



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

September 20, 1971

NHTSA -- 89-71

Tel. 202-426-0686

Secretary of Transportation John A. Volpe today congratulated the 13 new members appointed by President Nixon to the National Highway Safety Advisory Committee of the Department of Transportation.

The Committee, created by the Highway Safety Act of 1966, is composed of 35 members representing various State and local government, public and private interests, and groups actively engaged in highway safety. The role of the group is to advise and consult with the Secretary of Transportation on Federal Standards for State and community highway safety programs.

The next meeting of the Advisory Committee will be held late this fall and be chaired by Under Secretary of Transportation James M. Beggs.

The 13 new members are:

Mr. J. B. Creal, Executive Vice President, American Automobile Association, Washington, D. C.

Dr. Walter W. Gray, Director, Driver Education Instructional Demonstration Center, Indiana State University, Terre Haute, Indiana.

Honorable Joel K. Gustafson, Florida House of Representatives, Fort Lauderdale, Florida.

Mr. Daumants Hazners, Associate Professor Civil Engineering,
Mercer Community College, Trenton, New Jersey.

Mr. Murray Miller, Vice President, International Brotherhood
of Teamsters, Dallas, Texas.

Honorable Ruth Peck, Arizona House of Representatives,
Phoenix, Arizona.

Mr. Manuel Quevedo, Jr., Community Relations Consultant,
State of California, San Bernardino, California.

Mr. Wayne E. Rapp, Vice President, Walker Manufacturing
Company, Racine, Wisconsin.

Mr. Thomas Skutt, Special Tax Consultant and Secretary, Mutual
of Omaha, Omaha, Nebraska.

Mr. Cordell Smith, Colorado Coordinator of Highway Safety,
Denver, Colorado.

Mr. John K. Tabor, Attorney, Kirkpatrick, Lockhart, Johnson
and Hutchison, Pittsburgh, Pennsylvania.

Mr. Joseph Wilcox, Realtor, Wilcox and Company, Greenwich,
Connecticut.

Dr. Ruth Winkler, Optometrist and Officer, National Association
of Women Highway Safety Leaders, Tulsa, Oklahoma.

Members currently serving on the Committee include Mr. John
Bruce, Denver, Colorado; Mr. Alan F. Burch, Washington, D.C.;
Mr. William T. Cassels Sr., Columbia, South Carolina; Mr. Francis
G. Dwyer, Newport, Rhode Island; Mr. DeWitt C. Greer, Austin,
Texas; Dr. Robert L. Hess, Ann Arbor, Michigan; Maj. Gen.
Richard E. McLaughlin, Boston, Massachusetts; Mr. Louis Petitto,
Clarksburg, West Virginia; Dr. Basil Y. Scott, Albany, New York;
Mr. Kenneth W. Smith, Alexandria, Virginia, Dr. Julian A. Waller,
Burlington, Vermont; Mr. Archie Floyd Weaver, Knoxville, Tennessee;
Dr. James E. Aaron, Carbondale, Illinois; Mr. Michael Baker, Jr.,
Rochester, Pennsylvania; Mr. Forrest C. Braden, Yuma, Arizona;
Honorable Sherman G. Finesilver, Denver, Colorado; Honorable
Elmer Huntley, Thornton, Washington; Mr. Thomas C. Morrill,
Bloomington, Illinois; Mr. Mel J. Personett, Juneau, Alaska;

Honorable Gordon M. Scherer, Cincinnati, Ohio; Mr. Joe R. Seacrest, Lincoln, Nebraska; Mr. Harold W. Sullivan, Sacramento, California.

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY
ADMINISTRATION
Washington, D.C. 20590
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**DEPARTMENT OF
TRANSPORTATION**

NEWS

NATIONAL HIGHWAY SAFETY BUREAU

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
September 24, 1971

NHTSA -- 88-71
Tel. 202-426-0670

MONTHLY

COMPLIANCE REPORT

Copies of the Compliance Tests Reports listed in this summary are available for viewing in the Technical Reference Division, Room 5108, National Highway Traffic Safety Administration, 400 7th Street, SW, 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 CRR (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

STANDARDS ENFORCEMENT TEST PROGRAM -- 1968, 1969, 1970 and 1971 VEHICLES

MONTHLY REPORT -- JULY 1 THRU JULY 31, 1971

VEHICLE STANDARDS

FMVSS*	Standards Enforcement 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 Department of Justice	Investigatory Files Released to Public
103	4	0	0	0	0	0	0	0
104	0	0	0	0	0	0	0	0
105	0	0	0	3	0	0	0	0
110	0	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0
201	0	0	1	0	0	0	0	0
202	0	0	0	1	0	0	0	0
203	0	0	0	0	0	0	0	0
204	5	0	0	0	0	0	0	0
207	0	0	0	0	0	0	0	0
210	0	0	0	0	0	0	0	0
212	5	0	0	1	0	0	0	0
301	5	0	0	0	0	0	0	0
Reg. 575	0	0	0	12	0	0	0	0

(Formerly Reg. 375)

* - Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - JULY 1 THRU JULY 31, 1971

FMVSS 103

WINDSHIELD DEFROSTING AND DEFOGGING

<u>MANUFACTURER</u>	<u>NHTSA NO.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>
British Leyland	71505	1971 MG Mark III	Passed	103-OTL-71-005-F71229
General Motors	71104	1971 Chevrolet Chevelle	Passed	103-OTL-71-001-F71229
Chrysler Corporation	71301	1971 Plymouth Barracuda	Passed	103-OTL-71-003-F71229
American Motors	71402	1971 AMC Hornet	Passed	103-OTL-71-002-F71229

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - JULY 1 THRU JULY 31, 1971

FMVSS 204

STEERING CONTROL REARWARD DISPLACEMENT

<u>MANUFACTURER</u>	<u>NHTSA NO.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>
Porsche Audi	71515	1971 Audi Super 90	Passed	204-CAL-71-003-YB-3084-K-3
Renault	71507	1971 Renault R16	Passed	204-CAL-71-004-YB-3084-K-4
Chrysler Corporation	71510	1971 Simca 1204	Passed	204-CAL-71-005-YB-3084-K-5
Chrysler Corporation	71304	1971 Dodge Polara Wagon	Passed	204-DYS-71-2310-71-19
Ford Motor Company	71202	1971 Ford Pinto	Passed	204-DYS-71-2310-71-16

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED
MONTHLY REPORT - JULY 1 THRU JULY 31, 1971

FMVSS 212

WINDSHIELD MOUNTING

<u>MANUFACTURER</u>	<u>NHTSA NO.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>
Porsche Audi	71515	1971 Audi Super 90	Passed	212-CAL-71-003-YB-3084-K-3
Renault	71507	1971 Renault R16	Passed	212-CAL-71-004-YB-3084-K-3
Chrysler Corporation	71510	1971 Simca 1204	Passed	212-CAL-71-005-YB-3084-K-5
Chrysler Corporation	71304	1971 Dodge Polara Wagon	Passed	212-DYS-71-2310-71-20
Ford Motor Company	71202	1971 Ford Pinto	Passed	212-DYS-71-2310-71-17

