



DEPARTMENT OF  
TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.  
October 12, 1972

NHTSA -- 96-72  
Tel. 202-426-9550

Almost 90 percent of the motorcycle helmets tested for the Government failed to meet the performance requirements set by industry specifications, the Department of Transportation announced today.

The Department's National Highway Traffic Safety Administration (NHTSA), said that 74 tests of 54 different model helmets showed that only eight complied with the standard set by the industry's American National Standards Institute. The tests were conducted by Dayton T. Brown, an independent laboratory.

The Safety Administration said the test results are not regarded as conclusive, but offer an initial attempt at comparison of the performance of safety helmets and illustrate the need for further examination.

"For this reason," said NHTSA Administrator Douglas Toms, "we have undertaken a program of retesting in larger quantities certain model helmets to provide conclusive evidence of performance. We also will be looking at the aging and environmental effect on helmets.

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"Maximum protection of the motorcyclist is extremely important in order to decrease potential deaths and serious injuries resulting from head impacts," Toms said. "Last May, NHTSA proposed a new Federal Motor Vehicle Safety Standard which would require manufacturers of safety helmets to meet specific safety performance levels. We believe this standard should contribute substantially to our program for increasing highway safety which President Nixon has given top priority."

The Safety Agency said it began an investigation of protective headgear for motorcyclists in July 1971 after it received numerous reports that:

1. Helmet shells made of polycarbonate (molded thermoplastic) materials may be very susceptible to common chemicals and cleaning agents and exposure could degrade their protective ability.
2. Quality control among many of the helmet manufacturers appeared to be minimal.
3. Helmets were failing "prematurely" e.g., by cracking apart after falling off of shelves or receiving other hard impacts.

The NHTSA has decided to release the results of its first tests as a public service, even though its investigation, which will include the testing and retesting of new and used helmets, is continuing.

The 54 different model helmets used in the first test program were purchased at random from various retail dealers throughout the country. Four sample helmets of each model were subjected to tests in three performance areas -- impact attenuation (shock absorption), penetration (resistance to a pointed object), and retention (chin strap strength).

The NHTSA noted that a good or poor showing by a specific helmet model during the tests is not necessarily an endorsement or an indictment of a particular model. In general, however, test results indicate that helmets made of fiberglass performed 22 percent to 45 percent better as a group than those of polycarbonate material.

The proposed Federal Standard, which would have an effective date of March 1, 1973, is intended to insure that helmets provide a reasonable degree of protection by establishing minimum requirements for impact attenuation, penetration, and retention. It would also establish criteria for peripheral vision, harmful projections, and labeling. Manufacturers whose helmets fail to meet the requirements of the Federal Standard would be subject to civil penalties of \$1,000 per violation up to a maximum of \$400,000, and could be enjoined from selling non-complying helmets.

Results of the test program, listed in alphabetical order according to manufacturer and by shell material, include:

(See Attachment)

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FIBERGLASS SHELL HELMETS

<u>Manufacturer and Model</u>	<u>Number of Infractions/4 Helmet Sample</u>		
	<u>Impact</u>	<u>Attenuation</u>	<u>Penetration</u>
Am Sports Company;ASC Fury 400	7	0	0
AM Sports Company;ASC Fury 400	5	0	0
Arai Hirotake; H-A P-10	6	0	2
Arai Hirotake; H-A R-7M	9	0	0
Arthur Fulmer; AF20	8	1	0
Arthur Fulmer; AF20	6	1	0
Astro; Award	3	0	0
Bell Toptex; Bell R=T	0	0	0
Bell Toptex; Bell R=T	1	0	0
Bell Toptex; Super Magnum	7	3	0
Bell Toptex; Bell 500TX	1	0	0
Bell Toptex; Bell 500TX	2	0	0
Benco; Benco Z90	6	2	1
Cosmopolitan; AGV A-4	4	0	0
Cosmopolitan; AGV A-4	4	3	0
Cragar; 60000	0	0	0
Cragar; 60000	1	0	0
Cycraft Company; CY-1A	4	1	1
Cycraft Company; CY-1	6	3	0
D.I.C.; DX700	3	1	1
D.S. Kagaku; DS D-2	8	0	0
D.S. Kagaku; DS D-3	5	0	0
D.S. Kagaku; DS D-10	6	0	0
Daytona Sports Co.; Daytona 500	4	0	4
Dynamo; KS-8	6	1	0
Fiberglass Productions; Fi-Pro	0	0	0
Heaumi Inc.; Gemini 50	8	0	0
I.L.C. Industries; Jetstream 501	18	0	0
I.L.C. Oceanic; I.L.C. 601	0	0	0
I.L.C. Oceanic; I.L.C. 601	2	0	2
Kelly Manufacturing; Trojan	6	1	0
Kelly Manufacturing; Trojan	3	0	0
Kunoh Corp.;Ideal 582/KH-26	6	0	0
Liberty Organization;Speed 200	3	0	0
Liberty Organization;Speed 500	1	0	0
Liberty Organization;Speed 500	2	0	0
MK & A United;Calif 500 (2 star)	4	0	1
McHal Enterprises;Apollo	4	1	0
McHal Enterprises;Apollo	0	3	0
McHal Enterprises;Mach II Whis.Jet	2	0	0
S/S Products; MS Talon	4	4	0
Safetech; Expert	5	1	0
Safetech; Expert	1	4	0
Safety Engr.Corp.;Crown CX-901	7	0	0
Sierra Engr.Corp.;Falcon (701-52)	0	0	0
Sterling Products Co.; Pro	0	0	0
Sterling Products Co.; Pro	3	0	0
Townley; GR Type TB-168	0	1	3
Townley; GR Type TB-168	5	2	0
Townley; TB-254	0	2	4
Yoder Company; Pacer 79-X	4	0	0

MOLDED THERMOPLASTIC SHELL HELMETS

Number of Infractions/4 Helmet Sample

<u>Manufacturer and Model</u>	<u>Impact</u>		
	<u>Attenuation</u>	<u>Penetration</u>	<u>Retention</u>
A.I.M.; Hustler 99	16	2	2
A.I.M.; Hustler 99	7	3	0
A.I.M.; H301	3	0	0
Am Safety; Buco Enduro	1	0	0
Am Safety; Buco Enduro	4	0	0
Am Safety; Buco Traveler	4	0	0
Am Safety; Buco Traveler	9	2	1
Am Safety; Sears 7505	14	2	2
Avanti; Avanti 72	3	1	0
Cosmopolitan; Bonneville B4	8	0	1
Cosmopolitan; Bonneville B4	13	0	0
Grant Industries; GP-2	4	1	0
Grant Industries; GP-2	12	2	0
Grant Industries; GP-6	4	0	2
Grant Industries; GP-6	8	0	0
Headstrong Corp.; 1541	5	4	0
Lanco Sales; L.S.I. 4150	10	0	0
Lanco Sales; L.S.I. 4170	9	0	0
Premier Pacific; Premier 505	5	4	0
Premier Seat & Acc.; Intecro A/FX	2	0	0
Sterling Products Co.; Cougar	0	0	0
Townley; TB-310	0	0	0
Trabaca Products; KRW 1000	8	2	3



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
October 27, 1972

NHTSA -- 97-72  
Tel. 202-426-9550

The Department of Transportation moved today to ensure that Federal standards established to regulate highway safety activities apply uniformly throughout the United States.

A notice issued jointly by the Department's National Highway Traffic Safety Administration (NHTSA), and the Federal Highway Administration (FHWA), proposes to apply highway safety program standards to federally administered areas, such as parklands and military bases, where a Federal department or agency controls the highways or supervises traffic operations.

A study group composed of representatives of Federal land-holding departments and agencies met last year with NHTSA and FHWA officials to review highway safety problems. Both the study group and the Department's National Highway Safety Advisory Committee have recommended that program standards be made applicable to all Federal agencies, and the Department concurs in that recommendation.

Secretary of Transportation John A. Volpe noted that a major goal of the Highway Safety Act of 1966 was to encourage the development of uniformity in traffic regulation and control so as to enhance the safety and efficiency of motor vehicle travel throughout the United States.

