



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
January 4, 1972

NHTSA ---6 - 72
Tel. 202-426-9550

Secretary of Transportation John A. Volpe today announced the appointment of six members to the National Motor Vehicle Safety Advisory Council.

The Council, chaired by Mr. Judson Branch of Allstate Insurance Company, is a 22-member group created by the National Traffic and Motor Vehicle Safety Act of 1966 to consult with the Secretary in the development of Federal Motor Vehicle Safety Standards administered by the National Highway Traffic Safety Administration. The members of the Council represent a cross section of the motor vehicle industry, the motor vehicle equipment industry, motor vehicle dealers and consumers, with a majority of the members representing the general public.

The new members appointed for terms expiring December 31, 1974, are:

John N. Noettl, Director of Membership Services, Automobile Club of Missouri, St. Louis.

William B. Robertson, Special Assistant to the Governor of Virginia on Minority Groups and Consumer Affairs, Richmond.

Herbert D. Smith, Vice President-Public Affairs Department, Uniroyal, Inc. New York, New York.

Miss Marcy Taylor, Investment Analyst, Bank of America, San Francisco, and a member of Youth Order United Towards Highway Safety.

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

Vincent L. Tofany, Commissioner, New York Department of Motor Vehicles, Albany.

Mr. Ralph T. Millet, U.S. Representatives, SAAB-SCANIA of America, Inc., Orange, Connecticut, who was reappointed for a term also expiring December 31, 1974.

The next full council meeting is scheduled for January 20, 1972, in Washington, D. C.

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WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY P.M.
January 5, 1972

NHTSA -- 1 -72
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA) today announced that the Concorde Rubber Company has agreed to recall a total of 2,251 "Turbo-Speed" tires which have failed certain performance requirements of Federal Motor Vehicle Safety Standard No. 109. The tires were manufactured for Concorde by Lee Tire & Rubber Company. The recall is a result of compliance tests conducted for the NHTSA.

The tires involved are 9.19 x 15 four-ply polyester tires used on passenger cars. Ten of 13 tires tested failed to meet the required strength performance, eight out of 13 tires failed the endurance test, and one tire did not meet the high speed requirement.

All of the tires were manufactured during 1969; specifically, they are those that begin with serial numbers 810J, 120J, 220J, and 320J.

Owners possessing tires with the above serial numbers are urged to contact their Concorde dealers so that a necessary adjustment can be made.

NHTSA officials stated that they are continuing their investigation with a view towards possible seeking a civil penalty against Lee Tire & Rubber Company for manufacturing and certifying tires which failed to conform to Federal Motor Vehicle Safety Standards.

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DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972



DEPARTMENT OF TRANSPORTATION

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WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.
January 7, 1972

NHTSA -- 5-72
Tel. 202-426-9550

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced today that the British Leyland Motor Company has agreed to pay \$20,000 in compromise of a civil penalty claim for violation of the National Traffic and Motor Vehicle Safety Act of 1966.

The case involves the failure of Austin America cars to conform to Motor Vehicle Safety Standard 105 on braking. Compliance testing conducted for NHTSA showed that seven of 20 Austin America cars tested failed to meet the partial failure brake test. The cars took more than 900 feet to stop, whereas the Standard's requirement is not in excess of 646 feet.

British Leyland Company acknowledged the failure, which was caused by the installation of improper springs in the brake inertia valves. In February of 1971, the company initiated a recall campaign of more than 41,000 Austin Americas manufactured from 1968 through 1971. The company also made a production change which insured the installation of correct springs and valves on later models.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
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DEPARTMENT OF TRANSPORTATION

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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FOR RELEASE TUESDAY P.M.
January 11, 1972

NHTSA -- 3-72
Tel. 202-426-9550

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today announced publication of a booklet designed to assist consumers in choosing and buying safe child seating systems for automobiles.

NHTSA Administrator Douglas W. Toms says in a preface to the booklet, "of all those who may occupy your automobile from time to time, none is more innocent of fault nor more dangerously exposed to death and injury in the event of a highway crash, than the unrestrained child passenger."

The booklet points out that in the last 10 years more than 10,000 children under the age of 4 have been killed in highway crashes. Most of them died because, at the moment of the crash, they had no restraint "to prevent them from turning into small human projectiles inside the auto's passenger compartment."

However, crash investigators were shocked to find that many of those 10,000 victims did have the protection of so-called safety seats -- products lovingly purchased and installed to protect young lives, but which proved to offer no protection at all when crashes occurred.

As a result, the Safety Administration has issued Federal Motor Vehicle Safety Standard 213 which specifies safety requirements for child seating systems. Under that standard, all child car seats manufactured since April 1, 1971, have had to meet safety performance criteria.

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

The booklet released today explains the need for various child restraint systems, tells the consumer what features to look for in a child seat, child harness, or infant car bed, and how to make sure that they meet Federal standards.

The booklet is entitled What To Buy In Child Restraint Systems, and is available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 for twenty cents per copy.

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WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY A.M.
January 12, 1972

NHTSA -- 4-72
Tel. 202-426-9550

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today announced the publication of a booklet designed to improve school bus safety maintenance. The booklet, "School Bus Safety Problems" is a result of a comprehensive nationwide survey in which many school bus operators and maintenance personnel participated.

Some 56 separate maintenance problems are discussed in the book. They include brakes, clutches, steering and suspension problems, exhaust systems, fire prevention, and hood and latch systems. Each problem is illustrated by photographs.

Douglas Toms, NHTSA Administrator, expressed his gratitude to all those who participated in and contributed to the survey. "As a result of this work, several improvements have already been announced by school bus manufacturers," Toms said.

The book also asks that school bus operating and maintenance personnel keep the safety administration advised when new safety problems arise. Information should be sent to the Office of Defects Investigation, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590. Accidents resulting from mechanical or electrical failures should be promptly reported by a telephone call to the agency at (202) 426-2847.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
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Initial distribution of the book will be made through NHTSA Regional Offices and State Governor's Safety Representatives. Sufficient copies will also be sent to each State Director of School Bus Transportation to permit distribution to each school district under this jurisdiction.

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WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
January 26, 1972

NHTSA -- 7-72
Tel. 202-426-9550

The Department of Transportation today announced publication of its third annual consumer information booklet and two companion pamphlets, dealing with safety performance of all domestic and foreign cars and motorcycles.

The booklet, entitled "Performance Data for New 1972 Passenger Cars and Motorcycles" compares performance characteristics of all new cars and motorcycles sold in the United States.

The publications, issued by the National Highway Traffic Safety Administration, are compiled from information provided by domestic and foreign automobile and motorcycle manufacturers. Three areas of vehicle safety performance are covered: Stopping Distance, Acceleration and Passing Ability, and Tire Reserve Load.

Douglas Toms, Administrator of NHTSA, said: "I am very pleased with the improvements in safety performance characteristics. This will help us in our continuing efforts to provide consumers with comparative information which will assist them in making a more intelligent choice in buying a car or motorcycle."

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

The two consumer aid pamphlets are entitled: "Brakes - A Comparison of Braking Performance for 1972 Passenger Cars and Motorcycles" and "Tires - A Comparison of Tire Reserve Load for 1972 Passenger Cars. " The new issue on brakes includes, for the first time, comparative performance data on motorcycles.

The publication on brakes presents the stopping distance reported by the individual manufacturer from 60 miles per hour or the maximum attainable speed if less than 60 mph with fully operational brakes under the most adverse load condition.

The tire pamphlet presents the lowest tire reserve load reported by the individual manufacturers of all tires recommended for installation on the vehicle listed. Tire reserve load percentages are a measure of excess tire load carrying capacity.

"I am concerned about the poor braking characteristics on some motorcycles" Mr. Toms said. "With this in mind, my agency is planning to issue a new Federal Motor Vehicle Safety Standard on motorcycle brakes in the near future. In addition, the NHTSA plans to upgrade the existing standard on passenger car braking systems."

The three publications are available from the Superintendent of Documents, Government Printing Office, Washington, D. C. The consumer information booklet is priced at \$2.00, the brake pamphlet at 50 cents, and the tire pamphlet at 45 cents.

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FOR RELEASE FRIDAY P.M.
February 4, 1972

NHTSA -- 8-72
Tel. 202-426-9550

A nationwide analysis of the effects of climate and topography on auto safety, and the effectiveness of periodic motor vehicle inspection, is being conducted under a \$400,000 research contract awarded by the Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

Terms of the 15-month contract, signed with Ultrasystems, Inc., Newport, California, call for diagnostic center inspection of more than 3,500 cars, vintage 1962-72, at seven widely dispersed geographical areas, chosen to reflect city and country driving in a variety of climates. Selected at random, the cars will be examined for all types and levels of safety defects, according to make, model, age, and mileage. All of this information later will be computerized to give the percentage of failure rates for each component, component group, system, car, and each manufacturer in the group.

The resulting data will permit NHTSA to assess the varying degrees of deterioration of vital auto safety components, such as brakes, steering and suspension, attributable to a variety of

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DULLES INTERNATIONAL AIRPORT * MAY 27-JUNE 4, 1972

weather and geographical conditions across the Nation. As an accurate index of the safety hazards posed by auto defects, these data also will be utilized to consider future motor vehicle standards, and to judge the effectiveness of current safety countermeasures, such as design and periodic inspection.

Previous research has indicated that autos in states having periodic motor vehicle inspection laws have fewer safety defects than those from states without such inspection. For this reason, safety defect information obtained from the State of Missouri, which has periodic motor vehicle inspection, will be compared with data gathered from other states which do not require auto inspection.

Midwestern weather conditions will be represented by the "baseline" states of Missouri and Illinois, which are considered to have moderate or average climatic conditions, for the purpose of this research project. Diagnostic centers in St. Louis and Chicago will provide data on the effect of city driving conditions on auto safety.

The cold, damp climate of the Northeast, where salt is used on the streets and highways in the winter, will be studied at Hartford, Conn. In the hot, humid, salt-laden climate of the South and Gulf states area, Mobile, Ala. has been chosen for safety inspection analysis, while Phoenix, Ariz. has been chosen as a counterpart representative of the hot, dry, desert climate of the Great Southwest. Missoula, Mont. will be the base for testing under mountainous driving conditions, typical of the Rocky Mountains.

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WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY A.M.
February 8, 1972

NHTSA -- 10-72
Tel. 202-426-9550

The Department of Transportation announced today that four manufacturers of automobile child seating systems have agreed to take corrective action for seats that fail to comply with a requirement of a Federal motor vehicle safety standard.

Standard No. 213, which became effective April 1, 1971, applies to child seating system generally used by children between the ages of six months and three years. Secretary of Transportation John A. Volpe said the issuance of this standard and its subsequent enforcement represent another step in the Nixon Administration's continuing effort to protect the consumer against faulty and unsafe products.