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - JULY 1 THRU JULY 31, 1971

FMVSS 301

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

<u>MANUFACTURER</u>	<u>NHTSA NO.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>
Porsche Audi	71515	1971 Audi Super 90	Passed	301-CAL-71-003-YB-3084-K-3
Renault	71507	1971 Renault R16	Passed	301-CAL-71-004-YB-3084-K-4
Chrysler Corporation	71510	1971 Simca 1204	Passed	301-CAL-71-005-YB-3084-K-5
Chrysler Corporation	71304	1971 Dodge Polara Wagon	Passed	301-DYS-71-2310-71-21
Ford Motor Company	71202	1971 Ford Pinto	Passed	301-DYS-71-2310-71-18

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS CLOSED

MONTHLY REPORT - JULY 1 THRU JULY 31, 1971

FMVSS NO.

MANUFACTURER

201

Peugeot, Inc.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT JULY 1 THRU JULY 31, 1971

<u>FMVSR NO.</u>	<u>MANUFACTURER</u>
Reg. 575	General Motors (3)
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
FMVSS NO. 105	British Leyland Motors (3)
FMVSS No. 202	Checker Motors
FMVSS NO. 212	Saab, Inc.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - 1968, 1969, 1970 AND 1971 VEHICLES

MONTHLY REPORT - JULY 1 - JULY 31, 1971

EQUIPMENT STANDARDS

FMVSS *	Standards Enforcement Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations In Progress (Cumulative)	Corrective Action Initiated by Manufacturer	Enforcement Action In Office Of Chief Counsel	Cases Forwarded To Department Of Justice	Investigatory Files Released to Public	Actions Closed
106	14	0	5	3	0	0	0	0	
108	9	2	0	40	0	0	0	5	
109	143	4	14	102 **	0	7	0	32	
116	0	0	0	0	0	0	0	0	
205	0	0	0	0	0	0	0	0	
206	0	0	0	0	0	0	0	0	
209	20	0	0	28	0	0	0	0	
211	0	0	0	0	0	0	0	0	

Some Investigations cover more than one Standards Enforcement Test Failure.

* Federal Motor Vehicle Safety Standard

** Consolidation by tire line.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - JULY 1 - JULY 31, 1971

FMVSS NO. 106 - HYDRAULIC BRAKE HOSES, PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES

<u>MANUFACTURER</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>
Continental Hose (U.S.)	H-18167	PASSED	106-VPI-71-005-808260
Inland Division of GMC	9747245	PASSED	106-VPI-71-006-808260
Inland Division of GMC	9747245	PASSED	106-VPI-71-007-808260
Inland Division of GMC	9747245	PASSED	106-VPI-71-008-808260
Inland Division of GMC	9745221	PASSED	106-VPI-71-009-808260
Inland Division of GMC	9745221	PASSED	106-VPI-71-010-808260
Inland Division of GMC	9752262	PASSED	106-VPI-71-011-808260
Inland Division of GMC	9752262	PASSED	106-VPI-71-012-808260
Weatherhead Company	153-53006-02	PASSED	106-VPI-71-013-808260
Weatherhead Company	153-53006-02	PASSED	106-VPI-71-014-808260
Weatherhead Company	153-56030	PASSED	106-VPI-71-015-808260
Weatherhead Company	153-56030	PASSED	106-VPI-71-016-808260
Weatherhead Company	153-56030	PASSED	106-VPI-71-017-808260
Weatherhead Company	153-56030	PASSED	106-VPI-71-018-808260

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED - FY - 69MONTHLY REPORT - JULY 1 - JULY 31, 1971FMVSS No. 108 - LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

<u>Manufacturer</u>	<u>Component Manufacturer</u>	<u>Component</u>	<u>Vehicle Mfg Part No.</u>	<u>Results</u>	<u>Report Number</u>
Ford Motor Company		Front Turn Signal and Park Lamp	D1AB-13200-AC	Passed	ETL-416416
Ford Motor Company		License Plate Lamp	D1AB-13550-AC	Passed	ETL-417116
Ford Motor Company		Back-up Lamp	D1AB-15500-AB	Passed	ETL-416832
Ford Motor Company		Front Park & Turn Signal Lamp	DOSB-13200-M.	Passed	ETL-416826
Ford Motor Company	Tung-Sol	Combination Turn Signal and Hazard Warning Flasher	DOVB-13550-A	Failed	ETL-417075
Ford Motor Company	Tung-Sol	Turn Signal Flasher	C8AB-13350-A	Failed	ETL-417346

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED - FY - 69MONTHLY REPORT - JULY 1 - JULY 31, 1971FMVSS No. 108 - LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

<u>Manufacturer</u>	<u>Component Manufacturer</u>	<u>Component</u>	<u>Vehicle Mfg Part No.</u>	<u>Results</u>	<u>Report Number</u>
American Motors	Hall Lamp	Side Marker and Reflex Reflector	SF-3615617	Passed	ETL-416428
American Motors	Hall Lamp.	Back-up Lamp	SF-3616773	Passed	ETL-416429
American Motors	Hall Lamp	License Plate Lamp	SF-3198678	Passed	ETL-416423

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: B. F. GOODRICH CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
B.F. GOODRICH	SILVERTOWN BELTED	G7814	PASSED	C1E8233
B.F. GOODRICH	SILVERTOWN BELTED	G7814	FAILED ENDUR.	C1E8234
B.F. GOODRICH	SILVERTOWN BELTED	G7814	PASSED	C1E8236
B.F. GOODRICH	SILVERTOWN BELTED	G7814	PASSED	C1E8237
B.F. GOODRICH	SILVERTOWN BELTED	G7814	PASSED	C1E8239
	WINTERLANE PREMIUM	H7815	PASSED	I1S5136
	WINTERLANE PREMIUM	F7815	PASSED	I1S5138
	WINTERLANE PREMIUM	H7814	PASSED	I1S5139
	WINTERLANE PREMIUM	L7815	PASSED	I1S5140

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: COOPER TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME

