance to Corrosion, Attachment Hardware, Webbing Breaking Strength	209-DTB-69-004-TR DTB05R70-1151	610 704

SEAT BELT ASSEMBLIES-PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS AND BUSES

(Continued)

<u>MANUFACTURER</u>	<u>MODEL/PART No.</u>	<u>RESULTS</u>	<u>REPORT NUMBER</u>	<u>DOT/HS No.</u>
Jim Robbins	3910	Failed-Resistance to Corrosion, Other Hardware	209-DTB-69-008-TR DTB05R70-1155	610 705
Jim Robbins	3910	Failed-Resistance to Corrosion, Other Hardware	209-DTB-69-012-TR DTB05R70-1159	610 706
Jim Robbins	3910	Failed-Resistance to Corrosion, Other Hardware, Colorfastness to Crocking & Staining	209-DTB-69-011-TR DTB052R70-1159	610 707



**DEPARTMENT OF  
TRANSPORTATION**

**NEWS**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**WASHINGTON, D. C. 20590**

NHTSA - 60-71

Tel. 202 - 426-6070

The Department of Transportation wants motor vehicle manufacturers to tighten up their defect notification letters to owners in order to facilitate the prompt correction of any safety-related defect.

In letters to 78 manufacturers, Douglas Toms, Acting Administrator of the National Highway Traffic Safety Administration, said the Government has laid down guidelines for manufacturers to follow.

The National Traffic and Motor Vehicle Safety Act requires manufacturers of motor vehicles to notify the first purchasers and subsequent warranty holders by certified mail when they determine that a defect in a vehicle is safety-related.

Section 113(c) of the Act requires each notification letter to contain a clear description of the defect, an evaluation of the risk to traffic safety reasonably related to the defect, and a statement of the measures to be taken to repair the defect.

"Based upon a review of the correspondence sent to purchasers over the past several years, the Administration believes that many notification letters have been inadequate in attempting to provide the desired incentive in owners to have vehicles repaired," Toms wrote.

- more -

---

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

In spelling out what should be included in notification letters, Toms noted that some manufacturers do not clearly describe the defect, and some either ignore or misinterpret the requirement to evaluate the risk involved.

Regarding the requirement that the notification contain a statement of the measures to be taken to repair a defect, Toms said the owner is entitled to know the nature and extent of work necessary to correct the defect in his vehicle. A description of the work involved in repairing the defect should include an estimate by the manufacturer of the time needed to perform the actual work.

[The letter to motor vehicle manufacturers from Douglas Toms is attached.]

# # # # # # #



U.S. DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
WASHINGTON, D.C. 20591

IN REPLY REFER TO:

Section 113(a) of the National Traffic and Motor Vehicle Safety Act, requires manufacturers of motor vehicles to notify first purchasers and subsequent warranty holders by certified mail whenever the manufacturer determines that a motor vehicle which he manufactures contains a defect that relates to motor vehicle safety. Section 113(c) of the Act requires each notification letter to contain a clear description of the defect, an evaluation of the risk to traffic safety reasonably related to the defect, and a statement of the measures to be taken to repair the defect. The primary purpose of this requirement is to facilitate the prompt correction of any safety defect. In order to achieve this purpose, notification letters must create an incentive in owners to have their vehicles repaired as quickly as possible.

Section 113(d) requires each manufacturer to furnish the National Highway Traffic Safety Administration with copies of all communications sent to dealers and purchasers resulting from notification campaigns conducted pursuant to Section 113(a). Based upon a review of the correspondence sent to purchasers over the past several years, the Administration believes that many notification letters have been inadequate in attempting to provide the desired incentive in owners to have vehicles repaired. The purpose of this letter is to provide guidelines for Section 113(a) notifications by indicating what information the Administration believes subsection (c) requires these letters to contain.