The seats in question were manufactured between April 1, 1971, and November 1971, and failed compliance tests conducted by independent laboratories for the National Highway Traffic Safety Administration (NHTSA). The companies involved are Cosco Household Products, Incorporated, Columbus, Indiana; Pride Trimble, Incorporated, Burbank, California; Frank F. Taylor, Incorporated, Frankfort, Kentucky; and Buckeye Plastics Company, Reynoldsburg, Ohio.

Cosco Household and the Frank Taylor firm are instructing owners to return their child seats, while Pride Trimble and Buckeye Plastics are issuing revised installation instructions for their products.

The child seats of the companies named failed to meet, by varying degrees, the forward displacement requirement in the standard. Under the test procedure, the hip point of a body block, representing a child secured in the child seat in accordance with the manufacturer's instructions, must not move forward more than 12 inches when a

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

1,000 pound force is applied in a specified manner. In addition, the child seat manufactured by the Frank F. Taylor company also failed to meet the webbing strength requirement of the standard. NHTSA said there are safety hazards involved because excessive forward movement could allow the child's head or body to contact potentially injurious surfaces of a vehicle's interior during a crash situation.

The tests were made on child seats installed on soft foam automobile seats found in 1971 and later models of General Motors' cars. These soft foam seats were selected as being typical of those found in a larger number of cars in use today in the United States.

NHTSA said results of tests submitted by two of the four manufacturers -- Cosco Household and Pride Trimble -- showed that their seats, with specified instructions for installation, would meet the requirements of Standard No. 213 if the seats were installed on a more rigid spring seat type construction found in many automobiles.

The Traffic Safety Administration said that any person who purchased a child seat manufactured by one of these companies during the April-November, 1971 period is strongly urged to take the necessary steps to improve the safety level of the child's seat.

The manufacturers are taking this action:

Cosco Household Products - Issuing instructions to any owner of a Cosco child seat, Model Nos. 13-168 and 13-169 built between April 1, 1971, and October 31, 1971, to return the child seat to Cosco and it will be replaced with a redesigned seat at no cost. The date of manufacture can be determined by examining the label on the underside of the child seat. The child seat should be shipped to Cosco Household Products, 2525 State Street, Columbus, Indiana 47201.

Pride Trimble, Inc. - Revised its installation instruction sheet to indicate that for child seats used in 1971 or later model General Motors cars, the vehicle's seat belt should be placed around the child. The company claims that if its revised instruction sheet is followed, the child seat will provide the required level of safety for the occupant of the seat. Any owner of a Pride Trimble child seat, Model Nos. 875 through 879 manufactured between April 1, 1971, and November 30, 1971, should write to Pride Trimble, Inc., 101 East Alameda Avenue, Burbank, California 91502, Attention: Mr. Dave Raushel, and request the revised sheet. The date of manufacture can be determined by examination of the label on the rear of the seatback.

Frank F. Taylor, Inc. - Issuing instructions to any owner of a Taylor-Tot child seat, Model Nos. 786 and 787, to return the seat to the dealer where it was purchased and it will be replaced with a redesigned seat at no cost. The model number can be determined by examining the label on the underside of the child seat.

Buckeye Plastic Co. - Revised its installation instructions to indicate that the vehicle's seat belt should be placed around the child. The company claims that if its revised installation instructions are followed, the child seat will provide the required level of safety for the occupant of the seat. Buckeye is distributing a copy of its revised instructions to any owner of an affected child seat, Model Nos. 1280 and 1290, manufactured between April 1, 1971, and November 10, 1971. Requests for revised sheets should be sent to Buckeye Plastics Co., 555 Lancaster Avenue, Reynoldsburg, Ohio 40368. The date of manufacture can be determined by the label on the underside of the child seat.

The Safety Agency urges parents who send their child seat to the manufacturer for modification to make certain that their child is restrained by other appropriate means when riding in an automobile until the child seat is returned.

NHTSA said child seats manufactured by 15 companies are being tested in its compliance program. These 15 brands include all manufacturers selling child seating systems in the United States that are known to NHTSA but does not necessarily include all models of each manufacturer.

Early in January, the Safety Agency published a brochure which informs parents of the urgent need for a safe child restraint system for their children, and guides them in making an intelligent choice of what to buy or not to buy. The brochure, entitled "What to Buy In Child Restraint Systems," can be purchased from the U.S. Government Printing Office, Washington, D.C. 20402, for 20 cents.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
February 18, 1972

NHTSA -- 11-72
Tel. 202-426-9550

A \$6 million federally funded, three-year contract to combat the drinking-driving problem in Los Angeles County, California was announced today by Secretary of Transportation John A. Volpe.

The fund allocation, which includes Los Angeles City, is the largest single amount in a projected total of \$82 million designated for 35 Alcohol Safety Action Projects (ASAP) in a nationwide program aimed at removing the problem drinker from the highway, Secretary Volpe said.

"President Nixon, in his recent State of the Union Message to Congress, noted that half of the deaths on the highways are linked to alcohol," Secretary Volpe said. "The President further asserted, 'This appalling reality is a blight on our entire Nation and only the active concern of the entire Nation can remove it.'"

"We intend to meet the President's commitment to highway safety improvement. He has pledged continued help by the Federal Government to meet this objective through stronger programs to help the problem drinker-driver."

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

Secretary Volpe pointed out that the population in Los Angeles County exceeds the number of inhabitants of 43 States. He disclosed that \$1.7 million of the new ASAP contract is committed for Fiscal Year 1972, with identical allocations of \$2.1 million for FY '73 and '74, subject to Congressional appropriation.

Los Angeles County is among six most recent ASAP sites chosen by the National Highway Traffic Safety Administration of the Department to develop proposals leading to a contract. The other areas are the States of Delaware and Idaho; the Commonwealth of Puerto Rico; Sioux City, Iowa; and in Utah, Salt Lake City and County, and four additional counties, Box Elder, Davis, Utah, and Weber.

Funds allocated to ASAP Projects support a broad category of objectives including identification of drunk drivers and decisions leading to the control of their driving.

Current ASAP's are the States of New Hampshire, South Dakota, and Vermont; Phoenix, Arizona; Columbus, Georgia; Indianapolis, Indiana; Wichita, Kansas; New Orleans, Louisiana; Baltimore, Maryland; Boston, Massachusetts; Kansas City, Missouri; Lincoln, Nebraska; Cincinnati, Ohio; Oklahoma City, Oklahoma; San Antonio, Texas; Denver, Colorado; Albuquerque, New Mexico; Portland and Eugene, Oregon.

The following counties are also currently ASAP sites: Richland, South Carolina; Hennepin, Minnesota; Cumberland and York, Maine; Fairfax, Virginia; Pulaski, Arkansas; Hillsborough, Florida; Washtenaw, Michigan; Nassau, New York; Mecklenburg, North Carolina (City of Charlotte); King County, Washington (City of Seattle), and Marathon and Sheboygan, Wisconsin.

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WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
February 23, 1972

NHTSA --14-72
Tel. 202-426-9550

The Department of Transportation has issued an amendment to Federal Motor Vehicle Safety Standard No. 121 which regulates air brake systems for trucks, buses and trailers. The standard was originally published in February of 1971, and the new amendments are a result of petitions for reconsideration by a number of vehicle and equipment manufacturers.

The standard, written by the National Highway Traffic Safety Administration, set requirements for equipment such as air compressors, air reservoirs, and warning devices, and established performance requirements for the service brake and parking brake systems. The amendment modifies several requirements, including those for parking brake systems, emergency brake systems, and dynamometer testing of brake retardation. The primary effect of the modification is to provide for alternative means of testing to allow greater design flexibility, and to relieve some vehicles of redundant requirements. The performance levels specified in the standard have not been reduced.

The original standard called for automatic application of the parking brakes when pressure loss occurs. While NHTSA officials have found this procedure generally satisfactory, they concede that there are emergency brake systems which are equally safe. Accordingly, the standard has been amended to provide for an alternative, manually applied emergency brake system.

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

The original standard required the brakes of each axle, when tested on a dynamometer, to produce specified retardation forces for each of several brake chamber air pressures to insure brake compatibility between towing and towed vehicles. The amendment specifies an average retardation force for the axles of a vehicle instead of each individual axle. The amendment also exempts from this requirements vehicles which are not built to tow other air braked vehicles, since adequate braking force level for such vehicles will be assured by the stopping distance tests.

Additional changes have been made in the requirements for the parking brake control. The standard, as published last year, specified location, shape and color of the parking brake control, and also provided for manual operation and release after automatic application to be accomplished by movement of a single control.

In recognition of continuing industry efforts to agree on standardized controls, the specifications have been amended to require only that the control be separate from the service brake control, and that it be operable from the normal driving position. Shape, color and number of controls, as well as method of operation, are left to the judgment of the manufacturers.

The effective date for the original standard issued in 1971 was January 1, 1973. This date has now been extended for the amended standard to September 1, 1974.

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WASHINGTON, D. C. 20590

RELEASE AT WILL

NHTSA -- 12-72
Tel. 202-426-0670

PUBLIC ADVISORY

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a public advisory today, to warn all U.S. motorists of dangerous corrosion and rusting out which may be present in the chassis frames of their used automobiles.

Douglas W. Toms, NHTSA Administrator, said that a survey of the frame corrosion problem by the agency's engineers has revealed that "the corrosion is not limited to any single make or model. It may be present in any vehicle which has been exposed over a period of years to road-splash containing heavy concentrations of salt and dirt."

This problem was first revealed by a State of Connecticut bulletin in October 1971, advising owners of 1965 Chevrolet autos to seek inspection for rust-weakened frames. To date, over 200 instances of severe frame corrosion have been reported. Many required repairs in order to assure vehicle frame integrity. While no known injuries or deaths have been reported to NHTSA as a result of this problem, at least one accident was allegedly caused by a corrosion-induced frame failure.

The majority of the cases were reported from Connecticut, but the condition has been reported in all North Central and New England States ranging from Illinois to Maine. According to the NHTSA, chassis frames of all automobile makes which have been in use five years or longer may be subject to the rusting out condition.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
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Examination of various vehicles shows that heavy rust may attack the inside surfaces of the hollow frames while no more than normal surface corrosion may be evident on the exterior. The localized heavy rust that is found suggests that road splash from the wheels is thrown up through the drainage holes provided in the frames. In cases where road splash contains heavy concentrations of salt, dirt, and/or sand (frequently used to improve traction on snow-covered or icy roads), the material may not fully drain away and may pocket within the frame, setting up the conditions for heavy rust.

The NHTSA recommends that drivers of 1967 and prior model year vehicles, operated in regions where heavy concentrations of salt, calcium chloride, sand, and moisture are found, have their chassis frames examined for evidence of interior rusting. Frames that are severely rusted may be made safe by welding on steel plates to "bridge" the affected areas.

Holes are provided in chassis frames to permit water to drain and to provide air circulation and to dry the interior surfaces. Good owner practice is to arrange for periodic flushing of the frame with a garden hose and inspection for accumulation of dirt and debris.