TIRE NAME

SIZE

RESULTS

TEST NUMBER

WINTERLANE PREMIUM

70013

PASSED

I1S5135

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: DUNLOP TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
DUNLOP	CW 44 SILENT TRACTION	G7814	PASSED	C1S8211 TIRE B,C
DUNLOP	CW 44 SILENT TRACTION	G7814	PASSED	C1S8212
DUNLOP	CW 44 SILENT TRACTION	G7814	PASSED	C1S8213
DUNLOP	CW 44 SILENT TRACTION	H7814	PASSED	C1S8215
DUNLOP	CW 44 SILENT TRACTION	H7814	FAILED ENDUR.	C1S8216
DUNLOP	CW 44 SILENT TRACTION	H7815	PASSED	C1S8217
DUNLOP	CW 44 SILENT TRACTION	H7815	PASSED	C1S8218
DUNLOP	CW 44 SILENT TRACTION	E7814	PASSED	C1S8221
DUNLOP	CW 44 SILENT TRACTION	E7814	PASSED	C1S8222
DUNLOP	CW 44 SILENT TRACTION	F7814	PASSED	C1S8223
DUNLOP	CW 44 SILENT TRACTION	F7814	PASSED	C1S8224
DUNLOP	CW 44 SILENT TRACTION	F7814	PASSED	C1S8225
DUNLOP	CW 44 SILENT TRACTION	F7814	PASSED	C1S8226
DUNLOP	CW 44 SILENT TRACTION	G7815	PASSED	C1S8227

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED
MONTHLY RECAP - JULY 1971
FMVSS 109

NEW PNEUMATIC TIRES = PASSENGER CARS

MANUFACTURER: DUNLOP TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
DUNLOP	CW 44 SILENT TRACTION	G7815	FAILED ENDUR.	C1S8228
DUNLOP	CW 44 SILENT TRACTION	G7815	PASSED	C1S8229
DUNLOP	CW 44 SILENT TRACTION	G7815	PASSED	C1S8230
REMINGTON	DUAL-BELT	H7814	PASSED	I1S5151
REMINGTON	DUAL-BELT	H7814	PASSED	I1S5152
REMINGTON	DUAL-BELT	H7814	PASSED	I1S5154
REMINGTON	DUAL-BELT	H7815	PASSED	I1S5155
REMINGTON	DUAL-BELT	G7814	PASSED	I1S5156
REMINGTON	DUAL-BELT	F7814	PASSED	I1S5159
REMINGTON	DUAL-BELT	G7815	PASSED	I1S5163
REMINGTON	DUAL-BELT	G7815	PASSED	I1S5164
REMINGTON	DUAL-BELT	E7814	PASSED	I1S5165
REMINGTON	DUAL-BELT	F7815	PASSED	I1S5167

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: DUNLOP CANADA LTD. (CANADA)

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
DUNLOP	CW 44 SILENT TRACTION	G7814	PASSED	C1S8211 TIRE A

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: FIRESTONE TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
FIRESTONE	DELUXE CHAMPION	64514	PASSED	I1E5171
FIRESTONE	DELUXE CHAMPION	64514	PASSED	I1E5172
FIRESTONE	DELUXE CHAMPION	64514	PASSED	I1E5173
FIRESTONE	DELUXE CHAMPION	64514	PASSED	I1E5174
FIRESTONE	DELUXE CHAMPION	64514	PASSED	I1E5175
FIRESTONE	DELUXE CHAMPION	64514	PASSED	I1E5176

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GATES RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
CBI	SUPER WIDE FLEX	D7014	PASSED	D1S2151
CBI	SUPER WIDE FLEX	F7015	PASSED	D1S2155

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GENERAL TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
JETZON	RAD-AGE	185R14	PASSED	G1S4152
JETZON	RAD-AGE	215R14	PASSED	G1S4157
JETZON	RAD-AGE	195R14	PASSED	G1S4158
JETZON	RAD-AGE	205R15	PASSED	G1S4160
JETZON	RAD-AGE	215R14	PASSED	G1S4162
JETZON	RAD-AGE	215R15	FAILED ENDUR.	G1S4164

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GOODYEAR TIRE AND RUBBER CO

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	F7015	PASSED	G1S4171
GOODYEAR	CUST30 WIDE TREND POLYGLAS	D7014	PASSED	G1S4172
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	G7015	PASSED	G1S4173
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	G7015	PASSED	G1S4174
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	D7014	PASSED	G1S4175
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	F7014	PASSED	G1S4176
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	G7015	PASSED	G1S4178
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	D7014	PASSED	G1S4179
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	F7014	PASSED	G1S4181
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	F7014	PASSED	G1S4183
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	G7014	PASSED	G1S4184
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	G7014	PASSED	G1S4186
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	D7014	PASSED	G1S4187
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	F7015	PASSED	G1S4189
GOODYEAR	CUSTOM WIDE TREAD POLYGLAS	G7014	PASSED	G1S4190

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: KELLY-SPRINGFIELD TIRE CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
ALL AMERICAN	ALL AMERICAN 24	56015	PASSED	C1S8151
ALL AMERICAN	ALL AMERICAN 24	56015	PASSED	C1S8152
ALL AMERICAN	ALL AMERICAN 24	56015	PASSED	C1S8153
ALL AMERICAN	ALL AMERICAN 24	56015	PASSED	C1S8154
ALL AMERICAN	ALL AMERICAN 24	77515	PASSED	C1S8155
ALL AMERICAN	ALL AMERICAN 24	77515	PASSED	C1S8156
ALL AMERICAN	ALL AMERICAN 24	77515	PASSED	C1S8157
ALL AMERICAN	ALL AMERICAN 24	77515	PASSED	C1S8158
ALL AMERICAN	ALL AMERICAN 24	73514	PASSED	C1S8159
ALL AMERICAN	ALL AMERICAN 24	73514	PASSED	C1S8160
ALL AMERICAN	ALL AMERICAN 24	73514	PASSED	C1S8161
ALL AMERICAN	ALL AMERICAN 24	73514	PASSED	C1S8162
ALL AMERICAN	ALL AMERICAN 24	82514	PASSED	C1S8163
ALL AMERICAN	ALL AMERICAN 24	82514	PASSED	C1S8164
ALL AMERICAN	ALL AMERICAN 24	82514	PASSED	C1S8165

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: KELLY-SPRINGFIELD TIRE CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
ALL AMERICAN	ALL AMERICAN	82514	PASSED	C1S8166
ALL AMERICAN	ALL AMERICAN 24	70013	PASSED	C1S8167
ALL AMERICAN	ALL AMERICAN 24	70013	PASSED	C1S8168
ALL AMERICAN	ALL AMERICAN 24	70013	PASSED	C1S8169
ALL AMERICAN	ALL AMERICAN 24	70013	PASSED	C1S8170
UNION 76	SPORTS OVAL	F7014	PASSED	C1S8171
UNION 76	SPORTS OVAL	F7014	PASSED	C1S8172
UNION 76	SPORTS OVAL	F7014	PASSED	C1S8173
UNION 76	SPORTS OVAL	F7014	PASSED	C1S8174
UNION 76	SPORTS OVAL	F7014	PASSED	C1S8175
UNION 76	SPORTS OVAL	F7014	PASSED	C1S8176
UNION 76	SPORTS OVAL	E7014	PASSED	C1S8177
UNION 76	SPORTS OVAL	E7014	PASSED	C1S8178
UNION 76	SPORTS OVAL	E7014	PASSED	C1S8180