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"It is obvious," the Secretary said, "that a wide disparity of safety standards exists among lands administered by different Federal agencies. We cannot successfully meet President Nixon's commitment to highway safety unless standards apply to all highways."

Under the Highway Safety Act of 1966, the States are responsible for carrying out highway safety program standards issued by the Secretary of Transportation and administered by the NHTSA and FHWA. The standards cover a broad range of safety programs affecting the driver, the vehicle, and the highway.

To date, only Standard No. 13, Traffic Engineering Services, has been made applicable to all Federal departments and agencies, although a number of Federal agencies have active traffic safety programs in federally administered areas.

The proposal would apply the Highway Safety Program Standards to all land-holding Federal departments and agencies, to the extent that they engage in activities covered by the standards.

Under the proposal, agencies would be required to review their activities as they relate to the standards, and develop implementation programs appropriate to their own safety problems. They would also be required to provide information for the Secretary's report to the President and the Congress.

NHTSA and FHWA will be available to assist other agencies in developing procedures needed to implement the standards. Individual agencies would have to finance their own implementation since funds authorized under the Highway Safety Act are available only to the States.

The proposal calls for a 60 day comment period to allow the public and all Federal departments and agencies the opportunity to comment and to obtain the widest possible range of views on this subject. The Department of Transportation proposes that the standards apply to federally administered areas by February 15, 1973.

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DEPARTMENT OF  
TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

For Release Monday  
October 30, 1972

NHTSA -- 95-72  
Tel. 202-426-9550

MONTHLY

COMPLIANCE REPORT

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

Reproduced copy of any page, or an entire report, may be purchased 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 25¢ for each page not larger than 12 x 18 inches.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

MONTHLY REPORT -- JULY 1 THROUGH JULY 31, 1972

VEHICLE STANDARDS

FMVSS*	Standards Enforcement Reports Accepted:	Investigations Initiated	Investigations Closed	Investigations in Progress (Cumulative)	Corrective Action Initiated by Manufacturer	Enforcement Action In the Office of the Chief Counsel	Cases forwarded to Department of Justice	Investigatory Files Released to the Public
103	0	0	0	1	0	0	0	1
104	0	0	0	0	0	0	0	0
105	0	0	0	4	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	0	0	0	0	1
203	0	0	0	0	0	0	0	0
204	5	0	0	1	0	0	0	0
207	0	1	0	2	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	4	0	0	0	0

(Formerly Reg. 375)

\* - Federal Motor Vehicle Safety Standard

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

FMVSS 204

STEERING CONTROL REARWARD DISPLACEMENT - PASSENGER CARS

MONTHLY REPORT - JULY 1 THROUGH JULY 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>
Ford Motor Company	72207	1972 Ford Maverick 4-Door Sedan	Passed	204-EG&G-72-005-TR-355	612106
Renault, Inc.	72513	1972 Renault R12 4-Door Sedan	Passed	204-EG&G-72-009-TR-359	612107
General Motors Corporation	72111	1972 Pontiac Ventura II 2-Door Sedan	Passed	204-EG&G-72-008-TR-358	612108
Checker Motors Corporation	72511	1972 Checker Marathon 4-Dr. Sedan	Passed	204-EG&G-72-006-TR-356	612109
Ford Motor Company	72208	1972 Ford Torino 4-Dr. Sedan	Passed	204-EG&G-72-007-TR-357	612110

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

FMVSS 212

WINDSHIELD MOUNTING - PASSENGER CARS

MONTHLY REPORT - JULY 1 THROUGH JULY 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>
Ford Motor Company	72207	1972 Ford Maverick 4-Dr. Sedan	Passed	212-EG&G-72-005-TR-355	612111
Renault, Inc.	72513	1972 Renault R12 4-Dr. Sedan	Passed	212-EG&G-72-009-TR-359	612112
General Motors Corporation	72111	1972 Pontiac Ventura II 2-Dr. Sedan	Passed	212-EG&G-72-008-TR-358	612113
Checker Motors Corporation	72511	1972 Checker Marathon 4-Dr. Sedan	Passed	212-EG&G-72-006-TR-356	612114
Ford Motor Company	72208	1972 Ford Torino 4-Dr. Sedan	Passed	212-EG&G-72-007-TR-357	612115

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

FMVSS 301

FUEL TANKS, FUEL TANK FILLER PIPES, AND FUEL TANK CONNECTIONS - PASSENGER CARS

MONTHLY REPORT - JULY 1 THRU JULY 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>
Ford Motor Company	72207	1972 Ford Maverick 4-Dr. Sedan	Passed	301-EG&G-72-005-TR-355	612116
Renault, Inc.	72513	1972 Renault R12 4-Dr. Sedan	Passed	301-EG&G-72-009-TR-359	612117
General Motors Corporation	72111	1972 Pontiac Ventura 2-Dr. Sedan	Passed	301-EG&G-72-008-TR-358	612118
Checker Motors Corporation	72511	1972 Checker Marathon 4-Dr. Sedan	Passed	301-EG&G-72-006-TR-356	612119
Ford Motor Company	72208	1972 Ford Torino 4-Dr. Sedan	Passed	301-EG&G-72-007-TR-357	612120

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATION INITIATED

MONTHLY REPORT --JULY 1 THROUGH JULY 31, 1972

FMVSS

207

MANUFACTURER

General Motors

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT -- JULY 1 THROUGH JULY 31, 1972

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FMVSR

MANUFACTURER

575	Peugeot, Inc.
575	Volvo, Inc.
575	Saab-Scania of America
575	Bayerische Motors Corporation

FMVSS

MANUFACTURER

103	British Leyland Motors
105	Chrysler
105	Mercedes Benz of North America
105	American Motors
105	British Leyland
204	Checker Motors
212	Trans-World
212	Checker Motors
212	General Motors
212	Saab-Scania of America
207	Checker Motors
207	General Motors

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATORY FILES RELEASED TO PUBLIC

MONTHLY REPORT -- JULY 1 THROUGH JULY 31, 1972

FMVSS

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MANUFACTURER

British Leyland

Checker Motors

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - 1968 THRU 1972 VEHICLES

MONTHLY REPORT - JULY 1 - JULY 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	0	0	0	0	0	0
108	0	0	0	36	0	25	0	4	0
109	218	0	6	35	0	22	1	13	0
116	0	0	0	1	0	0	0	0	0
206	0	0	1	1	0	1	0	0	0
209	0	0	0	27	0	13	0	7	0
213	0	0	0	0	0	0	0	1	0

Some Investigations cover more than one Standards Enforcement Test Failure.

\* Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
 COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: DUNLOP

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
REMINGTON	CUSHION-AIRE POLY 4	612101-01	F7814	PASSED	D2S2009 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -02	F7814	PASSED	D2S2010 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -03	F7814	PASSED	D2S2011 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -04	F7814	PASSED	D2S2012 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -05	F7814	PASSED	D2S2013 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -06	F7814	PASSED	D2S2014 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -07	F7814	PASSED	D2S2015 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	612124-01	F7814	PASSED	D2S2016 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -02	G7815	PASSED	G2S4128 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -03	F7814	PASSED	G2S4129 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: DUNLOP

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
REMINGTON	CUSHION-AIRE POLY 4	612124-04	G7815	PASSED	G2S4130 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -05	F7814	PASSED	G2S4131 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -06	G7815	PASSED	G2S4132 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -07	G7815	PASSED	G2S4133 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -08	F7814	PASSED	G2S4134 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -09	G7815	PASSED	G2S4135 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -10	F7814	PASSED	G2S4136 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -11	G7815	PASSED	G2S4137 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -12	F7814	PASSED	G2S4138 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -13	G7815	PASSED	G2S4139 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
 COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: DUNLOP

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
REMINGTON	CUSHION-AIRE POLY 4	612124-14	G7815	PASSED	G2S4140 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -15	F7814	PASSED	G2S4141 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -16	G7815	PASSED	G2S4142 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -17	G7815	PASSED	G2S4143 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -18	G7815	PASSED	G2S4145 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -19	F7814	PASSED	G2S4148 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -20	F7814	PASSED	G2S4149 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -21	G7815	PASSED	G2S4151 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -22	F7814	PASSED	G2S4154 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -23	F7814	PASSED	G2S4156 TIRE B,C