As an important contribution to its ongoing investigation, NHTSA urges owners of vehicles five-and-more years old to furnish details of any severe rusting found in the frames of their vehicles. Owners are especially reminded to include make, model and year of vehicles affected and to be as brief as possible; furnishing only factual information. Letters should be addressed to:

National Highway Traffic Safety Administration
Office of Defects Investigation
400 Seventh Street, S.W.
Washington, D.C. 20590

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WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
February 25, 1972

NHTSA -- 15-72
Tel. 202-426-9550

The Department of Transportation has issued an amendment to Federal Standard No. 208, giving automobile manufacturers the option of providing either passive protection or seat belt ignition-interlock systems at front seat positions in new cars sold after August 15, 1973.

The optional ignition-interlock seat belt system, originally proposed September 29, 1971, prevents the engine from starting when front seat occupants do not have their safety belts fastened.

Written by the National Highway Traffic Safety Administration, the amendment to the occupant protection standard applies to passenger cars manufactured between August 15, 1973 and August 15, 1975. After that date, completely passive systems, such as air cushions, must be installed in all cars.

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U.S. INTERNATIONAL TRANSPORTATION EXPOSITION
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The optional ignition-interlock system is expected to increase significantly the use of seat belts by front occupants, and thereby make a substantial contribution to the saving of lives in auto crashes.

The interlock system will apply to all front seating positions. The outboard positions will have seat belt systems capable of meeting the injury criteria of the standard in a 30 mph frontal barrier crash. If the vehicle can meet the criteria with lap belts alone, it need not have shoulder belts. If the vehicle needs shoulder belts in order to meet the injury criteria, they must be non-detachable, three-point belts, and have emergency-locking retractors.

Additional features of the interlock system rulemaking include a requirement that the belt must be fastened after the occupant is seated; a requirement that unfastening the belt will not stop the engine; and a provision for a seat belt warning system that activates when the ignition is in the "start" position and a belt is unfastened at an occupied position in the front seat.

Other new features of the regulation deal with automobiles parked in a garage or stalled in traffic. Under these conditions, the engine may be restarted within three minutes after shutoff, without interference of the interlock system. In order to facilitate repair and maintenance work, the interlock may be made temporarily inoperable by actuating a switch under the hood of the engine compartment.

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WASHINGTON, D. C. 20590

RELEASE AT WILL

NHTSA -- 17-72
Tel. 202-426-0670

The U.S. Department of Transportation's National Highway Traffic Safety Administration issued a Consumer Protection Bulletin today to speed up a truck recall aimed at certain Mack Truck models.

Advising immediate replacement of an aluminum spring "cap" in certain Mack Truck models, the NHTSA Bulletin said that cracks leading to breakage of the aluminum "cap" could allow the truck springs to separate from the axle, leading to loss of control. The Federal Bulletin advises immediate inspection for cracks near the bolt holes in these caps on all Mack Truck models B,C,G,H,F, MB,R, and U from the 1956 models through and including the 1969 models equipped with an SWDL 56 Series bogie axle.

NHTSA Administrator, Douglas W. Toms, stated that "We ask the help of the public and the press to spread this recall information to the several thousand used truck owners who may never receive the recall notice." The problem arises, Toms explained, because so many of these trucks are in the hands of 3rd and 4th owners whom the manufacturer may have no way to trace and notify.

Toms said the Department had received an estimate that 27,000 Mack Trucks could be involved in the recall campaign and that approximately 83 spring caps have been replaced since 1963 for alleged defects.

The NHTSA Bulletin noted that recent accidents involving some of these Mack Truck models are believed to have occurred because of "cap" breakage. Three recent accidents in this category resulted in two fatalities.

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

OWNERS OF THE MACK TRUCKS LISTED ARE WARNED IMMEDIATELY TO INSPECT THE SPRING CAPS FOR ANY EVIDENCE OF CRACKS OR DAMAGE NEAR THE BOLT HOLES. THE NHTSA STRONGLY ADVISES THAT IF CRACKS OR DAMAGE ARE FOUND THE TRUCK SHOULD NOT BE DRIVEN. ALL MACK TRUCK, INCORPORATED DEALERS, ACCORDING TO THE NHTSA HAVE BEEN INSTRUCTED BY THE MANUFACTURER TO SUPPLY REPLACEMENT IRON SPRING CAPS, FREE OF CHARGE TO THE TRUCK OWNER.

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022972

SPECIAL
CONSUMER PROTECTION BULLETIN

PAGE 1 of 2

No: 1-72 Tel 202-426-0670

SUBJECT:

Alerting U.S. Motorists -- particularly truck users -- to a specific use-risk in connection with the highway use of certain Mack Truck vehicles.

MAKE/MODEL/YEAR:

All Mack Truck models B,C,G,H,F,MB,R, and U from the 1956 models through and including the 1969 models which are equipped with a SWDL 56 Series bogie axle.

BACKGROUND:

Mack Trucks, Incorporated has issued a recall of the models listed in order to replace the aluminum spring caps -- four of these caps on each bogie axle --. Investigation of cap breakage, by the National Highway Traffic Safety Administration, led to this voluntary recall campaign in December, 1971.

Although the manufacturer's recall campaign is in progress the age of many of the trucks involved indicates that 3rd and 4th owners may not receive notification of the recall unless every effort is made to publicize this campaign through every means, in addition to the certified letter program of the manufacturer.

Owners and users of these trucks should be alerted that breakage may occur in the aluminum spring caps. Breakage may allow the truck springs to separate from the truck axle and lead to loss of vehicle control.

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PROBLEM:

Estimates indicate a total of 27,000 Mack trucks could be included in the vehicles being recalled. The Department of Transportation's National Highway Traffic Safety Administration strongly urges all current owners of these vehicles immediately to inspect for cracks in the mounting bolt areas of all four aluminum spring-bracket caps. Such caps should be replaced without delay. The NHTSA has been advised by the manufacturer that replacement iron caps will be furnished by Mack Truck Dealers at no charge to owners.

INTERPRETATION:

There have been three recent accidents involving the trucks listed in this recall action, in which two fatalities occurred. Official accounts of these accidents suggests that broken aluminum spring caps may have been a contributing cause. Manufacturer records indicate that approximately 83 caps have been replaced on these vehicles for alleged defects since 1963. It is probable that many cases of breakage-and-replacement have not been reported.

Owners of these trucks are strongly urged not to drive these trucks -- if inspection reveals cracked or damaged caps -- until replacement iron spring caps have been installed in place of the aluminum caps.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY A.M.
March 6, 1972

NHTSA -- 18-72
Tel. 202-426-9550

Sioux City, Iowa, has been designated to receive a \$2,100,000 three and-a-half year, federally funded contract to war against the drinking driver in that city, Secretary of Transportation John A. Volpe announced today.

The Iowa community project is one of 35 such programs nationwide which are mounting a campaign designed to remove the problem drinker from the highway, Secretary Volpe said. He noted that \$82 million has been funded by Congress for this purpose.

"President Nixon has given this effort his strong endorsement in messages to Congress, and has characterized the more than 27,000 alcohol-related deaths on the Nation's highways as a 'blight'," Secretary Volpe asserted. "The message to the American public is that the drunk-driver will not be tolerated in this country."

In 1972, Sioux City will receive \$605,000 from his Department for alcohol safety countermeasures, Secretary Volpe said. He noted that the Alcohol Safety Action Project (ASAP) will receive additional funds of \$748,000 and \$747,000 for Fiscal Years 1973 and 1974, respectively, subject to Congressional appropriation.

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

ASAP Projects have broad objectives, including identification of drunk drivers, and decisive actions leading to the control of their driving.

Sioux City is among six most recent ASAP sites chosen by the Department's National Highway Traffic Safety Administration to develop proposals leading to a formal contract.

Other recent ASAP site choices are the States of Delaware and Idaho; the Commonwealth of Puerto Rico; Los Angeles County, California; and, in Utah, Salt Lake City and County, and four additional counties, Box Elder, Davis, Utah, and Weber.

Current ASAP;s are the States of New Hampshire, South Dakota, and Vermont; Phoenix, Arizona; Columbus, Georgia; Indianapolis, Indiana; Wichita, Kansas; New Orleans, Louisiana; Baltimore, Maryland; Boston, Massachusetts; Kansas City, Missouri; Lincoln, Nebraska; Cincinnati, Ohio; Oklahoma City, Oklahoma; San Antonio, Texas; Denver, Colorado; Albuquerque, New Mexico; Portland and Eugene, Oregon.

The following counties are also currently ASAP sites: Richland, South Carolina; Hennepin, Minnesota; Cumberland and York, Maine; Fairfax, Virginia; Pulaski, Arkansas; Hillsborough, Florida; Washtenaw, Michigan; Nassau, New York; Mecklenburg, North Carolina (City of Charlotte); King County, Washington (City of Seattle), and Marathon and Sheboygan, Wisconsin.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
March 8, 1972

NHTSA ~~72~~ 19-72
Tel. 202-426-9550

The Department of Transportation has issued a new Federal Motor Vehicle Safety Standard for warning devices that can be carried in motor vehicles and used to alert approaching traffic of the presence of a stopped vehicle. Purpose of the standard is to reduce deaths and injuries caused by rear-end collisions between oncoming traffic and stopped or disabled vehicles.

The original Notice of Proposed Rule Making, published in November 1970, would have required vehicle manufacturers to supply warning devices with all new vehicles. The Standard announced today does not require that the devices be provided, but does set performance levels for those that are provided as optional equipment.

The standard applies to devices without self-contained energy sources only, and does not include equipment such as fuses, flare pots and electric flashers. Thus, these other devices may be used as an alternative or supplement to the equipment described in the standard.

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

The new Standard No. 125, sets forth requirements for a re-usable, day and night warning device that, in emergencies, can be erected on or near the roadway. The design requirements are intended to provide the greatest safety benefits in terms of detection, recognition, shape, size and usability. The ruling also standardizes the triangular shape as a warning symbol. Such shapes are already used for the Slow Moving Vehicle emblem, the Atomic Energy Hazard configuration, and the highway Yield sign. The Standard will also permit the use of similar triangular warning devices which are now in use in several European countries and in Japan.

The triangular device must be bi-directional, that is it must be equipped with reflective and fluorescent material on both faces. The triangle legs can vary in length from a minimum of 17 inches to a maximum of 22 inches. A minimum candlepower of 80 is required for the reflective material.

The effective date for the new standard will be January 1, 1974.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY P.M.
March 8, 1972

NHTSA -- 20-72
Tel. 202-426-9550

The Department of Transportation has issued a new Federal Motor Vehicle Safety Standard that establishes performance requirements for motorcycle brake systems. The purpose of the standard is to ensure safe motorcycle braking performance under normal and emergency conditions.