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES = PASSENGER CARS

MANUFACTURER: KELLY-SPRINGFIELD TIRE CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
UNION 76	SPORTS OVAL	E7014	PASSED	C1S8181
UNION 76	SPORTS OVAL	E7014	PASSED	C1S8182
UNION 76	SPORTS OVAL	G7015	PASSED	C1S8183
UNION 76	SPORTS OVAL	G7015	PASSED	C1S8184
UNION 76	SPORTS OVAL	G7015	PASSED	C1S8185
UNION 76	SPORTS OVAL	G7015	PASSED	C1S8186
UNION 76	SPORTS OVAL	G7015	PASSED	C1S8187
UNION 76	SPORTS OVAL	G7015	PASSED	C1S8188
UNION 76	SPORTS OVAL	G7015	PASSED	C1S8189
UNION 76	SPORTS OVAL	G7015	PASSED	C1S8190
UNION 76	SPORTS OVAL	E7014	PASSED	C1S8179 TIRE A,C
UNICO	WIDE MARK	D7014	PASSED	E1S3001
UNICO	WIDE MARK	D7014	PASSED	E1S3002
UNICO	WIDE MARK	G7014	PASSED	E1S3007

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: KELLY-SPRINGFIELD TIRE CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
UNICO	WIDE MARK	H7014	PASSED	E1S3010
UNICO	WIDE MARK	F7015	PASSED	E1S3011
UNICO	WIDE MARK	F7015	PASSED	E1S3012
UNICO	WIDE MARK	G7015	PASSED	E1S3013
UNICO	WIDE MARK	G7015	PASSED	E1S3015
UNICO	WIDE MARK	H7015	PASSED	E1S3019
VANDEBILT	SUPER WIDE SPORT	G7014	PASSED	C1S8179 TIRE B

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE TIRE AND RUBBER COMPANY

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
CONCORDE	T P 78	E7814	PASSED	E1S3022
CONCORDE	T P 78	F7814	PASSED	E1S3023
CONCORDE	T P 78	H7814	PASSED	E1S3026
CONCORDE	T P 78	F7815	PASSED	E1S3034
CONCORDE	T P 78	G7814	PASSED	E1S3037
CONCORDE	T P 78	G7815	PASSED	E1S3040

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: MCCREARY TIRE AND RUBBER CO

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
MCCREARY	SCOTT SUPER HAWK	H7814	FAILED ENDUR.	C1S8191
MCCREARY	SCOT SUPER HAWK	H7814	PASSED	C1S8192
MCCREARY	SCOT SUPER HAWK	E7814	PASSED	C1S8193
MCCREARY	SCOT SUPER HAWK	E7814	PASSED	C1S8194
MCCREARY	SCOT SUPER HAWK	F7814	PASSED	C1S8195
MCCREARY	SCOT SUPER HAWK	F7814	PASSED	C1S8196
MCCREARY	SCOT SUPER HAWK	G7815	PASSED	C1S8197
MCCREARY	SCOT SUPER HAWK	G7815	PASSED	C1S8198
MCCREARY	SCOT SUPER HAWK	G7814	PASSED	C1S8199
MCCREARY	SCOT SUPER HAWK	G7814	PASSED	C1S8200
MCCREARY	SCOT SUPER HAWK	G7814	PASSED	C1S8201
MCCREARY	SCOT SUPER HAWK	G7814	PASSED	C1S8202
MCCREARY	SCOT SUPER HAWK	H7815	PASSED	C1S8203
MCCREARY	SCOT SUPER HAWK	H7815	PASSED	C1S8204

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1971

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: MCCREARY TIRE AND RUBBER CO

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
MCCREARY	SCOT SUPER HAWK	H7815	PASSED	C1S8205
MCCREARY	SCOT SUPER HAWK	H7815	PASSED	C1S8206
MCCREARY	SCOT SUPER HAWK	F7815	PASSED	C1S8207
MCCREARY	SCOT SUPER HAWK	F7815	PASSED	C1S8208
MCCREARY	SCOT SUPER HAWK	F7815	PASSED	C1S8209
MCCREARY	SCOT SUPER HAWK	F7815	PASSED	C1S8210
DUNLOP	CW 44 SILENT TRACTION	C7814	PASSED	C1S8219
DUNLOP	CW 44 SILENT TRACTION	C7814	PASSED	C1S8220

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - JULY 1 - JULY 31, 1971

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 NO.</u>
General Motors (General Safety)	4952	PASSED	DTL-0-209-060-011135-C
General Motors (General Safety)	4911	PASSED	DTL-0-209-061-011135-C
General Motors (General Safety)	4911	PASSED	DTL-0-209-062-011135-C
General Motors (General Safety)	4902	FAILED	DTL-0-209-068-011135-C
General Motors (General Safety)	4902	PASSED	DTL-0-209-070-011135-C
General Motors (General Safety)	4952, 4902	* PASSED	209-DTB-70-045-TR
General Motors (General Safety)	4952, 4902	* PASSED	209-DTB-70-046-TR
General Motors (General Safety)	4952, 4902	* PASSED	209-DTB-70-047-TR
General Motors (General Safety)	4952, 4902	* PASSED	209-DTB-70-048-TR
General Motors (Bay Trim)	5112	PASSED	DTL-0-209-063-011135-C
General Motors (Bay Trim)	5912	PASSED	DTL-0-209-064-011135-C
General Motors (Bay Trim)	5911	PASSED	DTL-0-209-065-011135-C
General Motors (Bay Trim)	5911	* PASSED	DTL-0-209-066-011135-C
General Motors (Bay Trim)	5902	PASSED	DTL-0-209-069-011135-C
General Motors (Bay Trim)	5902	PASSED	209-DTB-70-049-TR

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED
MONTHLY REPORT - JULY 1 - JULY 31, 1971

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 NO.</u>
Aftermarket (Beams)	CH-600	FAILED	DTL-0-209-067-011135-C
Ford (Bay Trim)	517	PASSED	DTL-0-209-071-011135-C
Ford (Jim Robbins)	DOAB-62613B84A21B	FAILED	209-ETL-70-016-TR-415317-2
Ford (Jim Robbins)	DOAB-62613B84A21B	FAILED	209-ETL-70-017-TR-415318-2
General Motors (Hamill)	1952	FAILED	209-ETL-70-021-TR-415332-2

* Corrosion Failures not significant enough to warrant further action.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS CLOSED