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: DUNLOP

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
REMINGTON	CUSHION-AIRE POLY 4	612124-24	F7814	PASSED	G2S4157 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -25	F7814	PASSED	G2S4158 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -26	F7814	PASSED	G2S4159 TIRE B,C

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GOODYEAR

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
GOODYEAR	POWER BELT POLYGLAS	612125-01	H7815	PASSED	G2S4096 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -02	F7814	PASSED	G2S4097 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -03	F7814	PASSED	G2S4098 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	612102-01	F7814	PASSED	G2S4099 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	612125-04	F7814	PASSED	G2S4100 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -05	H7815	PASSED	G2S4101 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	612102-02	H7815	PASSED	G2S4103 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -03	F7814	PASSED	G2S4104 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	612125-06	F7814	PASSED	G2S4105 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -07	F7814	PASSED	G2S4106 TIRE B,C

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

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GOODYEAR

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
GOODYEAR	POWER BELT POLYGLAS	612125-08	F7814	PASSED	G2S4107 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -09	F7814	PASSED	G2S4108 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -10	F7814	PASSED	G2S4109 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -11	H7815	PASSED	G2S4110 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	612102-04	H7815	PASSED	G2S4112 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -05	H7815	PASSED	G2S4113 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	612125-12	H7815	PASSED	G2S4115 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -13	H7815	PASSED	G2S4116 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -14	H7815	PASSED	G2S4117 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -15	F7814	PASSED	G2S4118 TIRE B,C

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GOODYEAR

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
GOODYEAR	POWER BELT POLYGLAS	612125-16	F7814	PASSED	G2S4119 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -17	F7814	PASSED	G2S4125 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -18	F7814	PASSED	G2S4126 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -19	F7814	PASSED	G2S4127 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
UNKNOWN	CLIMBER GTX 600	612103-01	G6015	PASSED	C2S8049 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -02	G6015	PASSED	C2S8050 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -03	G6015	PASSED	C2S8051 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -04	G6015	PASSED	C2S8052 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -05	G6015	PASSED	C2S8053 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -06	G6015	PASSED	C2S8054 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -07	G6015	PASSED	C2S8055 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -08	G6015	PASSED	C2S8056 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -09	G6015	PASSED	C2S8057 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -10	G6015	PASSED	C2S8058 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
UNKNOWN	CLIMBER GTX 600	612103-11	G6015	PASSED	C2S8059 TIRE B,C
UNKNOWN	CLIMBER GTX 600	612122-01	G6015	PASSED	C2S8060 TIRE B,C
UNKNOWN	CLIMBER GTX 600	612126-01	G6015	PASSED	C2S8061 TIRE B,C
UNKNOWN	CLIMBER GTX 600	612103-12	G6015	PASSED	C2S8062 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -13	G6015	PASSED	C2S8063 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -14	G6015	PASSED	C2S8064 TIRE B,C
UNKNOWN	CLIMBER GTX 600	612126-02	F6014	PASSED	G2S4160 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -03	F6014	PASSED	G2S4166 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -04	F6014	PASSED	G2S4172 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -05	F6014	PASSED	G2S4173 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
UNKNOWN	CLIMBER GTX 600	612126-06	F6014	PASSED	G2S4174 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -07	G6015	PASSED	G2S4175 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -08	G6015	PASSED	G2S4176 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -09	G6015	PASSED	G2S4177 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -10	F6014	PASSED	G2S4178 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -11	F6014	PASSED	G2S4179 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -12	F6014	PASSED	G2S4180 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -13	G6015	PASSED	G2S4181 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -14	G6015	PASSED	G2S4182 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -15	G6015	PASSED	G2S4183 TIRE B,C

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## NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
UNKNOWN	CLIMBER GTX 600	612126-16	F6014	PASSED	G2S4184 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -17	F6014	PASSED	G2S4185 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -18	G6015	PASSED	G2S4187 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -19	G6015	PASSED	G2S4189 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -20	F6014	PASSED	G2S4190 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -21	G6015	PASSED	G2S4191 TIRE B,C
CORNELL	ARISTOCRAT	612122-02	77514	PASSED	C2S8065 TIRE B,C
CORNELL	ARISTOCRAT	" -03	77514	PASSED	C2S8066 TIRE B,C
CORNELL	ARISTOCRAT	" -04	77514	PASSED	C2S8067 TIRE B,C
CORNELL	ARISTOCRAT	" -05	77514	PASSED	C2S8068 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
CORNELL	ARISTOCRAT	612126-24	77514	PASSED	C2S8069 TIRE B,C
CORNELL	ARISTOCRAT	" -25	77514	PASSED	C2S8070 TIRE B,C
CORNELL	ARISTOCRAT	" -26	77514	PASSED	C2S8071 TIRE B,C
CORNELL	ARISTOCRAT	" -27	77514	PASSED	C2S8072 TIRE B,C
CORNELL	ARISTOCRAT	" -28	77514	PASSED	C2S8073 TIRE B,C
CORNELL	ARISTOCRAT	612129-01	77514	PASSED	C2S8074 TIRE B,C
CORNELL	ARISTOCRAT	" -02	77514	PASSED	C2S8076 TIRE B,C
CORNELL	ARISTOCRAT	" -03	77514	PASSED	C2S8077 TIRE B,C
CORNELL	ARISTOCRAT	" -04	77514	PASSED	C2S8078 TIRE B,C
CORNELL	ARISTOCRAT	" -05	77514	PASSED	C2S8079 TIRE B,C

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MANUFACTURER: LEE

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
CORNELL	ARISTOCRAT	612129-06	77514	PASSED	C2S8080 TIRE B,C
CORNELL	ARISTOCRAT	" -07	82515	PASSED	C2S8081 TIRE B,C
CORNELL	ARISTOCRAT	" -08	82515	PASSED	C2S8082 TIRE B,C
CORNELL	ARISTOCRAT	" -09	82515	PASSED	C2S8083 TIRE B,C
CORNELL	ARISTOCRAT	" -10	82515	PASSED	C2S8084 TIRE B,C
CORNELL	ARISTOCRAT	612103-25	82515	PASSED	D2S2065 TIRE B,C
CORNELL	ARISTOCRAT	" -26	82515	PASSED	D2S2066 TIRE B,C
CORNELL	ARISTOCRAT	612122-04	82515	PASSED	D2S2067 TIRE B,C
CORNELL	ARISTOCRAT	" -05	82515	PASSED	D2S2068 TIRE B,C
CORNELL	ARISTOCRAT	612126-29	82515	PASSED	D2S2069 TIRE B,C

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BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
CORNELL	ARISTOCRAT	612126-30	82515	PASSED	D2S2070 TIRE B,C
CORNELL	ARISTOCRAT	" -31	77514	PASSED	G2S4192 TIRE B,C
CORNELL	ARISTOCRAT	" -32	77514	PASSED	G2S4193 TIRE B,C
CORNELL	ARISTOCRAT	" -33	77514	PASSED	G2S4194 TIRE B,C
CORNELL	ARISTOCRAT	" -34	77514	PASSED	G2S4196 TIRE B,C
CORNELL	ARISTOCRAT	" -35	77514	PASSED	G2S4197 TIRE B,C
CORNELL	ARISTOCRAT	" -36	77514	PASSED	G2S4198 TIRE B,C
CORNELL	ARISTOCRAT	" -37	77514	PASSED	G2S4199 TIRE B,C
CORNELL	ARISTOCRAT	" -38	77514	PASSED	G2S4200 TIRE B,C
CORNELL	ARISTOCRAT	" -39	77514	PASSED	G2S4201 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
CORNELL	ARISTOCRAT	612126-40	77514	PASSED	G2S4202 TIRE B,C
CORNELL	ARISTOCRAT	" -41	77514	PASSED	G2S4203 TIRE B,C
CORNELL	ARISTOCRAT	" -42	77514	PASSED	G2S4204 TIRE B,C
CORNELL	ARISTOCRAT	" -43	77514	PASSED	G2S4205 TIRE B,C
CORNELL	ARISTOCRAT	" -44	77514	PASSED	G2S4206 TIRE B,C
CORNELL	ARISTOCRAT	" -45	77514	PASSED	G2S4207 TIRE B,C
CONCORDE	G600 BELTED	612103-15	G6014	PASSED	C2S8097 TIRE B,C
CONCORDE	G600 BELTED	" -16	G6014	PASSED	C2S8098 TIRE B,C
CONCORDE	G600 BELTED	" -17	G6014	PASSED	C2S8099 TIRE B,C
CONCORDE	G600 BELTED	" -18	G6014	PASSED	C2S8100 TIRE B,C