Many notification letters have omitted any reference to the fact that the notification is required by Federal law. The Administration believes that the public would be more inclined to view a safety defect as a safety hazard if it were advised at the outset that the notification letter is being sent pursuant to the requirements of a Federal statute. To achieve this purpose, notification letters sent pursuant to Section 113(a) should contain an introductory statement that the notification is being sent pursuant to provisions of the National Traffic and Motor Vehicle Safety Act.

The requirement of Section 113(c) that notification letters clearly describe the defect has been met to varying degrees in most letters. The Administration believes that, as a minimum, a clear description of the defect should include: (1) A statement of the particular item or items of vehicle equipment affected, (2) the malfunction that

may occur, (3) a statement of any operating or other conditions that may cause the malfunction, and (4) precautions the owner might take to reduce the chance that the malfunction will occur before the vehicle is repaired. Should the letter concern a failure to comply with a Federal motor vehicle safety standard, the letter should contain the number and title of that standard, and a statement of how the vehicle or item of equipment may fail to comply with it.

By far the most serious failure of many notification letters sent to date is that they either ignore or misinterpret the requirement of Section 113(c) that the notification evaluate "the risk to safety reasonably related to ...(the) defect." The evaluation of risk should be based primarily on the danger created when a defect exists rather than, as some manufacturers have stated, the likelihood that the defect will exist. As a minimum, if vehicle crash is the potential occurrence, the Administration believes that the evaluation should include a statement that the described defect, if present in the vehicle, can cause loss of vehicle control without warning, or can, if warning is not recognized or not heeded, cause loss of vehicle control, or affect control of the vehicle to some degree. If vehicle crash is not the potential occurrence, then the Administration believes that the evaluation should indicate the degree of potential injury to occupants of the vehicle and to persons outside of the vehicle that can be caused by the presence of the defect.

The requirement of Section 113(c) that the notification contain "a statement of the measures to be taken to repair...(the) defect" should also serve as an inducement to the owner to have his vehicle repaired. In addition, the Administration believes that the owner is entitled to know the nature and extent of the work necessary to correct the defect on his vehicle. Therefore, a general description of the work involved in repairing the defect should be incorporated into the notification letter. This description should include an estimate by the manufacturer of the time reasonably necessary to perform the actual work.

Finally, I urge that you include a postage free card in notification letters sent to owners of vehicles so that first purchasers who have sold their vehicles may have a convenient means for providing manufacturers with the name and address of the person (or company) to whom the car has been sold. In an attempt to make notification campaigns as successful as possible, manufacturers who receive this information should use it to inform subsequent owners of the defect.

Your cooperation in this important safety matter is urged.

Sincerely,

**Doug Toms**

Douglas W. Toms  
Acting Administrator



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY, 1:00 P.M.  
May 18, 1971

NHTSA - 62-71  
Tel. 202 - 426-0670

Work on the Department of Transportation's Experimental Safety Vehicle program is moving ahead on schedule, and three contractors have been given approval to proceed to the final design stage in their development of prototype cars, Secretary John A. Volpe announced today.

"I am pleased to announce that the two competing contractors are now more than halfway through their programs and have had their preliminary design concepts evaluated and approved," Secretary Volpe said. "The third contractor, General Motors, received approval of its preliminary design concept last December," Volpe added.

In June 1970, the Department of Transportation awarded contracts totaling \$7.8 million to AMF, Incorporated, (formerly American Machine and Foundry Company), Advanced Systems Laboratory of Santa Barbara, California, and Fairchild Industries, (formerly Fairchild Hiller Corporation) Republic Division, of Farmingdale, New York to develop prototype experimental safety vehicles in the full size family sedan class.

These prototypes are to be delivered to the Government in December 1971 for testing against each other. The builder of the better car will get a further contract to build 12 additional cars for extensive testing and evaluation.

---

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

The General Motors program, also initiated last June under a token one dollar contract arrangement, is somewhat different in character from those of the competing contractors. GM has scheduled a 28 month program which includes comprehensive testing of a number of complete pre-prototype vehicles to prove the effectiveness of its design. GM's prototypes will be delivered to DOT in October 1972.