MONTHLY REPORT - JULY 1 - JULY 31, 1971

EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>
106	Nagoya (Japan)
106	Nichirin (Japan)
106	Renault (France)
106	Summit Motor Corp, Importer - Akron Brake Hose
106	Summit Motor Corp, Importer - Stop Brake Hose
109	Armstrong
109	Dayton
109	Firestone
109	Gates
109	Goodrich (2)
109	Kelly-Springfield (6)
109	Lee (2)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAMINVESTIGATIONS IN PROGRESS (CUMULATIVE)MONTHLY REPORT - JULY 1 - JULY 31, 1971EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
106	Schafer (Germany)	108	Plymouth (6)
106	ATE (Germany)	108	Pontiac (2)
106	British Leyland Motors, Inc.	108	White Truck (3)
108	AMC (2)	108	Volkswagen
108	Buick	109	Armstrong (8)
108	Bus and Truck (6)	109 **	Continental (2) (1 this period)
108	Chevrolet	109	Cooper (7)
108	Chrysler	109	Dayton (12)
108	Chrysler Truck	109	Denman (2)
108	Divco (2)	109	Dunlop (5)
108	Dodge (4)	109	Dunlop (Canada)
108 *	Ford Motor Company (2) (2 this period)	109	Deutsche Dunlop Gummi: Compagnie A.G.
108	International Harvester (4)	109	Firestone (11)
108	Mack Truck (2)	109	Gates (7)
108	Opel (2)	109 **	-General (3) (1 this period)

INVESTIGATIONS IN PROGRESS (CUMULATIVE) - (Continued)MONTHLY REPORT - JULY 1 - JULY 31, 1971EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
109	Goodrich (10)	209	Mercedes Benz Corp. (Kangol Magnet Ltd.)
109	Goodyear (2)	209	Fiat (Kangol Magnet Ltd.)
109	Kelly-Springfield (1)	209	British Leyland (Kangol Magnet Ltd.)
109	Lee (3)	209	Renault (Klippan)
109	Mansfield (9)	209	C&W Manufacturing Company
109	Pennsylvania (5)	209	Alofs Manufacturing Company
109	Seiberling (3)	209	American Safety Equipment Corporation.
109	Semperit	209	Beams Manufacturing Company
109 **	Uniroyal (8) (2 this period)	209	Irvin Industries
109	Vredestein	209	Jeffrey Allen Industries
209	Pontonier, Inc.	209	Jim Robbins Company
209	Rose Manufacturing Company (3)	209	Market Forge Company
209	Sears, Roebuck and Company (2)	209	English Ford (Wingard, Ltd.)
209	Vogt Manufacturing Company	209	Saab (Klippan)
209	General Motors Corp. (Jim Robbins Co.)	209	Subaru (Ashimeri)
209	General Motors Corp. (General Safety Corp.)	209	General Motors (Hamill)
209	Ford Motor Company (Jim Robbins Co.)	209	Ford Motor Company (Jim Robbins)
209	Volkswagen Corp. (Repa)		

* Denotes Investigations initiated this period.
** Denotes investigations initiated this period & consolidation by tire line.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAMINVESTIGATORY FILES RELEASED TO PUBLICMONTHLY REPORT - JULY 1 - JULY 31, 1971EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
108	Chrysler	109	General (2)
108	Columbus	109	Kelly-Springfield (2)
108	Hoffman	109	Mansfield
108	International Harvester	109	McCreary
108	Volvo	109	Metzler
109	Armstrong	109	Mohawk (2)
109	B & Z Tire	109	Pirelli
109	Cooper	109	Seiberling (2)
109	Denman	109	Semperit
109	Dunlop	109	Sumitomo
109	Firestone (4)	109	Uniroyal
109	Goodyear (5)	109	U.S. Royal
109	Gulf	109	Vredestein



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY A.M.
September 30, 1971

NHTSA -- 91-71
Tel. 202-426-0670

Young people from all sections of the country, concerned about reports that an increased number of persons in their age group are involved in auto crashes, will participate in the first national youth traffic safety conference in Oakland, California, October 8-11.

In a bid to attack the problem of highway safety, the delegates will vote to establish a nationwide movement and arm it with an action plan aimed as much at their elders as themselves.

Sponsored by YOUTHS, an advisory committee of the Department of Transportation, the conference seeks to stimulate the public, industry, and government to initiate and develop youth action programs that will result in safer drivers, cars, and highways, and reduce the number of deaths and injuries on the highway.

YOUTHS, an acronym for Youth Order United Toward Highway Safety, is a 15-member group 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.

- more -

Some 123 delegates between the ages of 15 and 24 representing every State, the District of Columbia, and Puerto Rico, will attend the conference at the Claremont Hotel. They will mingle and have conversations with some of the auto racing world's great names -- Mario Andretti, Al Unser, Parnelli Jones, Joe Leonard, Dan Gurney, A. J. Foyt, and Mark Donohue.

The conference theme, "Survival '71," is best typified in the grim statistics contained in a recent National Transportation Safety Board report that 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.

In 1970, almost 17,000 young people were killed in traffic accidents. Drivers under 25 make up 22 percent of the motoring population but account for almost a third of the motor vehicle fatalities recorded last year. This is 60 percent higher than the level expected for this age group on the basis of their number.

Dr. Charles H. Hartman, Deputy Administrator of the Traffic Safety Administration, will address the delegates. He is expected to shed new light on some prevalent myths that young drivers are bad drivers and the cause of their own fatality involvement.

The "Survival '71" conference will center on four major topics representing subjects in which YOUTHS' members feel they can effectively involve young people. Participating in workshop sessions and action demonstrations on each topic, delegates will have the opportunity to develop resolutions and action programs which can be carried out on a national, State and community basis. They will work with highway safety specialists in each workshop.

The four topics include:

1. "Getting It Together" -- Communicating to youth the important role that driving plays in determining whether they will safely pass through this high risk period of their lives. A model action program involving highway hazards will be reviewed.

2. "How to Crash" -- Crash survivability, including better occupant packaging in vehicles and removal of "booby traps" on the highways. Demonstrations will include an air cushion passive restraint device.

3. "Rolling Stoned" -- The role of alcohol and drugs in youth traffic fatalities and what youth can do about it. Demonstrations include a drunk patrol "ride-a-long" with the California Highway Patrol, a live demonstration of the effects of alcohol on driving performance, and an alcohol safety interlock system which prevents drunks from driving.

4. "How Do You Rate" -- Is driver education a factor in accident reduction? Can it be improved? What can be done to improve driver training? Demonstrations will include driving simulators and motorcycle driver education.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY A.M.
October 13, 1971

NHTSA -- 92-71
Tel. 202-426-0686

The Department of Transportation has established a public information file of material connected with the Experimental Safety Vehicle (ESV) program, which is administered by the Department's National Highway Traffic Safety Administration.