Written by the National Highway Traffic Safety Administration, the new standard, No. 122, will become effective on September 1, 1973. It requires each motorcycle to have either a split hydraulic service brake system or two independently actuated service brake systems. The latter system incorporates a hydraulic service brake system combined with a hand operated parking brake system.

Vehicles equipped with hydraulic brake systems must have a reservoir for each master cylinder, and a master cylinder reservoir label indicating the proper grade of DOT brake fluid. If the service brake is a split hydraulic type, a failure indicator lamp is required. In addition, three-wheeled motorcycles must be equipped with a friction type parking brake.

Conformity with performance requirements will be determined by subjecting motorcycles to a series of road tests. Vehicles must demonstrate the effectiveness of their service brake systems by

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

stopping within specified distances. Fade resistance of the braking systems (deterioration of brake performance due to temperature increase) must be demonstrated by making recovery stops subsequent to a series of fade stops. Vehicles also must demonstrate acceptable stopping performance after the brake systems have been exposed to water. At the end of the complete series of tests the brake system must pass a system integrity inspection.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY A.M.
March 17, 1972

NHTSA -- 22-72
Tel. 202-426-9550

The Department of Transportation has awarded a \$41,000 grant to Student Competitions on Relevant Engineering (SCORE) to design and construct a specialized car for city driving.

Representing more than 1,000 students from 80 North American universities, SCORE will participate in an Urban Vehicle Design Competition, with the support of the National Highway Traffic Safety Administration. An outgrowth of the recent Clean Air Car Race, the student organized and oriented UVDC is expected to apply many novel engineering techniques in the development of a prototype, user-operated, limited-purpose vehicle designed specifically for the urban environment. Improved passenger safety and exhaust emission control are key requirements in the one year competition, which also will include a variety of tests for low speed crash damage, operational handling, and fuel efficiency.

In addition, the cars must be registered for use on the highway, compatible with present day traffic, and practical in terms of costs and benefits offered, if the design is implemented on a large scale.

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77059



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



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE SATURDAY A.M.
March 18, 1972

NHTSA -- 21-72
Tel. 202-426-0670

The Department of Transportation's National Highway Traffic Safety Administration issued a Public Advisory today, warning all motorists to make sure -- when buying either new or retreaded auto tires -- that the tire dealer completes a written record of the buyer's name and address and the tire identification numbers.

NHTSA Administrator Douglas W. Toms said that even though record-keeping is the responsibility of manufacturers and dealers, under Federal requirements, it is the buyer's life and safety which depend on the sales record. For his own protection the buyer should make sure the seller's records are completed.

According to the Advisory, tire dealers' sales records are the major source of information whenever a recall of defective tires might be necessary. If a manufacturer's production "run" of thousands of tires includes a number of defective tires, it becomes a crucial matter for every motorist who may have bought such tires to be notified by letter.

"As a practical matter it is nearly impossible," Toms said, "to notify a motorist that he is using a dangerous tire if there is no record of his purchase, together with his name and address. Even though it's not the consumer's responsibility to verify these records,



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

we want to remind every motorist that an error or omission might allow him to be completely unwarned, in case his tires are recalled. He could be using dangerously defective tires and never be warned of it."

Cited as an example of recent years, by the Federal Advisory, was a tire production "run" of 71,000 which proved, under Federal testing, to be defective. When the manufacturer's recall campaign and notification letters offered to replace the tires with new ones only 5 percent of the defective tires were turned in . . . and most of these by dealers. Occurrences like these have lead to tougher Federal standards for record-keeping, the NHTSA said, but unless the consumer helps to "police" the sales record he still takes a dangerous chance in the event of a tire recall which should include him, but doesn't.

"After all it's the motorist's life and safety," Toms pointed out, "so when he buys a set of tires or even one at a time, he should never fail to see that his name and address are written down by the seller along with the identification numbers of every tire he buys."

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DEPARTMENT OF TRANSPORTATION

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
Monday, March 20, 1972

NHTSA -- 24-72
Tel. 202-426-9550

Secretary of Transportation John A. Volpe, hailing the occasion as a significant step in the cause of highway safety, today formally accepted delivery of two Experimental Safety Vehicles built under contract for the Federal Government.

In a public ceremony in the plaza of Department headquarters, attended by members of Congress, Government officials, automotive industry executives and representatives of the news media, the Secretary unveiled ESV prototypes developed by AMF, Incorporated, Fairchild Industries, and General Motors Corporation. The GM prototype was on display today but will not be delivered to the Department of Transportation officially until sometime in July.

"What we see here today is an excellent example of modern automotive technology and engineering know-how," Secretary Volpe said. "These are idea cars, but today's ideas become tomorrow's reality."

He continued:

"These cars demonstrate dramatically the overriding goal of our ESV program -- building a safer vehicle. That is a primary aim and an aim which is repeatedly emphasized by President Nixon in my discussions with him on the subject of highway safety. The contractors, I am pleased to report, have met the challenge headon... designing



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

a vehicle, from the ground up, that meets very high levels of safety and still has good engineering performance, attractive styling, and above all, safety features that will be adaptable in future years to mass production vehicles.

"As I have said many times before, safety must never become a luxury item available only to the rich. We will be striving, as the program continues, to assure that safety features are available at a price people can afford to pay. The ESVs represent a combination of engineering skills and talent aligned against the common foe of death and destruction on the highways. The information we gain from these vehicles should aid us immeasurably in our efforts to reduce the tragic highway death toll of 55,000 a year."

In June 1970, the Department awarded contracts totaling \$7.8 million to AMF and Fairchild to develop prototype experimental safety vehicles in the full size family sedan class. At the same time, GM agreed to build an ESV under a token one dollar contract arrangement, and a year later Ford Motor Company joined the three other contractors under a similar one dollar arrangement. The Ford prototype is scheduled to be delivered in December 1972.

The ESVs on display represent the separate efforts of three contractors to produce a safe vehicle on a total systems basis; that is to provide a car that protects occupants in high speed crashes, yet one that has good brakes and handling characteristics, good visibility and lighting.

Douglas Toms, Administrator of the National Highway Traffic Safety Administration, said the ESVs represent an initial experiment to build safety in from the ground up rather than to add safety devices on a piece-meal basis.

"These first prototypes are basically idea cars, not mass producible sedans," Toms said. "They were built to a severe set of specifications to obtain answers on just what are the feasible upper limits in safety performance that can be built into a practical family sedan.

"Now that this milestone has been met, and when tests are completed, we will move to further improve these cars, placing increased emphasis on demonstrating production feasibility of the

concepts developed in these prototypes. This milestone is not, therefore, a signal of completion, but only one important step in our goal to determine feasible, practical performance levels that can be achieved in cars of the future."

The AMF and Fairchild prototypes are presently undergoing preliminary testing in Phoenix, Arizona. Dynamic Science, which is conducting the tests, will crash test the AMF prototype on March 23 and will crash test the Fairchild ESV on April 18 before a mass audience of invited guests, including the news media. The competitive runoff between the two cars will culminate this summer in the selection of one of the contractors to build 12 additional cars for further testing and evaluation.

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 protection.

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 high speeds.

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.

The ESV program also has taken on an international flavor with signings of Memoranda of Understanding with Germany, Japan, Great Britain, Italy and France. Only last week, Sweden signed an agreement to develop an ESV and exchange technological information.

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MAJOR ESV CONTRACT REQUIREMENTS

Maximum protection from death or injury, for all occupants of the future "family sedan," is the highest priority in the ESV contract requirements. These specifications are stated in terms of maximum forces allowed on test dummies when the ESV is subjected to various crash conditions.

The most exacting of these requirements is that the occupant must survive in a 50-mph crash into a solid barrier. This is the "real world" equivalent of a head-on collision between two cars, each travelling at 50 mph. The same degree of protection is required for frontal impacts of 15 degrees.

Side impacts at 30 mph; rear end collisions at 75 mph, and two complete rollovers at 60-70 mph ... all are goals being strived for by the ESV without serious injury to the occupants.

In addition, the vehicles must experience both front and rear collisions at 10 mph without any damage to the car. Braking requirements call for the ESV to stop within 155 feet from a speed of 60 mph, while remaining in a 12 foot lane. Stopping distance required from this speed with a partial malfunction of the braking system is 343 feet. Wet road braking requirements practically demand an anti-skid braking system.

Passing performance specifications require that the prototypes demonstrate the ability to accelerate from 30 to 70 mph in 12 seconds, reflecting the need for safe passing and freeway entry. The cars also must be able to attain a lateral acceleration of 0.65 as a test of their handling capability. In addition, they must be able to make an abrupt 180 degree "J" turn at speeds of 30-50-70 mph without overturning, and successfully negotiate a pylon course at 45 mph.

Improved driver visibility is an important ESV specification, calling for both direct visibility (front and side) and indirect visibility (to the rear) performance substantially better than today's sedans.

For maximum passenger protection, the cars must be equipped with a passive restraint system which requires no occupant actions.

The engine must have exhaust emission controls adequate to meet the Federal emission control standards effective in 1973. In addition, it must provide a driving range of 250 miles at a cruise speed of 60 mph. Instrument and control displays must be engineered to avert any unintentional actuation of the controls or misinterpretation of the panel readings.

AMF CONCEPT

AMF has elected to enclose the ESV occupants in a high strength steel, "space frame," provided with hydraulic bumper systems, front and rear. The combination is designed to absorb a maximum of impact forces, while assuring full protection of the car's passengers.

All parts of this frame are welded and consist of main frame elements running the length of the vehicle, perimeter frame elements, A, B, and C posts and pillars, roof rails and cross members, and frame cross members. Door beams, which must absorb much of the stress of side impacts, are fabricated of aluminum honeycomb covered by aluminum front and rear sheets with high strength steel hinges and pin clevis assemblies. The energy absorption potential of this design stems from the stretching action of the aluminum skins, along with the crush of the honeycomb material. All exterior panels on the vehicle are of fiberglass.

Both front and rear bumpers are constructed of high strength, aluminum alloy forgings covered by plastic absorption material and vinyl. Designed as a velocity sensitive system, the front bumper will return to a normal position after an impact of 10 mph, and stroke 30 inches to absorb the impact of a high speed collision. The rear bumper functions in a similar manner, stroking only 14 inches, however, because of the difference in energy-absorbing requirements. For any crash speed up to 50 mph, front or rear, the variable stroke features of the bumper mechanisms serve to minimize both crush distance and the crash forces directed at the vehicle's occupant compartment.

Additional passenger protection for low speed crashes is provided by extensive use of polyurethane foam, sculpted and glued in place in the passenger compartment. This material is 2-3 inches thick on the pillars and 3-4 inches thick on the doors and other areas.

High speed passenger compartment protection is afforded by an air cushion system with one housed in the steering wheel hub for the driver and another in the dashboard area for the front seat passenger. Rear seat passengers are protected by air cushions deployed from the B pillar cross member.