"We are encouraged by the fact that each contractor has taken a markedly different approach to providing a crashworthy structure. We will have the opportunity of examining these three approaches under identical test conditions to determine the best elements in each case," Secretary Volpe said.

Each contractor is designing for performance, based on the same Government specifications, and is allowed complete freedom to select the total systems concept it believes will best meet or exceed Government requirements.

The protection of occupants in crashes -- crashworthiness -- has been given the highest priority in the ESV program. However, the total systems approach requires the designers to consider all safety aspects such as handling, braking, lighting, visibility, fire prevention, and pedestrian protection.

Douglas Toms, Acting Administrator of the National Highway Traffic Safety Administration, noted that approval of preliminary designs "does not indicate our complete concurrence with all approaches, nor is such total concurrence expected. As designs evolve, engineers in the National Highway Traffic Safety Administration will give overall program guidance and maintain objectivity among all the contractors."

The Secretary said Fairchild and AMF had given assurances that they would meet the scheduled date for delivery of prototypes. A penalty clause in both contracts offers added incentive to meet this date.

"The most severe challenge," Toms said, "is providing an optimum structural and interior design to protect occupants in 50 mile per hour barrier collisions and other equally difficult crash conditions, within the weight limit maximum of 4,200 pounds. We are convinced from the very substantial expertise shown by our competing contractors, and the progress being made by General Motors, that through testing the prototypes next year, and the subsequent 12 cars, we will demonstrate our crashworthiness goals in cars of practical size and weight."

AMF's vehicle structures concept is based on a high strength steel framework which the company designates as a "space frame." Representing a substantial departure from existing production concepts, this frame forms a protective cage around the passengers and is designed to provide sufficient rigidity to maintain front, rear, side and rollover integrity at test speeds required by the contract.

Fairchild's safety car design combines aerospace structural technology with conventional manufacturing practices to develop a passenger compartment cage to withstand the loadings of all required crash modes.

The General Motors' ESV design centers around crashworthiness and occupant protection features. GM's safety car has a contemporary appearance and a complement of engineering features designed both to meet and exceed the requirements of the contract. GM, however, wishes to maintain security on details of its ESV appearance and engineering features until performance levels are confirmed by testing.

"As you know," Secretary Volpe said, "the experimental safety vehicle program is now an international program with the signings last November of Memoranda of Understanding with Germany and Japan for the development of compact class safety vehicles. Similar agreements were signed only last week with the governments of Great Britain and Italy, and an agreement is expected to be signed soon with France.

"Through the independent efforts of all countries and cooperative exchange of technical information, we believe that vehicle design concepts will evolve that can lead to a substantial reduction in the risk of death and injury."

Toms said he looks for the ESV program to produce information in the 1973-75 period "that will help develop motor vehicle safety standards based on overall automobile performance, instead of the component and sub-system approach to regulations now being implemented."

# # # # # # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY A.M.  
May 24, 1971

NHTSA - 61-71  
Tel. 202 - 426-0670

The vital Federal-State role in highway safety will be examined in San Francisco, July 8-9 when State representatives and consumer officials from the western region of the United States participate in a PARTNERSHIP IN SAFETY Symposium.

The symposium, second in a series of comprehensive conferences, is sponsored by the National Motor Vehicle Safety Advisory Council. The Council was established by the National Traffic and Motor Vehicle Safety Act of 1966 to advise the Secretary of Transportation on motor vehicle standards and programs.

One of the responsibilities of the Council is to assure an effective Federal-State dialogue on the subject of motor vehicle safety. The symposiums are designed to carry out that responsibility, to create an exchange of ideas, to acquaint State officials with program activity within the National Highway Traffic Safety Administration, and to report on research underway to broaden knowledge in the entire area of motor vehicle safety.

Secretary of Transportation John A. Volpe has said that vehicle safety is too important to leave to Washington. "The States and the public in general have a vital role to play and I hope this series of symposiums will help them play that role more effectively," Secretary Volpe said.