The Traffic Safety Administration has contracted with four companies to develop Experimental Safety Vehicles in the family sedan weight class (4000 lbs). AMF and Fairchild Industries are scheduled to deliver their vehicles by the end of 1971. General Motors Corporation and Ford Motor Company, expect to deliver prototype vehicles in October 1972, and January 1973, respectively. In addition, memoranda of understanding have been concluded between this country and West Germany, Japan, Great Britain, and Italy for the development of Experimental Safety Vehicles in lighter weight classes.

The most recent cooperative agreement was signed October 7, 1971 with France for the development of a smaller-sized ESV.

The files now available to the public contain comprehensive background information on the ESV program, including the development contracts with the four U.S. companies; the memoranda of understanding with the foreign governments; supporting research and development reports, and technical information from governments and manufacturers participating in the program.

Interested parties may inspect and copy the material at the offices of the National Highway Traffic Safety Administration, Room 5119, 400 7th Street S.W., Washington, D.C., Mondays through Fridays, from 8 A.M. to 4 P.M.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY P.M.
October 13, 1971

NHTSA -- 96-71
Tel. 202-426-0670

The Department of Transportation today urged owners of 1970, 71, and 72 Opel Kadetts and Opel Model 1900's to return their cars to General Motors Corporation dealers as soon as possible, in order that the manufacturer may make necessary modifications to the windshields.

This recall campaign is a result of tests conducted by the National Highway Traffic Safety Administration (NHTSA) for compliance with Federal Motor Vehicle Safety Standards. A 1971 Opel Kadett Station Wagon was tested in a frontal barrier crash at 30 mph. The windshield completely separated from the vehicle during the barrier impact. This is in violation of Federal Motor Vehicle Safety Standard No. 212 which requires retention of at least 75 percent of the windshield periphery.

Douglas Toms, Administrator of the National Highway Traffic Safety Administration, said: "The continued use of Opel Kadetts and Model 1900's in their present condition could cause serious injuries in a crash by contributing to occupant ejection. I urge all owners of these cars to return them to the manufacturer immediately so that the problem may be corrected."

GM announced the recall campaign on September 30, asking owners of the affected vehicles to take them to one of the 2,240 Buick-Opel dealers.

-more-

The Traffic Safety Administration estimates that more than 100,000 vehicles of the 1970, 1971, and 1972 models of their Opel Kadett and Opel Model 1900's are involved. The company's Buick Division, the distributor of Opels, will use additional cementing to strengthen the windshield mounting. This operation will be performed at no cost to the car owners.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.
October 14, 1971

NHTSA -- 93-71
Tel. 202-426-0670

The Department of Transportation moved today to make it easier for consumers to obtain safety information on new automobiles.

Under an amendment to a Federal regulation, prospective car buyers will soon be able to retain and take home the consumer information on new automobiles which has been made available only in dealer's showrooms. The take-home information will have to be provided without charge.

Since January 1, 1970, auto manufacturers have been required by a Federal Motor Vehicle Safety Regulation on Consumer Information to have safety information on Stopping Distance, Acceleration and Passing Ability, and Tire Reserve Loads available for inspection at the showroom, and for retention by purchasers with their new automobiles. The purpose is to enable shoppers to compare cars on a safety basis.

Under the amendment, effective January 1, 1972, the consumer information must be provided without charge and in sufficient quantity to be retained by prospective purchasers, or be mailed to a prospective buyer upon his request.

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

The Safety Agency said that manufacturers and dealers should take all reasonable steps to ensure that a continuous supply of the consumer information documents is available.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
October 15, 1971

NHTSA -- 97-71
Tel. 202-426-0686

The Department of Transportation's National Highway Traffic Safety Administration issued a special Consumer Protection Bulletin today, alerting motorists to potential risks in the operation of certain General Motors Corporation vehicles which may be subject to front engine mount failure.

Specifically involved in the risk "alert" are all 1965 through 1969 model year Chevrolets, Novas, Chevelles, and Camaros.

The Traffic Safety Administration said the Consumer Protection Bulletin reflects the preliminary results of an intensive investigation that is still in progress to determine if a safety-related defect exists. The purpose of the alert is to warn owners of the potential hazard and to solicit further data for the investigation.

Owners of the Chevrolet models named in the Consumer Bulletin are advised to seek inspection by competent service personnel to determine the condition of engine mounts.

Engine mounts -- two front and one rear -- support the engine on the vehicle's frame and also serve to absorb noise and vibration. Failure of the left front engine mount may result in partial rotation of the engine within the engine compartment, during acceleration. Such failure may, in some cases, jam the accelerator and gear shift linkages and may also cause loss of power braking and power steering assist. The result is partial or total loss of vehicle control.

-more-

The Safety Agency said reports of engine mount failure, many of which involved loss of vehicle control, have been received from approximately 500 vehicle owners. There is evidence that many more such failures have occurred. Approximately 100,000 engine mounts have been replaced, for all causes, on 1965 through 1969 Chevrolet vehicles.

The failures noted occur when the engine mount (a "sandwich" composed of a layer of rubber bonded between two layers of metal) comes apart, allowing the upper and lower pieces to separate.

The Traffic Safety Administration recommends periodic inspection, and advises that replacement of defective or broken engine mounts is imperative. If an engine mount failure occurs while the vehicle is in use, the vehicle can be controlled by shifting into neutral (if possible), by turning off the ignition, and by braking.

Owners of all vehicles, regardless of manufacture, and including multipurpose vehicles and trucks, which experience engine mount failures are urged to report such failures to the National Highway Traffic Safety Administration, Department of Transportation, Washington, D. C. 20590.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

SPECIAL
CONSUMER PROTECTION BULLETIN

Page 1 of 2

No: 2-71 October 15, 1971

SUBJECT:

Alerting United States Motorists to specific use-risks in connection with the highway operation of certain General Motors Corporation vehicles which may be subject to front engine mount failure; and inviting reports from motorists who experience such failures.

General Motors vehicles potentially involved, according to current findings, are:

<u>Year</u>	<u>Make</u>	<u>Model</u>
1965 through 1969	Chevrolet	Chevrolet Nova Chevelle Camaro

Engine mounts -- two front and one rear -- serve to support the engine on the vehicle's frame and to absorb noise, vibration, and torque reaction forces generated during engine operation. Failure of the left front engine mount may result in partial rotation of the engine within the engine compartment, during acceleration. This lifting of the left side of the engine may, in some cases, jam the accelerator and gear shift linkages and may also cause loss of power braking and power steering assist. The result is partial or total loss of vehicle control.

-more-

PRIOR ACTION BACKGROUND:

Reports of engine mount failure, many of which have involved loss of vehicle control, have been received from approximately 500 vehicle owners. There is evidence that many more such failures have occurred. Approximately 100,000 engine mounts have been replaced, for all causes, on 1965 through 1969 Chevrolet vehicles.