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MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
CONCORDE	G600 BELTED	612103-19	G6014	PASSED	C2S8101 TIRE B,C
CONCORDE	G600 BELTED	" -20	G6014	PASSED	C2S8102 TIRE B,C
CONCORDE	G600 BELTED	612122-06	G6014	PASSED	C2S8103 TIRE B,C
CONCORDE	G600 BELTED	" -07	G6014	PASSED	C2S8104 TIRE B,C
CONCORDE	G600 BELTED	" -08	G6014	PASSED	C2S8105 TIRE B,C
CONCORDE	G600 BELTED	612129-11	G6014	PASSED	C2S8106 TIRE B,C
CONCORDE	G600 BELTED	" -12	G6014	PASSED	C2S8107 TIRE B,C
CONCORDE	G600 BELTED	612126-46	L6015	PASSED	G2S4064 TIRE B,C
CONCORDE	G600 BELTED	" -47	G6014	PASSED	G2S4065 TIRE B,C
CONCORDE	G600 BELTED	" -48	G6014	PASSED	G2S4066 TIRE B,C

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MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
CONCORDE	G600 BELTED	612126-49	L6015	PASSED	G2S4079 TIRE B,C
CONCORDE	G600 BELTED	" -50	G6014	PASSED	G2S4080 TIRE B,C
CONCORDE	G600 BELTED	" -51	G6014	PASSED	G2S4081 TIRE B,C
CONCORDE	G600 BELTED	" -52	G6014	PASSED	G2S4082 TIRE B,C
CONCORDE	G600 BELTED	" -53	G6014	PASSED	G2S4083 TIRE B,C
CONCORDE	G600 BELTED	" -54	G6014	PASSED	G2S4084 TIRE B,C
CONCORDE	G600 BELTED	" -55	L6015	PASSED	G2S4085 TIRE B,C
CONCORDE	G600 BELTED	612103-21	L6015	PASSED	G2S4087 TIRE B,C
CONCORDE	G600 BELTED	612126-56	L6015	PASSED	G2S4088 TIRE B,C
CONCORDE	G600 BELTED	" -57	G6014	PASSED	G2S4089 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
CONCORDE	G600 BELTED	612103-22	G6014	PASSED	G2S4090 TIRE B,C
CONCORDE	G600 BELTED	" -23	L6015	PASSED	G2S4091 TIRE B,C
CONCORDE	G600 BELTED	" -24	G6014	PASSED	G2S4092 TIRE B,C
CONCORDE	G600 BELTED	612126-58	L6015	PASSED	G2S4094 TIRE B,C
CONCORDE	G600 BELTED	" -59	L6015	PASSED	G2S4095 TIRE B,C
JETZON	WIDE RIDE 78	" -60	F7814	PASSED	G2S4208 TIRE B,C
JETZON	WIDE RIDE 78	" -61	F7814	PASSED	G2S4209 TIRE B,C
JETZON	WIDE RIDE 78	" -62	F7814	PASSED	G2S4210 TIRE B,C
JETZON	WIDE RIDE 78	" -63	F7814	PASSED	G2S4211 TIRE B,C
JETZON	WIDE RIDE 78	" -64	F7814	PASSED	G2S4213 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
JETZON	WIDE RIDE 78	612126-65	F7814	PASSED	G2S4214 TIRE B,C
JETZON	WIDE RIDE 78	" -66	F7814	PASSED	G2S4215 TIRE B,C
JETZON	WIDE RIDE 78	" -67	F7814	PASSED	G2S4216 TIRE B,C
JETZON	WIDE RIDE 78	" -68	F7814	PASSED	G2S4216 TIRE B,C
DORAL	STRATABELT	" -69	F7814	PASSED	G2S4224 TIRE B,C
DORAL	STRATABELT	" -70	F7814	PASSED	G2S4225 TIRE B,C
DORAL	STRATABELT	" -71	F7814	PASSED	G2S4226 TIRE B,C

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NEW PNEUMATIC TIRES = PASSENGER CARS

MANUFACTURER: MICHELIN

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
MICHELIN	ZX RADIAL	612104-20	165R14	PASSED	D2S2129 TIRE B,C
MICHELIN	ZX RADIAL	" -21	165R14	PASSED	D2S2130 TIRE B,C
MICHELIN	ZX RADIAL	612123-07	165R14	PASSED	D2S2131 TIRE B,C
MICHELIN	ZX RADIAL	612104-22	165R14	PASSED	D2S2132 TIRE B,C
MICHELIN	ZX RADIAL	612127-01	165R14	PASSED	D2S2133 TIRE B,C
MICHELIN	ZX RADIAL	612123-08	165R14	PASSED	D2S2134 TIRE B,C
MICHELIN	ZX RADIAL	" -09	165R14	PASSED	D2S2135 TIRE B,C
MICHELIN	ZX RADIAL	" -10	165R14	PASSED	D2S2136 TIRE B,C
MICHELIN	ZX RADIAL	612127-02	165R14	PASSED	D2S2137 TIRE B,C
MICHELIN	ZX RADIAL	" -03	165R14	PASSED	D2S2138 TIRE B,C

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## NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: MICHELIN

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
MICHELIN	ZX RADIAL	612104-01	165R14	PASSED	C2S8119 TIRE B,C
MICHELIN	ZX RADIAL	" -02	165R14	PASSED	C2S8120 TIRE B,C
MICHELIN	ZX RADIAL	" -03	165R14	PASSED	C2S8121 TIRE B,C
MICHELIN	ZX RADIAL	" -04	165R14	PASSED	C2S8122 TIRE B,C
MICHELIN	ZX RADIAL	" -05	165R14	PASSED	C2S8123 TIRE B,C
MICHELIN	ZX RADIAL	" -06	165R14	PASSED	C2S8124 TIRE B,C
MICHELIN	ZX RADIAL	" -07	165R14	PASSED	C2S8125 TIRE B,C
MICHELIN	ZX RADIAL	" -08	165R14	PASSED	C2S8126 TIRE B,C
MICHELIN	ZX RADIAL	" -09	165R14	PASSED	C2S8127 TIRE B,C
MICHELIN	ZX RADIAL	" -10	165R14	PASSED	C2S8128 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: MICHELIN

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
MICHELIN	ZX RADIAL	612104-11	165R13	PASSED	C2S8129 TIRE B,C
MICHELIN	ZX RADIAL	" -12	165R13	PASSED	C2S8130 TIRE B,C
MICHELIN	ZX RADIAL	" -13	165R13	PASSED	C2S8131 TIRE B,C
MICHELIN	ZX RADIAL	" -14	165R13	PASSED	C2S8132 TIRE B,C
MICHELIN	ZX RADIAL	" -15	165R13	PASSED	C2S8133 TIRE B,C
MICHELIN	ZX RADIAL	" -16	165R13	PASSED	C2S8134 TIRE B,C
MICHELIN	ZX RADIAL	" -17	165R13	PASSED	C2S8135 TIRE B,C
MICHELIN	ZX RADIAL	" -18	165R13	PASSED	C2S8136 TIRE B,C
MICHELIN	ZX RADIAL	" -19	165R13	PASSED	C2S8137 TIRE B,C
MICHELIN	ZX RADIAL	612123-01	165R13	PASSED	C2S8138 TIRE B,C

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MANUFACTURER: MICHELIN

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
MICHELIN	ZX RADIAL	612123-02	165R13	PASSED	C2S8139 TIRE B,C
MICHELIN	ZX RADIAL	" -03	165R13	PASSED	C2S8140 TIRE B,C
MICHELIN	ZX RADIAL	" -04	165R13	PASSED	C2S8141 TIRE B,C
MICHELIN	ZX RADIAL	" -05	165R13	PASSED	C2S8142 TIRE B,C
MICHELIN	ZX RADIAL	" -06	165R13	PASSED	C2S8143 TIRE B,C
MICHELIN	ZX RADIAL	612127-04	165R13	PASSED	C2S8144 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: UNIROYAL