- more -

---

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

The Secretary and Douglas Toms, Acting Administrator of the National Highway Traffic Safety Administration, are among the more than 125 select officials invited to participate in the symposium. Secretary Volpe has been asked to address the symposium July 8 on the subject "Auto Safety - The States Must Make It Happen."

The first symposium was held in Key Biscayne, Florida last January and was attended by representatives from 16 southeastern States and Puerto Rico.

# # # # # # # #



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY P.M.

June 3, 1971

NHTSA - 63-71

Tel. 202 - 426-0670

The Department of Transportation wants to clarify the language that determines whether passenger car tires have failed or passed high speed and endurance tests required under Federal regulations.

The Department's National Highway Traffic Safety Administration proposes to amend and add new sections to Federal Motor Vehicle Safety Standard No. 109, the regulation under which tires are tested for compliance.

Presently, the Standard requires passenger car tires to complete laboratory tests for endurance and high speed without having any "tread, ply, cord, or bead separation; chunking; or broken cords."

These requirements sometimes raise the question concerning what constitutes a failure of a test, with respect to such conditions as tread-groove or sidewall separations, or damage in such areas as the tire liner. It appears desirable, therefore, to phrase the failure conditions more broadly and comprehensively.

The Traffic Safety Administration proposes that when testing for compliance with high speed and endurance phases of the Standard, liner separations and cracks in grooves or breaks

- more -

in the sidewalls, whether in the tire before or after testing, should constitute a test failure. Similarly, if the tire loses air after being tested, this too should be considered a failure. These conditions could have an effect on the performance capabilities of the tires.

Interested persons are invited to submit written data, views, or arguments on the Notice of Proposed Rulemaking by the close of business on August 25, 1971. The proposal would be effective January 1, 1972.

76137



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
June 16, 1971

NHTSA - 65-71  
Tel. 202 - 426-0670

The Department of Transportation plans to toughen the requirements of its recently issued safety standard on passenger car bumpers, Secretary of Transportation John A. Volpe announced today.

The Secretary said that a Notice of Rulemaking issued today proposes amendments to Federal Motor Vehicle Safety Standard No. 215, Exterior Protection, that would improve the standard by increasing the speed at which a car is required to withstand impacts, and by increasing the degree of protection to include all safety-related systems.

When the standard was issued, the Department noted that further work was in process for the 1974 model requirements, and it indicated changes would be made.

The current version of the standard, issued April 9, 1971, and effective in two stages, requires a car, after September 1, 1973, to withstand a frontal barrier crash at 5 miles per hour and a rear crash at 2 1/2 mph, in addition to a series of pendulum impacts at 5 mph in the front and 4 mph in the rear.

- more -

The notice issued today proposes to increase the speed of rear impacts to 5 mph for both the barrier and the pendulum tests, so that after September 1, 1973, the beginning of the 1974 model year, passenger cars would have a 5 mph protection capability at both front and rear.

As issued, the standard specifies a list of items that must be protected from impact, including the lights, the fuel and cooling systems, and the door, trunk, and hood latches. The proposal would expand this list considerably by adding a general requirement that no safety-related aspect of performance could be adversely affected by the tests. In addition, it is proposed to conduct the barrier tests with the engine running to further insure against damage.

"Information contained in petitions for reconsideration of the standard submitted by auto manufacturers have indicated the feasibility of upgrading the requirements for the rear bumpers of passenger cars," Secretary Volpe said.

An initial phase of the standard becomes effective a year earlier, on September 1, 1972, and consists of a barrier crash test at 5 mph for frontal impacts and 2 1/2 mph for rear impacts. The addition of the pendulum test in 1973 will insure greater uniformity in bumper height to help eliminate extreme bumper configurations that make override and interlock likely.

Acting Traffic Safety Administrator Douglas Toms said "we feel confident that this standard will achieve our goals of preventing low-speed collisions from impairing the safe operation of vehicle systems and of correcting the serious mismatch problems that exist in current passenger car bumpers."