The braking system supplied by Bendix Research Labs is a 4-wheel disc, anti-lock design to provide optimum braking and positive steering on a variety of slippery road surfaces. The system is inactive under 10 mph.

AMF chose a torsion bar front and typical leaf spring, live axle rear suspension to meet the conditions of the ESV contract. The vehicle is powered by a 350 cubic inch Chevrolet engine, which will meet the 1973 emission control requirements, mated with a 3-speed Chevrolet Turbo Hydromatic type transmission. The wheels are 7.5 x 15 inch fitted with J60-15 tires.

Other innovations of the prototype include a periscope rear view system designed by AMF engineers, adjustable seat and steering controls, and a systems engineered instrument display console.

AMF has extensive commercial and governmental business experience and utilized the following subcontractors on the ESV project: Minicar, Pioneer Engineering and Manufacturing Co., and the Bendix Research Laboratory.

SPECIFICATIONS

Approx. Weight	5,800
Length	222.5 inches
Wheelbase	122 inches
Width	80.75 inches
Height	55.25 inches
Add for Periscope	8 inches
Tread Width	64 inches
Tires	J60-15
Engine	350 ci V-8
Brakes	4 wheel disc anti-lock, power assits - hydraulic

FAIRCHILD CONCEPT

Fairchild's safety car design features an integrated systems approach, reflecting the company's aerospace structural experience applied to conventional manufacturing processes. Utilizing a production sedan configuration, the design has evolved a completely new chassis, special bumpers, and roll cage structure able to withstand the range of crash conditions specified in the ESV contract.

Much of this vehicle's energy absorbing potential in front crashes is provided by a front bumper that automatically extends approximately 12 inches forward at speeds above 30 mph to provide an extra "cushioning" stroke for high speed impacts. Retracted, the variable orifice hydraulic cylinders which actuate the bumper have a stroke range of 18 inches for low speed impact. Thus, for high speed impact the cylinders have a stroke range of 30 inches. Torsion pins, connecting the bumper with the cylinders, are used to improve performance in angular collisions. The bumper retracts when the transmission is shifted to "reverse" or "park."

The rear bumper is connected to the frame by torsion hinges designed to yield at impacts above the "no damage" level of 10 mph. Below this speed, the force is absorbed by special energy absorbing foam material. Both bumpers are steel core, covered by plastic foam and vinyl.

High strength steels are used in the frame and conventional sheet metal for the outside of the car. Stainless steel and a combination of metallic honeycomb structure is used in the doors and lower sills to provide side collision protection for either car or pole type impact. Rollover protection is provided by roll bars, which are directly integrated with the B and C pillars, and a steel radiator bulkhead.

The driver and passengers are further protected in the interior by air cushions and an extensive use of padding and other energy absorbing materials. Air cushions deploy from a deep dish steering wheel, for the driver; from the dashboard for the front seat passenger, and from a vented roof compartment for rear seat passengers.

Fairchild has worked closely with the Chrysler Corp. in the development of the vehicle's chassis, engine and brakes. A modified Chrysler Imperial torsion bar front suspension system was used, along with a conventional rear suspension, having leaf springs, live axle, shock absorbers, an anti-roll bar, and a torque reaction strut.

The tires are J60-15, equipped with inner run flat devices, precluding the requirement for carrying a spare in the car.

The brake system is composed of the Chrysler Imperial system of disc front/drum rear, modified to include the Bendix-Chrysler "Sure Brake" anti-lock system. With this system, each front wheel has a speed signal generator and brake pressure modulator. Each rear wheel has a speed signal generator, but a single modulator serves both rear wheels. The modulators release the pressure to the affected wheel whenever a wheel indicates a skid signal. An electronic control unit receives the wheel speed signals and commands the modulators.

The engine is a Chrysler 340 cubic inch displacement V-8, with a matching automatic transmission. It is equipped with a four barrel carburetor, has an 8.5:1 compression ratio, and will operate on either low lead or no lead fuels.

The prototype's lighting system utilizes a General Electric sealed beam system, in which candlepower is switched and concentrated among only three units, depending upon the mode of operation. In "low" beam use, the two outer lights are operated at 15,000 beam candle power, while the left inboard light is operated at 40,000 beam candle power. In "high" beam use, the two outboard lights are reduced to 7,000 beam candle power, and the right hand inboard light is illuminated at 130,000 beam candle power.

Other safety innovations include the use of a periscope mirror designed by Donnelly Mirrors, Inc., adjustable seat and steering controls, and an improved instrument panel with aircraft-like caution and warning signals.

The interior and exterior styling and functional layout of the vehicle were provided by Raymond Loewy/William Snaith, Inc., of New York.

SPECIFICATIONS

Approx. Weight	5,400
Length.....	221 inches
Bumper Extended	233.5 inches
Wheelbase	122.5 inches
Width	80 inches

Height 59 inches
Add for Periscope ... 5.5 inches

Tread Width Front 65.75 inches
Rear 64.5 inches

Tires J60-15

Engine 340 ci V-8

Brakes Disc front/ drum rear anti-lock power
power assist vacuum

GENERAL MOTORS CONCEPT

General Motors' ESV prototype displays the pleasing style of today's modern production car, but is actually a totally new vehicle utilizing a specially engineered bumper and energy absorbing frame designed to afford maximum occupant protection.

Two thirds of the impact forces which the vehicle must sustain are absorbed through the frame, and one third by the front sheet metal and hood, and doors. The front hydraulic bumper absorbs part of the impact; the remaining force by a collapsible truss system and the balance through the drive train. Extensive use is made of aluminum for body panels, bumper and door beams. Higher strength vanadium alloy steel is used in the frame body side pillars. The frame design features a full box section with both cross and diagonal bracing to handle corner impacts.

The urethane covered bumpers have a 2.5 inch stroke in a 5 mph barrier impact.

High strength roof supports in the center pillars provide rollover protection, with the forward slope of these pillars reducing the amount of unsupported roof structure over the front seat area.

Dual piston disc brakes for each wheel are used on the prototype, with two separate, dual master cylinders. The two pistons at each wheel are connected to different master cylinders to eliminate the effect of a single line failure. If such a failure should occur, full brake power would still be available, with a minimum of pedal force increase. The braking system also incorporates load proportioning and wheel lock control devices at each wheel.

Front and rear suspension systems on the vehicle are of basic production configuration, modified to meet the ESV contract requirements for steering and handling. Coil springs and a roll stabilizer are used in the front system with coil and pneumatic springs, operating in parallel, for the rear. Tires are specially fabricated HR70-15s.

The car is powered by a 362 cubic inch 8.1:1 compression ratio V-8 engine with an aluminum cylinder block, heads and intake manifold, which provide a weight saving of 180 pounds over a conventional cast iron engine. It is designed to operate on 91-octane unleaded fuel, and meets the 1973 Federal emission control standards.

The interior of the air conditioned vehicle contains sufficient padding to permit the "survival" of unbelted test dummies in barrier impacts of 20 mph. At the same time, the car is equipped with an air cushion system that deploys from the steering wheel for the driver; the instrument panel for front passengers, and a padded "credenza" for rear seat passengers. The air cushion systems are actuated by sensors in the front bumper.

Driver controls are conventionally situated, but employ a "message center" concept that permits the driver to see only critical "need-to-know" information in a compact cluster mounted in the forward viewing area above the steering wheel rim.

Specifications

Approx. Weight	4,900 lbs	Engine362 ci
Length	219 inches		8.1:1 compression ratio
Wheelbase	124 inches		aluminum block, heads, manifold
Width	79.6 inches	Brakes	4 wheel disc
Height	58 inches		with dual pistons, dual master cylinders, anti-lock
Tread width	65 inches	Tires	HR70-15



DEPARTMENT OF TRANSPORTATION

NEWS

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5600

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
March 21, 1972

NHTSA -- 25-72
Tel. 202-426-9550

Secretary of Transportation John A. Volpe today issued the following statement in response to the RECAT Committee report released by the Ad Hoc Committee on the Cumulative Regulatory Effect on the Cost of Automotive Transportation.

Secretary Volpe said, "We are happy to note that the RECAT Committee agrees with our own view that highway transportation costs have been reduced by improved highway designs and automotive standards, and that these programs have significantly reduced highway fatalities and injuries.

"The National Highway Traffic Safety Administration's first priority, as mandated by the Congress, is to prevent death and injuries from highway crashes. We are vitally concerned with cost effectiveness too, but we firmly believe that the real payoff is in lives saved.

"With respect to passive restraint systems, the Report also agrees with us that problems noted in the past 'appear to be resolved, or are in the process of being resolved.' It should be remembered that the passive restraint standard was promulgated only after a protracted and well-considered rulemaking proceeding in which industry actively participated."

-more-



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

The Secretary pointed out that the Department and the RECAT study group were, in his opinion, working from the same research data. "But this certainly does not preclude honest differences of opinion as to what future course will result in the greatest benefit to the driving public. It is our judgment that the passive restraint performance requirements and the implementation of the dates required for these levels of performance are both feasible and reasonable.

"I don't wish to comment further at this time, because the passive restraint standard is under attack in the courts."

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77117

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

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY P.M.
March 28, 1972

NHTSA == 26-72
Tel. 202-426-9550

The Department of Transportation announced today that the General Motors Corporation has agreed to pay \$90,000 in compromise of a civil penalty claim that the company produced and imported into the United States a large number of Opel vehicles with faulty windshield mountings.

Tests conducted by the National Highway Traffic Safety Administration showed non-compliance with Federal Motor Vehicle Safety Standard No. 212, the windshield mounting standard. A 1971 Opel Kadett station wagon was subjected to a frontal barrier crash at 30 mph, and the windshield completely separated from the vehicle. The standard requires retention of at least 75 percent of the windshield periphery.

After being notified of NHTSA's initial test failure, General Motors conducted a substantial test program, after which the company promptly initiated a recall campaign involving 1970, 1971, and 1972 Opel Kadett's and Opel Model 1900's. The company notified owners of these models to return their cars to GM dealers so that necessary modifications could be made, at the manufacturer's expense. Approximately 100,000 vehicles were involved.

The Traffic Safety Agency has notified the manufacturer that it is closing its files on the case.

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77133



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



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY A.M.
April 10, 1972

NHTSA -- 27-72
Tel. 202-426-9550

The Department of Transportation today announced the appointment of Dr. Robert F. Borckenstein, internationally known as an expert in the field of alcohol and traffic safety, as a consultant in the National Highway Traffic Safety Administration's Office of Alcohol Countermeasures.

Dr. Borckenstein, a professor and former Chairman of the Department of Forensic Studies at Indiana University, holds a Bachelor's Degree from Indiana University in police administration and a Doctor's Degree from Wittenberg University in Springfield, Ohio.