REPORTS SUB.: JULY 31

BRAND NAME	TIRE NAME	DOT/HS NO.	SIZE	RESULTS	TEST NUMBER
UNIROYAL	FASTRAK BELTED	612121	L7815	FAILED ENDUR.	C2S8032 TIRE B,C
UNIROYAL	FASTRAK BELTED	612105-01	L7815	PASSED	G2S4001 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -02	G7814	PASSED	G2S4010 TIRE B,C
UNIROYAL	FASTRAK BELTED	612128-01	L7815	PASSED	G2S4012 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -02	G7814	PASSED	G2S4026 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -03	L7815	PASSED	G2S4028 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -04	G7814	PASSED	G2S4030 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -05	G7814	FAILED ENDUR.	G2S4031 TIRE B,C

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STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS CLOSED

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EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>
109	Armstrong (2) - Buccaneer Custom Premium Puncture Sealant  Cougar SST
109	Gates - CBI - Super Wide Flex
109	Seiberling - Caravelle - Multibelt
109 *	Dunlop
109 *	Kelly-Springfield
206	Aspen Coach

\* = These Investigations are being deleted from this report  
because they were not a part of the Compliance Test Program.

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STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

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EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
108	AMC (3)	109	Dayton
108	Buick (2)	109 *	Dunlop
108	Bus and Truck (4)	109	Dunlop (France) - (2)
108	Chevrolet (2)	109	Firestone (2)
108	Chrysler	109	Gates (5)
108	Divco (2)	109	General (2)
108	Dodge (4)	109	Goodrich
108	Ford (5)	109 *	Kelly-Springfield
108	Mack Truck (2)	109	Lee (3)
108	Opel (4)	109	Mansfield
108	Plymouth (6)	109	Pennsylvania (4)
108	Pontiac	109	Seiberling
109	Armstrong (2)	109	Semperit
109	Continental (2)	109	Uniroyal (5)
109	Cooper (3)	116	Warwick Laboratories

INVESTIGATIONS IN PROGRESS (CUMULATIVE)MONTHLY REPORT - JULY 1 - JULY 31, 1972EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
206	Winnebago Industries	209	U. S. Safety Weave Corporation
209	American Safety	209	Volkswagen (Klippan)
209	Beams Manufacturing - (2)	209	Volkswagen (Repa)
209	British-Leyland (Britax)	209	Volvo - (2)
209	British-Leyland (Kangol) - (2)		
209	C & W Manufacturing		
209	Fiat (Kangol)		
209	General Motors (Hamill) - (2)		
209	Hankscraft Company		
209	Irvin Industries		
209	Jeffrey Allen Industries		
209	Jim Robbins Company		
209	Mercedes-Benz (Kangol)		
209	Pontonier, Inc.		
209	Porsche (Autoflug)		
209	Rose Manufacturing - (4)		
209	Subaru (Ashimori)		

\* - These Investigations are being deleted from this report because they were not a part of the Compliance Test Program.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATORY FILES RELEASED TO PUBLIC

MONTHLY REPORT - JULY 1 - JULY 31, 1972

EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>
108	DeTomaso
108	General Motors (2)
108	Toyota
109	Cooper (3)
109	Firestone
109	Gates
109	General (2)
109	Goodyear
109	Goodrich
109	Kelly-Springfield
109	Lee
109	Seiberling
109	Uniroyal

INVESTIGATORY FILES RELEASED TO PUBLIC

MONTHLY REPORT - JULY 1 - JULY 31, 1972

EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>
209	Alofs Manufacturing Company
209	Beams Manufacturing Company
209	General Safety
209	Irvin Industries (2)
209	Renault, Inc.
209	Superior Industries
213	Cosco Household Products



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.  
November 2, 1972

NHTSA -- 98-72  
Tel. 202-426-9550

The Department of Transportation announced today that the Uniroyal Tire Company has agreed to pay \$5,500 in compromise of a civil penalty claim for producing tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

The tires involved are one month's production of Winter Patrol 8.25-14 nylon four ply tubeless snow tires whose serial numbers begin with the letters WV. The tires were manufactured in Uniroyal's Detroit plant.

Out of 13 tires tested, six failed endurance requirements as required by Federal Motor Vehicle Safety Standard No. 109, "New Pneumatic Tires."

Officials of the National Highway Traffic Safety Administration said that Uniroyal has initiated a recall campaign under which vehicle owners using the tires in question would be notified of the deficiency. Some 3500 tires are involved in the case.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE MONDAY A.M.  
November 6, 1972

NHTSA -- 100-72  
Tel. 202-426-9550

The Department of Transportation announced today that it is extending its closing date for comments on the proposed revision and upgrading of highway safety program standards.

The proposal, issued August 3, 1972, called for public comment through November 3, 1972. The Department's National Highway Traffic Safety Administration said because of the complex nature of the document, it is extending the closing date for comments to February 1, 1973. This will permit State agencies and other interested parties and organizations an additional 90 days to submit comments.

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**DEPARTMENT OF  
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**NEWS**

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

FOR RELEASE THURSDAY A.M.  
November 9, 1972

NHTSA == 99-72  
Tel. 202-426-9550

The Department of Transportation has proposed a major revision of its motor vehicle lighting standard, Federal Motor Vehicle Safety Standard No. 108. It would require new front, rear and side lighting systems as of the 1975 and 1978 model years.

Douglas Toms, Administrator of the National Highway Traffic Safety Administration, which issued the proposal, said the changes if implemented would contribute materially to a reduction in traffic accidents and resulting deaths and injuries.

Said Toms: "We think the present high beams are inadequate for night driving on the interstate system; so we are proposing an almost 100% increase in the maximum allowable high beam photometrics. This should reduce the tendency of people to overdrive their headlights. We think today's driver should have more flexibility in choosing light output available for a variety of driving conditions. Therefore, we are proposing that, as an option, his car be available with a three-beam lighting system which would incorporate a new middle beam, useful for two-lane roads, at photometrics slightly below today's high beam mode, to reduce glare."

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Toms added that the proposed revisions would also encompass long-discussed innovative features. "I know that the NHTSA has been criticized in the past for its conservative approach to lighting, but with our new proposal, we are taking the first step towards the most progressive lighting standard in the world. We are interested in new types of lamps, in steerable headlamps that illuminate a corner as you turn, in the protection that glass shields may provide for headlamps, and in automatic headlamp cleaning systems, and we are asking the public for comments on these systems."

Toms also said that the proposal would allow use of halogen type headlamp systems, similar to those developed and used in European countries, as long as the lamps were hermetically sealed.

Other proposed innovations which may be required on the car of tomorrow are side turn signal lamps, and stop lamps that would be physically separated from other rear lamps. The NHTSA also proposes that stop lamps and rear turn signal lamps on 1978 cars should be at least five inches apart so that the signal function is not confused. Improved one and two headlamp systems for motorcycles are also proposed.

The public is invited to comment on the new lighting proposals by contacting the National Highway Traffic Safety Administration, no later than April 18, 1973.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.  
November 10, 1972

NHTSA -- 101-72  
Tel. 202-426-9550

The Department of Transportation announced today that a Wisconsin tire dealer has been permanently enjoined from selling for highway use passenger car tires that have been reclassified by the manufacturer for "Off Highway Use Only."

The action was taken by Judge James E. Doyle of the U. S. District Court for the Western District of Wisconsin against Hendrick's Bar-H-Ranch of Stone Lake, Wisconsin. The judgment also requires the defendant to pay a civil penalty of \$3,750 and court costs.

The Federal complaint, filed August 21 in Madison, Wisconsin, alleged that the defendant sold tires which failed to meet the requirements of Federal Motor Vehicle Safety Standard No. 109. These tires were marked for "Off Highway Use Only" by the manufacturer, but were sold for use on the highway in violation of the National Traffic and Motor Vehicle Safety Act.