Although sheet metal and other property damage cannot, under the law, be the sole subject of safety standards, Toms stated that "it has always been the desire of the Traffic Safety Administration to provide as much benefit to the consumer as is compatible with safety objectives.

"It is our opinion," he continued, "that the proposed changes in the standard will, in effect, require the car manufacturer, beginning with 1974 models, to design in such a way that he gives protection against all significant vehicle damage.

Interested persons are invited to submit written data, views, and arguments concerning the proposed amendments to upgrade the standard by the close of business on August 1, 1971.

In a separate notice, the Traffic Safety Administration responded to petitions from several manufacturers and interested parties requesting reconsideration of the bumper standard. As a result of the petitions, some sections of the Standard have been amended.

Minor adjustments have been made in the protective criteria, effective September 1, 1972, to make it clear that the vehicle's hood, trunk, and doors -- and not just their latching systems -- must be operable in the normal manner and that the vehicle's exhaust system shall have no leaks or constrictions.

#####

76225



# DEPARTMENT OF TRANSPORTATION

*FHWA-140-1*  
*RWK*

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY P.M.  
June 21, 1971

NHTSA - 64-71  
Tel. 202 - 426-0670

The Department of Transportation announced today that the Justice Department, acting in its behalf, has filed suit against the General Tire and Rubber Company for manufacturing and selling microspired tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

The Government seeks civil penalties in the amount of \$8,000, as well as injunctive and declaratory relief against the tire company.

Siping of tires is a process of cutting additional transverse or angled grooves in a tire tread. Its developer claims that the process provides increased wet-road traction and tire mileage while reducing the tendency for hydroplaning. Siping, or microsiping, is performed by employees in company stores prior to the sale of the tires to the public.

The Safety Act prohibits the manufacture and sale of items of motor vehicle equipment which do not conform with applicable Federal motor vehicle safety standards. Involved in the case are General Jet Air II microspired nylon tires, sizes 7.75 x 14 and 8.25 x 14.

- more -

Tests conducted for the Department's National Highway Traffic Safety Administration showed that the microspiced tires in question failed to meet the requirements of Standard No. 109. Although General Tire had certified that the tires conformed with the Standard, they were microspiced after issuance of the certifications.

The action has been filed in the United States District Court for the District of Columbia.

#####

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION  
Washington, D.C. 20591  
Official Business

POSTAGE AND FEES PAID  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FIRST CLASS MAIL





# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY, P.M.  
June 28, 1971

NHTSA - 71-71  
Tel. 202 - 426-0670

The Department of Transportation, seeking detailed information on the suspension systems of recreational vehicles, plans to carry out a survey of such vehicles during the summer vacation season at three National Parks.

Owners of recreational vehicles are encouraged to participate in the survey on a voluntary basis. The innovative program is part of a continuing vehicle safety effort by the Federal agency.

The Department's National Highway Traffic Safety Administration has records of numerous failures of wheels and tires on travel trailers and pickup camper rigs and wants to alert owners to this potential highway safety problem.

In many cases, recreational vehicle owners are not provided with accurate information as to load capability. In some cases, the original wheels and tires do not have adequate strength for normal use. As a minimum safeguard, owners should know that the total loaded weight of their vehicle does not exceed the gross vehicle weight rating provided by the manufacturer. If the GVW rating is not posted in the vehicle, it should be requested from the manufacturer or the dealer.

When failures occur while vehicles are in motion, serious accidents often result and in some cases other vehicles become involved in these accidents. Since fatigue of the wheels and tires is the critical factor, the time of final failure cannot be predicted. Wheels and tires will appear to be satisfactory because they usually operate successfully for substantial periods of time before failure occurs.

In order to determine the load of tires, wheels, axles, and trailer hitches, the Department of Transportation plans to weigh several thousand recreational vehicles. Owners will be provided with a copy of weight information obtained by the survey team.

The Department stressed that the purpose of the survey is to obtain data that will contribute to the development of future safety standards and to the identification of possible vehicle safety defects.