"We are delighted to have a man of Dr. Borckenstein's caliber working with us in the vital area of alcohol countermeasures," said NHTSA Administrator Douglas Toms. "We expect to make the widest use of his expertise in the alcohol and law enforcement fields, particularly in evaluating the 35 Alcohol Safety Action Projects (ASAP) we now have underway." The projects are part of the Department of Transportation's nationwide program aimed at removing the problem drinker from the highway.

The 59-year-old Dr. Borckenstein has successfully patented several inventions and is the creator of the Breathalyser, a device used by law enforcement officials which requires a person to breathe into a tube to determine the alcoholic content in his breath.

- more -



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

Dr. Borkenstein will consult primarily on ASAP's and state programs in alcohol, and will not participate in NHTSA's research and other efforts involving breath testing equipment.

Dr. Borkenstein spent 22 years as a law enforcement official with the Indiana State Police before joining the teaching staff at Indiana University in 1958. He is on partial leave from the University in order to allow him to devote a substantial amount of time to the Safety Agency. A prolific writer and editor, Dr. Borkenstein is a past president of the International Association of Police Professors; a past president of the National Safety Council, Committee on Alcohol and Drugs; a consultant to the President's Task Force on Highway Safety; and chairman of the International Committee on Alcohol and Traffic Safety.

77135

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

575

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
April 10, 1972

NHTSA -- 28-72
Tel. 202-426-9550

MONTHLY

COMPLIANCE REPORT

Copies of the Compliance Test Reports 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

STANDARDS ENFORCEMENT TEST PROGRAM - 1968, 1969, 1970, 1971 and 1972 VEHICLES

MONTHLY REPORT -- JANUARY 1 THRU JANUARY 31, 1972

VEHICLE STANDARDS

FMVSS*	Standards Enforcement Reports Accepted	Investigations Initiated	Investigations Closed	Investigation in Progress (Cumulative)	Corrective Action Initiated by Manufacturer	Enforcement Action In the Office of the Chief Counsel	Cases forwarded to Department of Justice	Investigatory File Released to the Public
103	0	0	0	3	0	0	0	0
104	0	0	0	0	0	0	0	0
105	5	0	2	3	0	0	0	0
110	0	0	0	0	0	0	0	0
112	0	0	0	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	1	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	4	0	0	0	0
301	5	0	0	0	0	0	0	0
Reg.575	0	0	0	6	0	0	0	0

(Formerly Reg. 375)

* - Federal Motor Vehicle Safety Standard

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

FMVSS 105

HYDRAULIC SERVICE BRAKE, PARKING BRAKE AND EMERGENCY BRAKE SYSTEMS

MONTHLY REPORT - JANUARY 1 THRU JANUARY 31, 1972

<u>MANUFACTURER</u>	<u>NHTSA NO.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>	<u>DOT HS NO.</u>
Chrysler Corporation	71301	1971 Ply. Barracuda 2-Dr.	Failed	105-HTI-71-013-20501	611944
General Motors	71104	1971 Chevrolet Chevelle 2-Dr.	Passed	105-HTI-71-001-20501	611929
General Motors	72101	1972 Chevrolet Nova 4- Door	Passed	105-HTI-71-012-20501	611930
American Motors	71402	1971 AMC Hornet	Failed	105-HTI-71-010-20501	611931
✓ American Motors	71403	1971 AMC Matador 4-Dr. Sedan	Failed	105-HTI-71-007-20501	611907

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

FMVSS 204

STEERING CONTROL REARWARD DISPLACEMENT - PASSENGER CARS

MONTHLY REPORT - JANUARY 1 THRU JANUARY 31, 1972

<u>MANUFACTURER</u>	<u>NHTSA NO.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>	<u>DOT HS NO.</u>
Trans-World Trading Corp.	71519	1971 Volkswagen 1300 2-Dr. Sedan	Passed	204-EG&G-71-003-TR-342	611945
Checker Motors Corp.	71518	1971 Checker Marathon 4-Dr. Sedan	Failed	204-EG&G-71-004-TR-339	611946
Chrysler Corporation	71302	1971 Plymouth Fury II 4-Dr. Sedan	Passed	204-CAL-71-007-YB-3084-K-7	611947
American Motors Corp.	71403	1971 Matador 4-Dr. Sedan	Passed	204-CAL-71-008-YB-3084-K-8	611948
General Motors Corp.	71105	1971 Chevrolet Biscayne	Passed	204-CAL-71-006-YB-3084-K-6	611932

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

FMVSS 212

WINDSHIELD MOUNTING - PASSENGER CARS

MONTHLY REPORT - JANUARY 1 THRU JANUARY 31, 1972

<u>MANUFACTURER</u>	<u>NHTSA NO.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>	<u>DOT HS NO.</u>
Checker Motors Corp.	71518	1971 Checker Marathon 4-Dr. Sedan	Failed	212-EG&G-71-004-TR-339	611949
Chrysler Corporation	71302	1971 Plymouth Fury II 4-Dr. Sedan	Passed	212-CAL-71-007-YB-2084-K-7	611950
American Motors Corp.	71403	1971 Matador 4- Dr. Sedan	Passed	212-CAL-71-008-YB-3084-K-8	611951
Trans-World Trading Corp.	71519	1971 VW 1300 2-Dr. Sedan	Failed	212-EG&G-71-003-TR-342	611952
General Motors Corp.	71105	1971 Chevrolet Biscayne	Passed	212-CAL-71-006-YB-3084-K-6	611933

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTEDFMVSS 301FUEL TANKS, FUEL TANK FILLER PIPES AND FUEL TANK CONNECTIONS-PASSENGER CARSMONTHLY REPORT - JANUARY 1 THRU JANUARY 31, 1972

<u>MANUFACTURER</u>	<u>NHTSA NO.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>	<u>DOT HS NO.</u>
Trans-World Trading Corp.	71519	1971 VW 1300 2-Dr. Sedan	Passed	301-EG&G-71-003-TR-342	611953
Checker Motors Corp.	71518	1971 Checker Marathon 4-Dr. Sedan	Passed	301-EG&G-71-004-TR-339	611954
Chrysler Corporation	71302	1971 Plymouth Fury II 4-Dr. Sedan	Passed	301-CAL-71-007-YB-3084-K-7	611955
American Motors Corp.	71403	1971 Matador 4-Dr. Sedan	Passed	301-CAL-71-008-YB-3084-K-8	611956
General Motors Corp.	71105	1971 Chevrolet Biscayne	Passed	301-CAL-71-006-YB-3084-K-6	611934

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - INVESTIGATION CLOSED
MONTHLY REPORT - JANUARY 1 THRU JANUARY 31, 1972

FMVSS

105

105

MANUFACTURER

American Motors

Chrysler Corporation

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATION IN PROGRESS (CUMULATIVE)

MONTHLY REPORT - JANUARY 1 THRU JANUARY 31, 1972

<u>FMVSR NO.</u>	<u>MANUFACTURER</u>
Reg. 575	Subaru
Reg. 575	British Leyland
Reg. 575	Peugeot, Inc.
Reg. 575	Volvo. Inc.
Reg. 575	Saab-Scania of America
Reg. 575	Bayerische Motor Corporation
FMVSS NO. 202	Checker Motors
" " 212	Saab-Scania of America
" " 103	British Leyland Motors (2)
" " 103	Volvo, Inc.
" " 105	Chrysler
" " 105	Mercedes Benz of North America
" " 105	American Motors
" " 212	General Motors
" " 204	Checker Motors
" " 212	Checker Motors
" " 212	Trans-World Trading Corp.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - 1968, 1969, 1970, 1971 AND 1972 VEHICLES

MONTHLY REPORT - JANUARY 1 - JANUARY 31, 1972

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	0	0	0	2	0	0	0	8	0
108	6	0	2	38	0	24	0	1	0
109	130	4	16	69	0	28	1	25	0
116	0	0	0	3	0	0	0	1	0
205	0	0	0	0	0	0	0	1	0
206	0	0	1	4	0	1	0	1	0
209	1	0	0	30	0	13	0	0	0
211	0	0	0	0	0	0	0	0	0
213	2	0	0	8	0	0	0	0	0

Some Investigations cover more than one Standards Enforcement Test Failure.

* Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED - FY -70MONTHLY REPORT - JANUARY 1 - JANUARY 31, 1972FMVSS No. 108 - LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

<u>Manufacturer</u>	<u>Component Manufacturer</u>	<u>DOT HS No.</u>	<u>Component</u>	<u>Vehicle Mfg Part No.</u>	<u>Results</u>	<u>Report Number</u>
Toyota		611935	Combination Rear Lamp	81550-12150	Passed	ITL-108 90261

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED - FY - 71MONTHLY REPORT - JANUARY 1 - JANUARY 31, 1972FMVSS No. 108 - LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

<u>Manufacturer</u>	<u>Component Manufacturer</u>	<u>/DOT HS NO.</u>	<u>Component</u>	<u>Vehicle Mfg Part No.</u>	<u>Results</u>	<u>Report Number</u>
American Motors Corp.		611922	Back-Up Lamp	SF 3636190	Passed	108-ETL-71 203-TR- 417846
General Motors Corp.	Guide Lamp Division	611923	Tail Lamp	917229	Passed	108-ITL-71 001-90263
General Motors Corp.	Guide Lamp Division	611910	License Plate Lamp	911507	Passed	108-ETL-71 209-TR- 418518
Chrysler Corporation		611908	Combination Rear Lamp	3403944	Passed	108-ETL-71 207-TR- 417841
Chrysler Corporation		611909	Front Park and Turn Signal Lamp	3403002	Passed	108-ETL-71 206-TR- 417849

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: ARMSTRONG RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
UNKNOWN	SST BELTED	611911-01	F7814	PASSED	E1S3221
UNKNOWN	SST BELTED	611924-01	J7814	PASSED	E1S3222
UNKNOWN	SST BELTED	611911-02	G7814	PASSED	E1S3223
UNKNOWN	SST BELTED	611924-02	C7813	PASSED	E1S3224
UNKNOWN	SST BELTED	" -03	C7813	PASSED	E1S3225
UNKNOWN	SST BELTED	611938-01	H7814	PASSED	E1S3226
UNKNOWN	SST BELTED	611911-03	G7814	PASSED	E1S3228
UNKNOWN	SST BELTED	" -04	H7814	PASSED	E1S3230
UNKNOWN	SST BELTED	" -05	F7815	PASSED	E1S3231
UNKNOWN	SST BELTED	" -06	F7814	PASSED	E1S3232
UNKNOWN	SST BELTED	" -07	G7815	PASSED	E1S3233
UNKNOWN	SST BELTED	611924-04	J7814	PASSED	E1S3234
UNKNOWN	SST BELTED	611938-02	F7815	PASSED	E1S3236
UNKNOWN	SST BELTED	611924-05	L7815	PASSED	E1S3237
UNKNOWN	SST BELTED	" -06	L7815	PASSED	E1S3238

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: ARMSTRONG RUBBER CO.