Douglas Toms, Administrator of the Department's National Highway Traffic Safety Administration, said the Federal crackdown

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against illegal tire sales would continue. He said the dangerous practice of selling illegal tires was repugnant to the traffic safety policies of the Nixon Administration and that his Agency was determined to take the strongest possible measures against such practice.

A new Federal regulation, effective October 1, 1972, prohibits tire manufacturers from reclassifying and selling passenger car tires which do not meet the requirements of the Standard. However, reclassified tires now on dealer's shelves, and complying with the labeling requirements of the Standard which show they are for "Off Highway Use Only," may continue to be sold until the supply is exhausted.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
November 13, 1972

NHTSA -- 102-72  
Tel. 202-426-9550

Federal and State officials and community leaders from 10 States will participate in a three-day symposium on highway safety in Denver, Colorado, November 15-17, to explore ways of making court handling of traffic offenses more effective.

The pilot conference will be conducted by the University of Denver College of Law and is sponsored by the Department of Transportation's National Highway Traffic Safety Administration (NHTSA). The 10 States that will have representatives at the symposium are all located in the NHTSA's Region VIII and X geographic areas. They are Alaska, Colorado, Idaho, Montana, North Dakota, South Dakota, Oregon, Utah, Washington, and Wyoming.

The symposium is also designed to provide a national forum for dissemination of information on highway safety programs and to develop new State insights into the various components of the highway safety problem.

Areas of discussion will center on the relationship between traffic violations and highway crashes; advisability of conducting administrative hearings in place of traffic court adjudications; the need for changes in traffic law systems; rehabilitation techniques for repeat violators; and innovative approaches in handling the drinking driver.

Among the top officials who will either address or participate in the symposium are Secretary John A. Volpe's Region VIII Secretarial Representative, Robert Kessler; Colorado Governor John A. Love; Dr. Charles H. Hartman, NHTSA Deputy Administrator; the Honorable Sherman G. Finesilver, a U.S. District Court Judge from Colorado; Howard Pyle, President, National Safety Council; Frank Kreml, President, Motor Vehicle Manufacturers Association; Vincent Toffany, Commissioner, New York Motor Vehicle Department; the Honorable Henry McQuade, Chief Justice of the Idaho Supreme Court, and judges from Colorado, Oregon, Washington, Idaho, North Dakota and Wyoming.

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY 1:30 P.M.  
November 16, 1972

NHTSA -- 107-72  
Tel. 202-426-9550

Preliminary analysis indicates that an Experimental Safety Vehicle (ESV) produced by General Motors for the Government was successfully crash tested near Phoenix, Arizona, on November 14, the Department of Transportation announced today.

The early findings indicate that four dummy occupants "did well" as air cushions in the front and rear of the vehicle deployed and apparently functioned as designed. The 5,000-pound vehicle impacted the test barrier at a speed of 49.27 mph.

The test crash was conducted by Dynamic Science under a contract with the Department's National Highway Traffic Safety Administration (NHTSA). Safety engineers noted that the passenger compartment remained intact and that it appears the dummies were well-supported. The vehicle, on impact, sustained about 30 inches of front-end deformation but the amount of crush was within the limits of GM's energy-absorbing frame design.

All data acquisition systems performed properly and the Safety Agency said it would be several weeks before it could make a final evaluation.

NHTSA Administrator Douglas W. Toms cited the successful crash test as "full justification of our faith in the automotive industry's ability and desire to take an active role in reducing deaths and injuries

on the nation's highways. Future motorists," he declared, "will enjoy the protection of the safest cars ever built, in large measure because of this outstanding example of cooperation in a vital safety program."

Transportation Secretary John A. Volpe, lauding the performance of General Motors, two contractors who had their ESVs tested earlier this year, and the Ford Motor Company, said their work "has spurred the worldwide automobile industry to cooperatively explore the potential of advanced safety concepts in ESV's of all weight classes.

"This pulling together of the world's best automotive engineering brains to focus on the problem of safer cars is a significant development, and we have great expectations that the result will be the saving of thousands of lives in future years."

Ford is also producing an ESV under a \$1 token contract similar to that negotiated with General Motors. The Ford prototype is scheduled to be delivered to the Government next month and will be tested early next year.

Various ESV designs have utilized different energy management systems; some use hydraulic systems and some use controlled metal crush. GM utilized an energy management system involving deformation of vehicle structures, rather than hydraulics, designed to keep "G" forces on the dummies within contract specifications. The major specification of the ESV program is occupant protection against death or injury.

Testing of the General Motors' car follows closely the completion of competitive testing of ESV prototypes manufactured by Fairchild Industries and AMF, Incorporated.

Last July, Secretary Volpe announced that AMF had won the competition after careful evaluation of the two vehicles. As a result, the New York based company was awarded a \$2.15 million follow-on contract to perform a series of tradeoff studies, analyses, and development tests required to define the performance specifications for an improved family sedan-sized ESV.

In addition to the United States, which has been concentrating on a 4,000-pound "family sedan" type ESV, West Germany, Great Britain, France, Italy and Sweden are developing ESVs in the intermediate weight range, and Japan is working on a vehicle in the 1,500-pound range.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY A.M.  
November 22, 1972

NHTSA -- 105-72  
Tel. 202-426-9550

Technical experts in highway safety from the Department of Transportation and the automotive industry will participate in a research planning conference in Williamsburg, Virginia November 29, 30, and December 1.

The objective of the three-day meeting, sponsored by the Society of Automotive Engineers' (SAE) Vehicle Research Institute, is to identify areas in which future research is most needed and most likely to improve highway safety in the United States. Participation in the conference is by invitation only.

The Vehicle Research Institute was created by SAE to permit industry representatives and Government officials from the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) to work together in developing and funding basic research projects in the safety field.

Douglas Toms, Administrator of the Traffic Safety Administration, said the conference "will attempt to identify what can be done to focus attention on research that would most effectively advance the state of knowledge in the highway safety area."

Toms said "some of the top experts in Government and in the industry -- the people nearest the needs for better data relating to the highway safety problem -- have been chosen to participate in the conference."

Fred A. Stewart, Chairman of the Vehicle Research Institute's Executive Board, said the meeting will deal with the needs for more fundamental knowledge "to precisely identify the important safety payoffs that can be achieved through as yet undeveloped motor vehicle transportation technology."

The conference will convene into discussion groups in eight broad fields where participants will deliver reports that identify the leading issues in those fields and recommend a general program of research to resolve them.

Technical papers will be delivered on such subjects as accident reduction factors; injury severity reduction; truck and bus safety; occupant injury tolerance factors; driver performance factors; physical factors (those related to the roadway and roadside); operational factors (traffic control); and accident data.

Dr. Charles H. Hartman, NHTSA Deputy Administrator, and Colver R. Briggs, Director of Automotive Safety Research of Ford Motor Company, will co-chair the conference.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY A.M.  
November 23, 1972

NHTSA -- 104-72  
Tel. 202-426-0670

The Department of Transportation's National Highway Traffic Safety Administration issued a Public Advisory, today, to assist commercial vehicle operators and trucking concerns in establishing safe procedures for the "mixing" of radial tires with other tire types on the same vehicle.

Douglas W. Toms, NHTSA Administrator, taking note of the increasing purchases of radial tires by U.S. commercial fleet operators, said several European countries have already collected valuable experience because the same market change has taken place abroad, in advance of the trend in the United States. He said the Federal Advisory is aimed at giving U.S. Truckers the benefit of several years of experience, gained through technical exchanges with foreign highway safety officials in the Administration's on-going effort to curb highway deaths on an international scale.

"Our American truckers already know of the hazards created in mounting different rolling radii in dual combinations," Toms stated, "and while the introduction of radial tires in commercial fleets may be dangerous if improperly done, truckers with large inventories of all types of tire constructions ought to know that "mixing" these tires on the same vehicle can be perfectly safe if certain precautions are taken."

The NHTSA lists two questions most commonly encountered in European experience, and furnishes the following answers:

Question: Is it safe to mix radials with other tire constructions, (bias or bias-belted) on the same truck?

Answer: In dual combination; Even though a radial is matched by diameter with another type, the flexing characteristics of the two are so different as to cause accelerated, uneven wear. This kind of "mixing" may not be dangerous but, to avoid premature wear and expense, it should be an emergency to-get-you-home measure, only.