Department survey teams will be working at Great Smoky Mountains, Tennessee, starting on June 30; at Cape Hatteras, North Carolina, starting July 9; and at Lake Meade, Nevada, starting July 12. The surveys will continue until about August 31.

If you vacation in a recreational vehicle at one of these National Parks, ask Park Rangers for information on the locations of survey teams. The teams will be uniformed representatives of the Department of Transportation interested in improving the safety of recreational vehicles on the highway.

76256

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION  
Washington, D.C. 20591

Official Business

POSTAGE AND FEES PAID  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FIRST CLASS MAIL





# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY, P.M.  
June 28, 1971

NHTSA - 71-71  
Tel. 202 - 426-0670

The Department of Transportation, seeking detailed information on the suspension systems of recreational vehicles, plans to carry out a survey of such vehicles during the summer vacation season at three National Parks.

Owners of recreational vehicles are encouraged to participate in the survey on a voluntary basis. The innovative program is part of a continuing vehicle safety effort by the Federal agency.

The Department's National Highway Traffic Safety Administration has records of numerous failures of wheels and tires on travel trailers and pickup camper rigs and wants to alert owners to this potential highway safety problem.

In many cases, recreational vehicle owners are not provided with accurate information as to load capability. In some cases, the original wheels and tires do not have adequate strength for normal use. As a minimum safeguard, owners should know that the total loaded weight of their vehicle does not exceed the gross vehicle weight rating provided by the manufacturer. If the GVW rating is not posted in the vehicle, it should be requested from the manufacturer or the dealer.

When failures occur while vehicles are in motion, serious accidents often result and in some cases other vehicles become involved in these accidents. Since fatigue of the wheels and tires is the critical factor, the time of final failure cannot be predicted. Wheels and tires will appear to be satisfactory because they usually operate successfully for substantial periods of time before failure occurs.

In order to determine the load of tires, wheels, axles, and trailer hitches, the Department of Transportation plans to weigh several thousand recreational vehicles. Owners will be provided with a copy of weight information obtained by the survey team.

The Department stressed that the purpose of the survey is to obtain data that will contribute to the development of future safety standards and to the identification of possible vehicle safety defects.

Department survey teams will be working at Great Smoky Mountains, Tennessee, starting on June 30; at Cape Hatteras, North Carolina, starting July 9; and at Lake Meade, Nevada, starting July 12. The surveys will continue until about August 31.

If you vacation in a recreational vehicle at one of these National Parks, ask Park Rangers for information on the locations of survey teams. The teams will be uniformed representatives of the Department of Transportation interested in improving the safety of recreational vehicles on the highway.

70256

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION  
Washington, D.C. 20591  
Official Business

POSTAGE AND FEES PAID  
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

FIRST CLASS MAIL





# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY P.M.  
June 30, 1971

NHTSA - 69-71  
Tel 202 - 426-0670

Secretary of Transportation John A. Volpe today announced the award of three driver training and education contracts specially designed to meet the needs of migrant workers in three Midwest States.

Funding of these projects, estimated at \$46,000, represents the first dollar commitment from the Department of Transportation to a Regional Council Flexible Funding Project. Flexible Funding Projects were established to provide immediate, flexible action on "targets of opportunity" by Regional Councils.

The bilingual driver training and education courses will be conducted in various locations in Illinois, Minnesota, and Wisconsin during fiscal year 1972 to enable the migrant worker to secure a valid driver's license as well as drive more skillfully and safely.



Gordon Lindquist, Administrator of the Department's National Highway Traffic Safety Administration's Region V Office at Homewood, Illinois, has assisted the Migrant Project of Chicago's Regional Council in developing special courses to retrain some 400 unemployed migrant workers in driving skills.

A driver education program specifically developed to fit the needs of migrants is one of the key factors in the successful relocation of a migrant. The courses are designed to overcome the barriers of language, misunderstanding, and misinterpretation of basic laws and rules of the road.

# # # # # # # # # #