REPORTS SUR.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
UNKNOWN	SST BELTED	611924-07	J7815	FAILED ENDUR.	E1S3239
UNKNOWN	SST BELTED	" -08	J7815	PASSED	E1S3240

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: BRIDGESTONE TIRE CO. LTD. (JAPAN)

REPORTS SUR.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
BRIDGESTONE	SOFT AIR SKYWAY-H	611912-01	56013	PASSED	S1S7186
BRIDGESTONE	SOFT AIR SKYWAY-H	" -02	56013	PASSED	S1S7187
BRIDGESTONE	SOFT AIR SKYWAY-H	611925-01	56013	PASSED	S1S7188
BRIDGESTONE	SOFT AIR SKYWAY-H	" -02	56013	PASSED	S1S7189
BRIDGESTONE	SOFT AIR SKYWAY-H	" -03	56013	PASSED	S1S7190
BRIDGESTONE	SOFT AIR SKYWAY-H	611957-01	60012	PASSED	S1S7191
BRIDGESTONE	SOFT AIR SKYWAY-H	" -02	60012	PASSED	S1S7192
BRIDGESTONE	SOFT AIR SKYWAY-H	611912-03	60012	PASSED	S1S7193
BRIDGESTONE	SOFT AIR SKYWAY-H	" -04	60012	PASSED	S1S7194
BRIDGESTONE	SOFT AIR SKYWAY-H	611957-03	60012	FAILED UNSEAT.	S1S7196
BRIDGESTONE	SOFT AIR SKYWAY-H	611912-05	60012	PASSED	S1S7197
BRIDGESTONE	SOFT AIR SKYWAY-H	611939-01	60012	FAILED UNSEAT.	S1S7198
BRIDGESTONE	SOFT AIR SKYWAY-H	611912-06	60012	PASSED	S1S7199
BRIDGESTONE	SOFT AIR SKYWAY-H	611939-02	60012	PASSED	S1S7200

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: CONTINENTAL GUMMI WERKE A.G. (GERMANY)

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
CONTINENTAL	SCHLAUHLAS	611940	56015	PASSED	I1E5250

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED
MONTHLY RECAP - JANUARY 1972
FMVSS 100

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: DAYTON TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
SCHENLIT	BREAKNESS	G7814	PASSED	AOS1047 TIRE A,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: DAYTON TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
DAYTON	DAYTONA SPORT 70	611958	F7014	PASSED	S1S7108

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED
MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: FIRESTONE TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	SIZE	RESULTS	TEST NUMBER
RIVERSIDE	GLASBELT	77514	PASSED	AOS1112 TIRE A,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: FIRESTONE TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
FIRESTONE	DELUXE CHAMPION SUP R BELT	611926-01	F7814	PASSED	E1E3087
FIRESTONE	DELUXE CHAMPION SUP-R-BELT	611913-01	H7815	PASSED	E1E3091
FIRESTONE	DELUXE CHAMPION SUP-R-BELT	" -02	G7815	PASSED	E1E3094
FIRESTONE	DELUXE CHAMPION SUP-R-BELT	" -03	F7815	PASSED	E1E3101
FIRESTONE	DELUXE CHAMPION SUP-R-BELT	" -04	H7815	PASSED	E1E3111
FIRESTONE	DELUXE CHAMPION SUP-R-BELT	611926-02	H7815	PASSED	E1E3124
FIRESTONE	DELUXE CHAMPION SUP-R-BELT	" -03	F7815	PASSED	E1E3125
FIRESTONE	SUPER SPORTS WIDE OVAL SUP-R-BELT	611941-01	G7014	PASSED	G1E4380
FIRESTONE	SUPER SPORTS WIDE OVAL SUP-R-BELT	" -02	F7014	PASSED	G1E4389
FIRESTONE	SUPER SPORTS WIDE OVAL SUP-R-BELT	" -03	E7014	PASSED	G1E4390
GETTY	G/0 125	611913-05	F7814	PASSED	E1S3177
GETTY	G/0 125	" -06	J7815	PASSED	E1S3182
GETTY	G/0 125	" -07	J7815	PASSED	E1S3185
GETTY	G/0 125	" -08	F7814	PASSED	E1S3188
GETTY	G/0 125	" -09	H7814	PASSED	E1S3189

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GATES RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
SECURITY	SCAT TRAC MUD & SNOW	611914-01	G7815	PASSED	R1S9074
SECURITY	SCAT TRAC MUD & SNOW	" -02	G7815	PASSED	R1S9075
SECURITY	SCAT TRAC MUD & SNOW	" -03	G7815	PASSED	R1S9077

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED
MONTHLY RECAP - JANUARY 1972
FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GENERAL TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
GENERAL	SCRAMBLER GT	611915	F7014	PASSED	R1E9020
GENERAL	BELTED JUMBO 780	611959-01	H7815	PASSED	S1E7129
GENERAL	BELTED JUMBO 780	" -02	H7815	PASSED	S1E7132
GENERAL	BELTED JUMBO 780	" -03	H7815	PASSED	S1E7134
GENERAL	BELTED JUMBO 780	" -04	H7815	PASSED	S1E7135
GENERAL	BELTED JUMBO 780	" -05	H7815	PASSED	S1E7136
GENERAL	BELTED JUMBO 780	" -06	H7815	PASSED	S1E7138
GENERAL	BELTED JUMBO 780	" -07	H7815	PASSED	S1E7139

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED
MONTHLY RECAP - JANUARY 1972
FMVSS 109.
NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: B. F. GOODRICH CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
R.F. GOODRICH	SILVERTOWN BELTED	611916-01	G7815	PASSED	R1E9021
R.F. GOODRICH	SILVERTOWN BELTED	" -02	G7815	PASSED	R1E9031
R.F. GOODRICH	SILVERTOWN BELTED	" -03	G7815	PASSED	R1E9032
R.F. GOODRICH	SILVERTOWN BELTED	" -04	G7815	PASSED	R1E9033
R.F. GOODRICH	SILVERTOWN BELTED	" -05	G7815	PASSED	R1E9034
R.F. GOODRICH	SILVERTOWN BELTED	" -06	G7815	PASSED	R1E9035
R.F. GOODRICH	SILVERTOWN BELTED	" -07	G7815	PASSED	R1E9036
R.F. GOODRICH	SILVERTOWN BELTED	" -08	G7815	PASSED	R1E9037
R.F. GOODRICH	SILVERTOWN BELTED	" -09	G7815	PASSED	R1E9038

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GOODYEAR TIRE AND RUBBER CO

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
GOODYEAR	POLYGLAS	611917-01	F7814	PASSED	E1E3206
GOODYEAR	CUSTOM POWER CUSHION POLYGLAS	" -02	F7814	PASSED	E1E3212
GOODYEAR	CUSTOM POWER CUSHION POLYGLAS	" -03	F7814	PASSED	E1E3215

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED
MONTHLY RECAP - JANUARY 1972
FMVSS 109
NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: S.P.A. MICHELIN ITALIANA

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
MICHELIN	X RADIAL	611942-01	22515	PASSED	I1E5224
MICHELIN	X RADIAL	" -02	22515	PASSED	I1E5227

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: MOHAWK RUBBER COMPANY

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
UNKNOWN	STREET TD	611927	L6015	FAILED LABELING	E1S3241

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: SEIBERLING TIRE AND RUBBER CO.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
ZENITH	DUOBELT 202	611928	J7815	PASSED	E1S3133
ZENITH	DUOBELT 202	611918-01	L7815	PASSED	E1S3137
ZENITH	DUOBELT 202	" -02	J7815	PASSED	E1S3139
ZENITH	DUOBELT 202	" -03	H7814	PASSED	E1S3140
ZENITH	DUOBELT 202	" -04	G7815	PASSED	E1S3141
ZENITH	DUOBELT 202	" -05	C7813	PASSED	E1S3144

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED
MONTHLY RECAP - JANUARY 1972
FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: SUMITOMO RUBBER INDUSTRIES LTD. (JAPAN)

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
DUNLOP	C41 GOLD SEAL	611919-01	60012	PASSED	R1E9081
DUNLOP	C41 GOLD SEAL	" -02	60012	PASSED	R1E9082
DUNLOP	C41 GOLD SEAL	" -03	60012	PASSED	R1E9083
DUNLOP	C41 GOLD SEAL	" -04	60012	PASSED	R1E9084
DUNLOP	C41 GOLD SEAL	" -05	60012	PASSED	R1E9085
DUNLOP	C41 GOLD SEAL	" -06	60012	PASSED	R1E9086
DUNLOP	C41 GOLD SEAL	" -07	60012	PASSED	R1E9087
DUNLOP	C41 GOLD SEAL	" -08	60012	PASSED	R1E9088
DUNLOP	C41 GOLD SEAL	" -09	60012	PASSED	R1E9089
DUNLOP	C41 GOLD SEAL	" -10	60012	PASSED	R1E9090
DUNLOP	C41 GOLD SEAL	" -11	60013	PASSED	R1E9100

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED
 MONTHLY RECAP - JANUARY 1972
 FMVSS 109
 NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: UNIROYAL INC.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
PEERLESS	SPRINT GT ARMOR BELTED	611920-01	D7014	PASSED	E1S3153
PEERLESS	SPRINT GT ARMOR BELTED	" -02	7015	FAILED H SPEED	E1S3155
PEERLESS	SPRINT GT ARMOR BELTED	" -03	G7015	FAILED ENDUR.	E1S3157
PEERLESS	SPRINT GT ARMOR BELTED	" -04	H7015	PASSED	E1S3165
PEERLESS	SPRINT GT ARMOR BELTED	" -05	F7015	PASSED	E1S3166
PEERLESS	SPRINT GT ARMOR BELTED	" -06	H7014	PASSED	E1S3168
UNIROYAL	TIGER PAW	" -07	G7015	PASSED	S1E7146
UNIROYAL	TIGER PAW	" -08	G7015	PASSED	S1E7147
UNIROYAL	TIGER PAW	" -09	G7015	PASSED	S1E7148
UNIROYAL	TIGER PAW	" -10	G7015	PASSED	S1E7149
UNIROYAL	TIGER PAW	" -11	G7015	PASSED	S1E7150
UNIROYAL	TIGER PAW	" -12	G7015	PASSED	S1E7151
UNIROYAL	TIGER PAW	" -13	G7015	PASSED	S1E7152
UNIROYAL	TIGER PAW	611960-01	G7015	PASSED	S1E7153