Across the same axle; The difference in handling and performance characteristics, as between radials and other types, is most evident and least predictable when they are "mixed" on one axle. For best and safest performance, do not allow such a "mix".

Question: What is the best procedure in introducing radial tires into truck-fleet use?

Answer: From front to rear the Steering, Driving, and Trailing axles should be considered separately, as follows:

When changing TO radial tires, the Steering axle should be the last axle to be changed over. The Driving axle should be the first to be changed, followed by all Trailing axles and, finally, the Steering axle.

When changing FROM radial tires, the Steering axle should be the first axle changed over, followed by all Trailing axles and, lastly, the Driving axle.

#### Two-Axle Vehicles

The NHTSA has long advised against the "mixing" of radial tires with any other types -- on a standard, two-axle vehicle. Today's Advisory does not change that rule for passenger cars or two-axle truck operators. The rule still applies that one should never mix radials with other types on the same axle. "Mixing", between front and rear axles, should be regarded as an emergency measure, only, or only on the advice of a qualified tire expert -- and then according to the manufacturer's recommendation.



# DEPARTMENT OF TRANSPORTATION

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

FOR RELEASE THURSDAY A.M.  
November 23, 1972

NHTSA -- 106-72  
Tel. 202-426-9550

The Department of Transportation announced today that the United States District Court for the District of Columbia has ruled in favor of the Government in a suit brought against the General Tire and Rubber Company.

District Judge Joseph Waddy issued an order granting the Government's motion for summary judgment, and a permanent injunction against General Tire. Involved in the case were microspiced nylon tires, size 7.75 x 14 and 8.25 x 14, which failed to meet the endurance or high speed requirements of Federal Motor Vehicle Safety Standard No. 109, "New Pneumatic Tires."

Siping of tires is a process of cutting additional transverse or angled grooves in a tire tread. The developer of the process claims this provides increased wet road traction and tire mileage while reducing the tendency for hydroplaning.

The microspices were added to the tires in question at a wholly-owned General Tire retail outlet. The company argued that it was not legally responsible for the tire failures because the microspicing was a service performed at the customer's request, and because microspiced tires were outside the scope of Standard No. 109. The Government contended that microspiced tires were covered by Standard No. 109, and that General Tire was legally responsible for the failures.

Douglas W. Toms, Administrator of the National Highway Traffic Safety Administration, hailed the court action. "It establishes the important principle that a dealer like General Tires who alters motor vehicles or items of motor vehicle equipment which have previously been certified by the manufacturer as complying with all applicable Federal Motor Vehicle Safety Standards must ensure the continued compliance with the standards of the altered vehicle or equipment," Toms said.

The Court issued the permanent injunction against General Tire's further manufacture and sale of non-complying microspired tires which it certifies as conforming with Standard No. 109 but, which do not in fact conform with the standard. The company also was fined \$4,000 plus costs.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.  
November 24, 1972

NHTSA -- 103-72  
Tel. 202-426-9550

Alcohol, fatigue, and distraction rank as major elements in the cause of highway crashes, which last year claimed the lives of 54,700 people and injured 3.7 million. This conclusion has been supported on the basis of the latest evidence submitted by special accident investigation teams under contract to the Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

Combining the scientific expertise of psychiatrists, physicians, toxicologists, automotive engineers, highway engineers, attorneys, and policemen, 16 of these "multidisciplinary" teams have investigated and analyzed more than 1,000 highway crashes across the Nation, since 1968. From this total, NHTSA has published a summary of findings from the first 448 cases, which primarily concern fatal (209 cases) and injury-producing crashes (210), most of which involved 1966 model or newer vintage vehicles containing many of the safety improvements required by Federal Motor Vehicle Safety Standards.

Because of necessary requirements in the selection of crashes investigated, the frequency of occurrence of causative factors involved does not necessarily indicate national crash trends. The study does, however, provide a good sample of fatal and severe injury-producing crashes.

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Single car out-of-control crashes into trees, poles, or bridge abutments, accounted for 108 of the fatal crashes studied and 87 of the injury-producing impacts. Side angle crashes involving two or more vehicles were the next highest category, with 57 recorded as fatal and 71 injury-producing.

Driver factors were found four times more frequently than vehicle problems, in relation to the cause of the crashes, and three times more often than highway design or weather conditions, in the sample studied, the NHTSA research indicated. Alcohol in particular, was found in 156 cases, of which 100 were fatal. In this "overwhelming" cause factor, 88 cases involved drunken drivers with blood alcohol level (BAC) readings above .10 percent or clinical evidence thereof, while an additional 68 involved drivers who had been drinking, but with indicated BAC levels below the legal maximum.

Improper driving actions ranked a close second to alcohol as a primary cause of the crashes investigated, with 147 cases associated with speeding or driving too fast for prevailing conditions. Another 77 cases involved improper driver maneuvers, such as sign violations, unsafe lane changes or U turns.

Other errors included failure to detect danger in time to avoid a collision because of preoccupation or distraction; falling asleep at the wheel; medical incapacitation, such as a heart attack or stroke; driving inexperience; vehicle unfamiliarity, and road or area unfamiliarity. In addition, five different teams reported strong evidence of crashes that were actually suicides.

Belt restraint usage could have saved the lives, or reduced the injuries of at least 120 persons in these crashes, the investigators reported. This figure is conservative, NHTSA emphasized, in that it reflects only the number of people who would have positively benefitted from belt usage. Faulty or poor vehicle maintenance, on the part of the owner, emerged as a significant contributing factor in many of these crashes. Tires that failed, or were in poor condition, and braking problems accounted for the bulk of reported vehicle defects that either caused or increased the severity of the crashes analyzed.

Weather conditions, more than any other environmental factor, also played a major role in many of the crashes. Wet, slippery pavement, in particular, either prompted loss of control by the driver, or increased the severity of the resultant collision. One of the greater highway hazards that contributed to the severity of crashes, the investigators determined, was the presence of unprotected fixed objects such as poles and trees adjacent and close to the roadway edge.

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DEPARTMENT OF  
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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
November 27, 1972

NHTSA -- 108-72  
Tel. 202-426-9550

The Department of Transportation today urged owners of SAAB Models 95 and 96 passenger cars to return their automobiles to their SAAB dealers as soon as possible, in order that the manufacturer may make necessary modifications to the windshields. The cars involved are 1970 models built after January 1, 1970, all 1971 models, and those 1972 models built before May 1, 1972.

The recall campaign, announced by SAAB Scania of America, is a result of a recent test conducted by the National Highway Traffic Safety Administration (NHTSA) for compliance with Federal Motor Vehicle Safety Standard No. 212. In the test, the windshield completely separated from the vehicle during barrier impact. Standard 212 requires retention of 75 percent of the windshield in its frame in a 30 mph frontal barrier crash.

Douglas Toms, Administrator of the National Highway Traffic Safety Administration, said: "The continued use of SAAB models 95

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and 96 in their present condition could cause serious injury in a crash by contributing to occupant ejection. I urge all owners of these cars to return them to the manufacturer immediately so that the problem may be corrected."

SAAB, Scania of America, is notifying, by certified mail, all owners of the affected cars of the problem, and is asking owners to contact SAAB dealers who will make the necessary modifications without charge. Approximately 18,000 cars are involved.

NHTSA officials said that the investigation is continuing, with a view towards possible civil penalty claims against the manufacturer.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
December 1, 1972

NHTSA -- 109-72  
Tel. 202-426-9550

The Department of Transportation moved today to carry out the consumer information provisions of a new Federal law designed to prohibit tampering with motor vehicle odometers.

A proposed regulation issued by the Department's National Highway Traffic Safety Administration (NHTSA) would require a person transferring ownership of a motor vehicle to make written disclosure concerning the odometer mileage and its accuracy.

Title IV of the Motor Vehicle Information and Cost Savings Act makes it unlawful to tamper with an odometer for the purpose of concealing the actual mileage traveled by a vehicle. As an additional safeguard for purchasers, who generally rely on the odometer as a guide to a vehicle's safety and reliability, the law directs the Secretary of Transportation to prescribe the manner in which odometer information is to be disclosed and retained.