CURRENT CONCLUSIONS:

This Bulletin warns owners of the Chevrolet vehicles listed of the hazard which can result from engine mount failure. The failures noted occur when the engine mount (a "sandwich" composed of a layer of rubber bonded between two layers of metal) comes apart, allowing the upper and lower pieces to separate. Such failures can cause a loss of vehicle control as a result of jamming of engine control linkages and disconnection of power brake and power steering hoses.

CONSUMER ACTION ADVISED:

Owners of the Chevrolet models listed should be alert to the possibility of engine mount failure. Inspection by competent service personnel will determine condition of mounts. Periodic inspection is advised, and replacement of defective or broken engine mounts is imperative. If an engine mount failure occurs while the vehicle is in operation, the vehicle can be controlled by shifting into neutral (if possible), by turning off the ignition, and by braking.

CONSUMER REQUEST:

Owners of all vehicles, regardless of manufacture and including multipurpose vehicles and trucks, which experience engine mount failures, are urged to provide the Department of Transportation with a description of the failure and the make, model, model-year and serial number of the vehicle involved. This information is vital to the ongoing investigation of this matter and to the public safety. Such reports should be sent to:

National Highway Traffic Safety Administration
Department of Transportation
Washington, D. C. 20590

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WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY A.M.
October 16, 1971

NHTSA -- 94-71
Tel. 202-426-0686

The 1970 fatality rate on the Nation's highways was the lowest in our Nation's history, Secretary of Transportation John A. Volpe said today in announcing the availability of annual reports outlining the Administration's accomplishments last year in the field of highway safety.

The reports, required by law, were prepared by the Department of Transportation's National Highway Traffic Safety Administration, and discuss progress under the National Traffic and Motor Vehicle Safety Act and the Highway Safety Act of 1966.

The rate of highway fatalities per 100 million vehicle miles of travel in 1970 was 4.9, a substantial reduction from the 5.32 rate in 1969, and below the previous low of 5.16 in 1961. The rate was nearly half the 9.18 level of 1946.

Secretary Volpe, commenting on the reports, said, "the record low fatality rate, while certainly gratifying, is only a beginning of the job that will have to be done. It is only a small crack in the door -- only a welcome spur to our hope and our conviction that we can solve this critical problem, and a ray of proof that it is not necessary to pay for progress with human lives."

According to the reports, total fatalities in 1970 were 53,300. However, subsequent to the printing of the report, a statistical adjustment was made in the base-line figures for both 1969 and 1970. This changed the 1970 fatality total to 54,800 -- 1,200 below the figures for 1969.

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In previous years, the annual reports have been in two volumes, one for each of the two Acts. This year, the Administration has submitted a colorful general summary report on its activities under the two laws, and two supplementary volumes -- one for each law -- containing more detailed, technical information.

Together, the three volumes discuss the highway tolls in both human and financial terms, indicate some favorable effects of remedies instituted under legislation since 1966, and detail the major efforts in 1970 to develop and enforce motor vehicle safety standards. They also describe the programs now receiving the highest priority, outline some of the basic research programs in both automotive and driver safety, and report on efforts to expand and improve State and community highway safety programs in accordance with Federal standards.

Some of the highlights of the report:

* Despite the reduction in fatalities, 55,300 persons were killed in highway crashes during the year; another 2 million were injured, in an estimated 15.5 million accidents. The cost in dollars -- a minimum of \$16 billion.

* The excessive consumption of alcohol causes at least 50 percent of all traffic fatalities in the Nation each year -- approximately 28,000 deaths in 1970. Of the total, problem drinkers were responsible for some 19,000 fatalities, or one-third of all highway fatalities. Young drinking drivers and so-called "social drinkers" accounted for an additional 9,000 fatalities. In other words, persons with a drinking problem, who represent between 5 and 7 percent of the driving population, caused about one-third of all highway fatalities.

* Motorcycle fatalities increased from 1,945 in 1969 to 2,429 last year, raising the death rate from 8.1 to 9.0 per 100,000 registered motorcycles. The death rate was 11 percent higher in those States which do not have laws requiring the wearing of safety helmets.

The reports also discuss progress in State and local community efforts to meet Federal standards in various driver related programs, the development of Experimental Safety Vehicles, proposed vehicle safety standards such as air cushion restraints, automobile safety defect and recall campaigns, and consumer information programs.

The reports are available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402. The Summary Report Volume I is \$1.00. The supporting material in each of the Volumes 2 are priced at \$1.25.

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WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.
October 22, 1971

NHTSA -- 95-71
Tel. 202-426-0670

Secretary of Transportation John A. Volpe and West German Minister of Transport Georg Leber will deliver the opening addresses when representatives from nine countries meet to exchange technology at the Second International Technical Conference on Experimental Safety Vehicles in Stuttgart, Germany October 26.

An estimated 150 official delegates from the United States, West Germany, Japan, Great Britain, Italy, France, Netherlands, Sweden, and Belgium will participate in the 4-day conference. Delegates include government officials, researchers, auto design engineers, and top executives from the major motor vehicle producing firms.

The International ESV Conference is sponsored by the United States as part of its Road Safety Pilot Study for the North Atlantic Treaty Organization's Committee on Challenges to Modern Society, and is being hosted by the Federal Republic of Germany and the Daimler Benz A.G. The first conference was held last January in Paris, and was hosted by the French Government and industry.

The purpose of the conference is for participating countries and their industry representatives to exchange reports on progress made in their ESV development efforts.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

The United States is concentrating on the production of safety cars in the 4,000-pound class under Department of Transportation contracts with Fairchild Industries, AMF Incorporated, General Motors Corporation, and Ford Motor Company. All of the American contractors will make formal progress reports at the Conference.

Official agreements between the U.S. Government and the governments of West Germany, Japan, Italy, United Kingdom and France call for independent experimental safety vehicle developments and the exchange of technical information resulting from these programs.

The U.S. ESV Program calls for delivery to the Government of prototype vehicles developed by AMF Incorporated and Fairchild Industries in December of 1971. General Motors and Ford will conduct extensive tests on complete vehicles and will deliver prototypes in 1972.

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WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.
October 28, 1971

NHTSA -- 98-71
Tel. 202-426-0686

Secretary of Transportation John A. Volpe, moving to reverse recent reports of a rise in traffic fatalities, made a personal appeal to the Nation's Governors today to redouble their highway safety efforts during the final two months of 1971.

The Secretary, in letters sent to all the Governors, reiterated his goal of continuing the downward trend in traffic fatalities recorded in 1970. He warned that if steps are not taken to check the upsurge, the total number of highway fatalities in 1971 may exceed last year's level of 54,800 deaths.

Preliminary figures show that for the first eight months of 1971, highway fatalities are running one percent higher than for the corresponding period a year ago. Fatalities through the end of August total 35,420 compared to 35,200 deaths for the first eight months of 1970.