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: UNIROYAL INC.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
UNIROYAL	TIGER PAW	611920-14	G7015	PASSED	S1E7154
UNIROYAL	TIGER PAW	" -15	G7015	PASSED	S1E7155
UNIROYAL	TIGER PAW	" -16	G7015	PASSED	S1E7156
UNIROYAL	TIGER PAW	" -17	G7015	PASSED	S1E7157
UNIROYAL	TIGER PAW	" -18	G7015	PASSED	S1E7158
UNIROYAL	TIGER PAW	" -19	G7015	PASSED	S1E7159
UNIROYAL	TIGER PAW	611943	G7015	PASSED	S1E7160
UNIROYAL	FASTRAK BELTED	611960-02	E7814	FAILED PHY. DIM	S1E7162
UNIROYAL	FASTRAK BELTED	" -03	E7814	FAILED PHY. DIM	S1E7164
UNIROYAL	FASTRAK BELTED	611920-20	E7814	PASSED	S1E7166
UNIROYAL	FASTRAK BELTED	611960-01	E7814	FAILED PHY. DIM	S1E7168
UNIROYAL	FASTRAK BELTED	" -05	E7814	FAILED PHY. DIM	S1E7169

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
 COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: UNIROYAL INC.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
UNIROYAL	FASTRAK BELTED	611920-21	E7814	FAILED PHY. DIM	S1E7170
UNIROYAL	FASTRAK BELTED	" -22	E7814	FAILED PHY. DIM	S1E7171
UNIROYAL	FASTRAK BELTED	611960-06	E7814	FAILED PHY. DIM	S1E7172
UNIROYAL	FASTRAK BELTED	611920-23	E7814	FAILED PHY. DIM	S1E7173
UNIROYAL	FASTRAK BELTED	" -24	E7814	FAILED PHY. DIM	S1E7174
UNIROYAL	FASTRAK BELTED	" -25	E7814	FAILED PHY. DIM	S1E7175
UNIROYAL	FASTRAK BELTED	" -26	E7814	FAILED PHY. DIM	S1E7176
UNIROYAL	FASTRAK BELTED	611960-07	E7814	FAILED PHY. DIM	S1E7177
UNIROYAL	FASTRAK BELTED	611920-27	E7814	FAILED PHY. DIM	S1E7178
UNIROYAL	FASTRAK BELTED	611920-28	E7814	FAILED PHY. DIM	S1E7179

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JANUARY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: UNIROYAL INC.

REPORTS SUB.:

BRAND NAME	TIRE NAME	DOT HS NO.	SIZE	RESULTS	TEST NUMBER
UNIROYAL	FASTRAK BELTED	611920-29	E7814	FAILED PHY. DIM	S1E7180

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED
MONTHLY REPORT - JANUARY 1 - JANUARY 31, 1972

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

<u>MANUFACTURER</u>	<u>MODEL/PART NO.</u>	<u>DOT HS NO.</u>	<u>RESULTS</u>	<u>REPORT NO.</u>
General Motors (Bay Trim)	5952, 5902	611904	PASSED	209-UST-71-007-TR56955-7

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED
MONTHLY REPORT - JANUARY 1 - JANUARY 31, 1972
FMVSS No. 213 - AUTOMOBILE CHILD SEATING SYSTEMS

<u>MANUFACTURER</u>	<u>MODEL/PART NO.</u>	<u>DOT HS NO.</u>	<u>RESULTS</u>	<u>REPORT NO.</u>
Ford Motor Company	Tot Guard DIAZ19E535D	611905	FAILED (Labeling Inspection)	213-DTB-71-009
Hamill Manufacturing Co.	Protecta-Tot 9013	611906	PASSED	213-DTB-71-012

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAMINVESTIGATIONS CLOSEDMONTHLY REPORT - JANUARY 1 - JANUARY 31, 1972EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>
108	AMC - (2)
109	B. F. Goodrich - (2) - Countryside Premium (1) - Silvertown Belted Wide (1)
109	Continental - (1) - Radial
109	Cooper - (3) - Giant Polymaster (1) - Grantmaster 120 (1) - Weathermaster W/R (1)
109	Dayton - (5) - Carnegie Classic Ultra HP (1) - Cornell Snowman (1) - Dayton Thoroughbred Premium (1) - Duralon Premium (1) - McClaren Premium Traction HP (1)
109	Goodyear - (2) - Custom Power Cushion (1) - Custom Wide Tread (1)
109	Mansfield - (2) - Mickey Thompson Special Max Trac Indy Profile (1) - Pennsylvania City/Country Snow Cat 70 (1)
109	Vredestein - (1) - B. F. Goodrich -GT-100
206	Theodore Bargman Company

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAMINVESTIGATIONS IN PROGRESS (CUMULATIVE)MONTHLY REPORT - JANUARY 1 - JANUARY 31, 1972EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
106	Schafer (Germany)	109	Armstrong (5)
106	Royal Brass, Inc.	109	Continental (2)
108	AMC (2)	109 *	Cooper (6) (1 this period)
108	Buick (2)	109	Dayton (2)
108	Bus and Truck (4)	109	Denman
108	Chevrolet (2)	109	Dunlop
108	Chrysler	109	Dunlop (France)
108	Divco (2)	109	Deutsche Dunlop Gummi: Compagnie A.C.
108	Dodge (4)	109	Firestone (8)
108	Ford Motor Company (6)	109	Gates (7)
108	Mack Truck (2)	109	General (4)
108	Opel (4)	109 *	Goodrich (4) (1 this period)
108	Plymouth (6)	109	Kelly-Springfield (3)
108	Pontiac (2)	109	Lee (4)
108	Toyota	109	Mansfield

MONTHLY REPORT - JANUARY 1 - JANUARY 31, 1972EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
109 *	Mohawk	209	Fiat (Kangol Magnet Ltd.)
109	Pennsylvania (5)	209	British Leyland (Kangol Magnet Ltd.)
109 *	Seiberling (4) (1 this period)	209	Renault (Klippan)
109	Semperit	209	C & W Manufacturing Company
109	Uniroyal (8)	209	American Safety Equipment Corporation
116	Warwick Laboratories	209	Beams Manufacturing Company (2)
116	Bell Company	209	Jeffrey Allen Industries
116	Southern Products	209	Jim Robbins Company
206	Aspen Coach	209	Market Forge Company
206	Cabana Coach	209	English Ford (Wingard, Ltd.)
206	F & B Development Company	209	Saab (Klippan)
206	Winnebago Industries	209	Subaru (Ashimeri)
209	Pontonier, Inc.	209	General Motors (Hamill)
209	Rose Manufacturing Company (3)	209	Toyota (Tokai Rika)
209	Vogt Manufacturing Company	209	Datsun (Takata Kojyo)
209	Ford Motor Company (Jim Robbins) (2)	209	Volvo
209	Volkswagen Corporation (Repa)	209	Chrysler American Safety
209	Mercedes Benz Corporation (Kangol Magnet Ltd.)	209	Superior Industries

MONTHLY REPORT - JANUARY 1 - JANUARY 31, 1972

EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>
209	British Leyland (U. S. Safety Weave)
209	Sears, Roebuck & Company
213	Hamilton Cosco, Inc.
213	Frank F. Taylor Company
213	Buckeye Plastics Company
213	Strolee of California
213	Pride Trimble Products
213	Five Filer Brothers, Inc.
213	Peterson Products
213	Helm, Inc.

* Denotes Investigations initiated this period.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAMINVESTIGATORY FILES RELEASED TO PUBLICMONTHLY REPORT - JANUARY 1 - JANUARY 31, 1972EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
106	British Leyland	109	Dunlop (3)
106	Dunlop	109	Firestone
106	Girling Brake Hose	109	Gates
106	Inland Division of GMC	109	Goodyear
106	Nichirin	109	Kelly-Springfield (2)
106	Schafer	109	Lee
106	Stewart Warner of Canada	109	Mansfield (2)
106	Wagner Electric	109	McCreary
108	White Motor Corporation	109	Pennsylvania
109	Armstrong	109	Seiberling
109	B. F. Goodrich (4)	109	Vredestein
109	Continental	116	Quaker Oil Company
109	Cooper	205	Shatterproof Glass Company
109	Dayton (2)	206	Theodore Bargman Company
109	Denman		



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

March 29, 1972

NHTSA -- 30-72

Tel. 202-426-9550

A massive, national information-education campaign designed to generate public awareness of the continuing threat of the drunken driver was announced today by Secretary of Transportation John A. Volpe.

Secretary Volpe said the effort will be spearheaded by a nationwide advertising campaign conducted by the Department's National Highway Traffic Safety Administration (NHTSA). "This high priority effort," said the Secretary, "is in response to President Nixon's directive to take all necessary steps to drastically reduce our annual toll of some 55,000 highway fatalities each year, half of which are related to excessive drinking.

"This public service campaign will cost upwards of three-quarters of a million dollars in the first of a three-year public education effort. But it is worth every penny if we can achieve a substantial reduction in deaths caused by the driver who drinks to excess before getting behind the wheel of his car."

Describing the multi-media educational campaign as a sound investment, Secretary Volpe said he is asking representatives of the mass media to assist in reaching the American people. "As a Federal agency, we must rely on public service advertising. Therefore, we urgently need the commitment and assistance of the communications media in carrying the message to every corner of the country that we are determined to control this drunken-driving menace."

- more -



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

The Secretary noted that the NHTSA campaign is being developed in conjunction with a program directed at the broad problem of alcohol abuse being conducted by the National Institute for Alcoholism and Alcohol Abuse in the Department of Health, Education, and Welfare. The two Departments are cooperating under the terms of an inter-agency agreement.

The campaign will also serve as a backup for the Alcohol Safety Action Programs (ASAP) now being Federally funded in 35 States to find ways to control drunk driving. ASAP contracts with the NHTSA represent a total investment of \$82 million over a period of three and a half years.

In announcing the kick-off of the educational campaign today, Secretary Volpe shared the spotlight with screen actor Dana Andrews, who, with his wife, flew from London especially for the news conference. Andrews recently completed a film on location in Portugal.

Andrews, will have a central role in some of the TV and radio spot announcements that will be a part of the campaign. In them, the actor admits that he is an alcoholic -- although one who no longer drinks. He is a member of Alcoholics Anonymous, and has contributed his services to the drunken driver effort.

Secretary Volpe said, "I greatly appreciate what Mr. Andrews has done in committing himself to this effort. I know the courage it took for a man in his position to say publicly 'I have been there. Mr. Andrews is an outstanding example of what one citizen can do to help get problem drinkers off the highway and into rehabilitative treatment. I am sure there are thousands of others, who even though they are in less prominent walks of life, will be willing to take a stand in this vital effort."

In addition to the advertising campaign, the NHTSA program will include special material for particular audiences and groups such as medical and allied professionals, law enforcement officials, lawyers and judges, ethnic groups, youth and military personnel, women's organizations and business leaders.

Describing the program ... one of the three top priorities of the Highway Safety Administration, Secretary Volpe said, "We are not embarking on a morality crusade ... although I strongly believe it is immoral that drunks are permitted to kill thousands on the highway each year -- we are not trying to interfere with the freedom to drink alcohol beverages if one chooses. We are trying to drive home the point that if one chooses to drink, he must not get behind the wheel of a car."

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