Secretary Volpe said he plans to make personal appeals by phone to the Governors of 15 critical States which account for a large percentage of the highway death toll. He said he was asking

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

the States to step up their highway safety efforts now because November and December are traditionally difficult months for the motorist due to longer periods of darkness and heavy holiday travel.

Despite the increase in fatalities, the National Highway Traffic Safety Administration said the projected trend for the remainder of the year indicates a fatality rate per 100 million vehicle miles at or below the 1970 rate of 4.9.

The Safety Agency said it plans to personally contact public officials in key States, the International Association of Chiefs of Police and the American Association of Motor Vehicle Administrators to encourage support for increased highway safety.

"I call upon you to redouble your highway safety efforts, particularly in the area of traffic law enforcement, during the months of November and December," Secretary Volpe wrote the Governors, "so that 1971 will continue the national downward trend in traffic fatalities."

The Secretary said last year was a pivotal year for highway safety in the United States because of a two percent decline in traffic fatalities. "For the first time since Congress passed the Highway Safety Act of 1966, there was a significant decrease in the number of traffic fatalities," Volpe said in his letters.

The Secretary told 25 Governors that traffic fatality increases in their States during the first eight months of the year were discouraging. He said there is still time to improve the situation before the end of the year and called upon the Governors to take an active lead in reducing the traffic toll.

Secretary Volpe commended 18 States and the District of Columbia for recording fewer traffic fatalities during the eight-month period. "It indicates to me that the problem can be reduced through the State-Federal partnership." He also commended seven States and Puerto Rico for holding the line by reporting approximately the same number of traffic fatalities, and urged these States to make further efforts to bring about a decrease.

States that show an increase in traffic fatalities include Alabama, Arizona, Arkansas, Florida, Hawaii, Illinois, Indiana, Kansas, Kentucky, Maryland, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, North Dakota, Oklahoma, Oregon, South Carolina, South Dakota, Tennessee, Texas, and Vermont.

States that show a decrease in traffic fatalities include Alaska, California, Colorado, Delaware, District of Columbia, Georgia, Idaho, Iowa, Maine, Massachusetts, Michigan, New Mexico, Ohio, Pennsylvania, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

States that show about the same number of fatalities include Connecticut, Louisiana, Nevada, New Hampshire, Utah, Montana, Rhode Island, and Puerto Rico.

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WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
October 29, 1971

NHTSA -- 101-71
Tel. 202-426-0686

Secretary of Transportation John A. Volpe announced today that the National Highway Traffic Safety Administration has made an initial determination that a safety defect exists in the engine heater systems of General Motors Corporation 1965 model Corvairs.

An investigative report made public today indicates that Traffic Safety Administration field investigations and other data demonstrate that the performance of 1965 model Corvair engine heater systems creates an unreasonable risk of accidents and injury to occupants because dangerous engine fumes may be transferred from the engine into the passenger compartment.

The investigative report shows that of 292 Corvairs tested, six 1965 model vehicles were found to have carbon monoxide levels in the passenger compartment in excess of 200 parts per million when the heater was operated. According to the report, exposure to these levels for eight hours produces a blood saturation of at least 22 percent. At a point above a blood saturation of 22 percent, manual dexterity decreases markedly and driving alertness is lowered.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
DULLES INTERNATIONAL AIRPORT * MAY 27--JUNE 4, 1972

1-04

General Motors was advised of the Department's initial determination in a letter signed by Robert L. Carter, Acting Associate Administrator of Motor Vehicle Programs in the Safety Agency. The letter, in part, said . . . "such engine fumes do in some cases contain carbon monoxide in sufficient concentrations to harm or endanger the occupants of the vehicle."

Secretary Volpe stated that "the law requires the Department of Transportation to afford the manufacturer an opportunity to present his views and evidence before the Traffic Safety Administration can make a final determination of defect."

He said the Traffic Safety Administration "will conduct more field investigations of Corvairs, concentrating on problems with other model years, both before and after 1965 models." The Secretary added that his Department would "look very closely" at the information supplied by GM in response to the NHTSA letter.

Earlier this year, the Safety Agency issued a special Consumer Protection Bulletin alerting motorists to potential risks in the operation of heating systems in certain Corvair vehicles. At that time, the NHTSA advised Corvair operators who noticed fume odors to seek repairs immediately and to keep a large side window open at least one inch at all times during heater operation.

(Letter to General Motors is attached.)

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

IN REPLY REFER TO:

Mr. E.N. Cole, President
General Motors Corporation
General Motors Building
Detroit, Michigan 48202

Re: Corvair Engine Fume Problems

Dear Mr. Cole:

I enclose a copy of the National Highway Traffic Safety Administration's Investigation Report, Intrusion of Engine Fumes Through Heater System of 1961-1969 Model Chevrolet Corvair Vehicles dated October 22, 1971. In addition I am enclosing a copy each of the following supporting reports: (1) Evaluation of the Carbon Monoxide Hazard in Chevrolet Corvairs by R.D. Stewart, dated March 8, 1971; (2) Study of Corvair Engine Fume Problems by J. Blair, dated March 5, 1971; (3) Carbon Monoxide Test Program for the Department of Transportation, NHTSA, by the Automobile Club of Southern California, dated February 22, 1971; (4) Volkswagen/Carbon Monoxide Test Program by Automobile Club of Southern California to NHTSA, dated June, 1971; (5) Final Report on CO Levels Inside Passenger Compartment of 1964-1967 Vehicles (Except Corvairs & Volkswagens) to NHTSA, Automobile Club of Missouri, dated July 15, 1971; (6) Automobile Club of Missouri, Phase II Carbon Monoxide Test, 1961-1969 Corvairs, Sample Size 52 Cars, Report to Commerce Committee, dated May 3, 1971; and (7) Carbon Monoxide in the Corvair, Consumer Reports, dated September, 1971. These reports plus other information furnished by General Motors indicate that the 1965 model year Corvair engine/heater system creates an unreasonable risk of accidents and injury to persons in that engine fumes are transferred from the engine compartment into the passenger compartment, and such engine fumes do in some cases contain carbon monoxide in sufficient concentrations to harm or endanger the occupants of the vehicle.

Based on the Investigation Report and the information, data and reports previously mentioned, it has been initially determined that a defect which relates to motor vehicle safety exists with respect

to the 1965 model year Corvair engine/heater system. Accordingly, we hereby afford you an opportunity, pursuant to Section 113 (e) of the National Traffic and Motor Vehicle Safety Act of 1966, at 10:00 a.m. on November 17, 1971, Room 5332, Department of Transportation, 400 7th Street, SW, Washington, D.C. 20591, to present your views and evidence in support thereof that the alleged defect does not affect motor vehicle safety. Information proprietary to General Motors contained in the Investigation Report will be protected from disclosure during the course of the Section 113 (e) proceeding.

Sincerely,

R L Carter

Robert L. Carter
Acting Associate Administrator
Motor Vehicle Programs

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