The Safety Agency's proposed regulation would require each person transferring ownership of a motor vehicle to furnish a written statement containing (1) the odometer reading, (2) the current address of the person making the sale or transfer, and (3) the date of the transfer. In addition, if the person selling or transferring the vehicle knows that the odometer reading differs from the number of miles the vehicle has actually traveled, he would have to include a statement that the actual vehicle mileage is unknown.

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If a certificate of title is in effect for a motor vehicle, the disclosure statement required by the regulation would be written in ink on the certificate. If no certificate of title is in effect, the disclosure statement would be written in ink on the document transferring ownership. If the person making the sale or transfer provides inaccurate information, he may be liable for damages in a suit brought by the purchaser.

In order to obtain the fullest possible evaluation of the proposal, comments are requested no later than January 11, 1973. Section 408 (a) of the Act provides that the disclosure rules are to be issued within 90 days after enactment. The 90 day period ends on January 18, 1973.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE  
December 14, 1972

NHTSA -- 114-72  
Tel. 202-426-9550

Establishment of performance requirements for quantitative breath testing devices to collect court evidence for prosecuting drunk drivers is the target of two Government agencies, Secretary of Transportation John A. Volpe announced today.

In cooperation with his Department's National Highway Traffic Safety Administration (NHTSA), Secretary Volpe said the National Bureau of Standards has joined forces to establish performance criteria for alcohol breath measurement equipment results which are acceptable in court. Comments on the draft of "ground rules" are being solicited from manufacturers of the devices.

"My Department is committed to President Nixon's aim to remove the drunk driver from the Nation's highways," he asserted.

"The most effective method for convicting those who operate a motor vehicle under the influence of alcohol is to employ a scientifically accurate, quantitative breath testing device. It is essential that uniform performance criteria for determining accuracy and reliability of those devices becomes established."

As part of a qualification program, NHTSA plans to test quantitative breath measuring devices commercially available and currently under development or being marketed after finalization of performance requirements.

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Manufacturers having an interest in reviewing proposed criteria for their quantitative breath testing product are advised by NHTSA to apply to the agency's Office of Contracts and Procurement for a review copy no later than December 15.

Comments on the joint proposals will not be considered after January 15, 1973, NHTSA said.

Secretary Volpe indicated that after July 1, 1973, equipment meeting the finally adopted criteria will be eligible for purchase by the Department under its contract program and by States with matching Federal funds available under Section 402 of the Highway Safety Act of 1966.

Manufacturers wishing to have their equipment qualified will be invited to submit prototypes for consideration no later than March 15, 1973.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE  
December 19, 1972

NHTSA -- 115-72  
Tel. 202-426-9550

Secretary of Transportation John A. Volpe today emphasized the need to guarantee "life assurance" for all motorists, in his formal acceptance of a Ford Motor Company Experimental Safety Vehicle.

Addressing a public ceremony in the plaza of the Department's headquarters, attended by representatives of Congress, Government officials, automotive industry executives, and representatives of the news media, the Secretary characterized the Ford prototype safety vehicle on display as a "sleek symbol of safety," indicative of American industry's dedication to the Federal government's commitment to reduce death and injury on the Nation's highways.

"What you see here today," the Secretary declared, "is an outstanding example of the power of positive planning." In expressing the Department's appreciation and commendation to Ford for its contribution to safety, the Secretary stated that many of the safety features on the prototype and other ESVs produced by AMF Incorporated, Fairchild Industries and General Motors, will appear on production cars of the late 1970s. "When they do, the survival odds on our highways will hopefully change dramatically in favor of the driver and passengers," he said.

- more -

"What we are emphasizing in our entire ESV program is the positive thinking of life assurance...the firm conviction that vehicles can and will be made safer as a result of the joint efforts of industry and Government.

The Ford car, produced under a token \$1 contract for the Federal Government, is the last to be delivered to the DOT, under a program which began in June 1970, with contracts totalling \$8.9 million awarded to AMF and Fairchild Industries for the development and production of experimental safety vehicles in the family sedan class. At the same time, GM agreed to build an ESV under a token \$1 contract, and one year later Ford joined the ESV program under a similar \$1 agreement.

Each of the contractors has produced prototypes to meet operational requirements written by the National Highway Traffic Safety Administration (NHTSA). These contract terms stress the concept of a total systems design that will provide maximum protection for all occupants in crashes, while considering other safety aspects, such as handling, braking, lighting, visibility, fire prevention, and low speed damage protection.

Douglas Toms, Administrator of the NHTSA, expressed his appreciation for Ford's contribution to the ESV program, which he stated is already proving that a majority of the strict operational requirements can be met. "Now that we are sure of the technical feasibility of our requirements, we can turn our minds to refining these operational limits so they will be practical for mass production cars," he stated. "This handsome Ford, is an idea car as opposed to a production ideal. It, like its predecessor ESVs, demonstrates what is technically possible when safety becomes a dominant design criteria. It is now up to us to go a step further and show what can be practically and economically achieved."

The public will no doubt benefit from the ESV program long before it is completed, the Administrator added, through the application of ESV engineering data to the development of new Federal Motor Vehicle Safety Standards.

Testing has been completed on both the AMF and Fairchild prototypes in Phoenix, Arizona, with AMF named the winner of the competition between these two contractors to provide the vehicle that best met or exceeded the very demanding ESV safety performance specifications. Dynamic Science, the independent government contractor, is expected to complete testing of the General Motors ESV early next year, while testing of the Ford prototypes is scheduled for completion by June of next year.

At the request of President Nixon, Secretary of Transportation Volpe personally negotiated individual **bilateral agreements with** every NATO ally having a major automobile manufacturing company: The Federal Republic of Germany, Italy, France and the United Kingdom. Secretary Volpe also negotiated similar agreements with the non-NATO countries of Japan and Sweden. Under these agreements, the signatory Governments are sponsoring the development of primarily compact and subcompact size ESVs to complement the U.S. work on the standard size vehicle. The agreements call for free interchange of data and technology.

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78211



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.  
December 19, 1972

NHTSA -- 110-72  
Tel. 202-426-9550

The Department of Transportation today announced proposed regulations under which certain motor vehicle manufacturers could be granted temporary exemptions from meeting specific motor vehicle safety standards.

The Department's National Highway Traffic Safety Administration announced proposals for carrying out a law passed by the recent session of Congress which would make such exemptions possible.

In order to encourage the development of new safety devices and systems, the proposed regulations would make it possible for a motor vehicle manufacturer to obtain exemption from a specific vehicle standard for a maximum of 2,500 vehicles per year, upon presentation of proof that the manufacturer is working on a safety device or system that is equal to, or potentially superior to, that required by Federal standards. The exemption would allow a manufacturer time to conduct research of field tests on such devices or systems. Exemptions granted under this proposal would be for a maximum of two years. The same conditions and terms would be applicable to designs that would produce low-emission vehicles.

Recognizing also that complying with some safety standards can work an economic hardship on small volume producers, the proposed regulations would also make possible three-year exemptions from specific standards by producers of fewer than 10,000 vehicles per year, upon proof of substantial economic hardship. The company

would be required to prove that it had made an effort to meet the requirements of the standard from which it seeks exemption, but was unable to comply because of financial hardship.

Under such exemptions, the manufacturer would be required to affix a certification label to the vehicle identifying the exact Federal standard which was not met, as well as a window lable informing prospective purchasers of these conditions.

The public and all interested parties are invited to submit comments on the proposed regulation (Docket No. 72-30) no later than January 5, 1973. Comments should be addressed to the Docket Clerk, National Highway Traffic Safety Administration, 400 7th Street, S. W., Washington, D. C. 20590.

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78149

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION

Washington, D.C. 20590

Official Business

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NATIONAL HIGHWAY TRAFFIC  
SAFETY ADMINISTRATION  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE WEDNESDAY P.M.  
December 20, 1972

NHTSA -- 111-72  
Tel. 202-426-9550

Problems dealing with the safety aspects of recreational vehicles and motorcycles will be examined in San Francisco next summer when the National Motor Vehicle Safety Advisory Council holds its Second International Congress on Automotive Safety.

Plans for the two-day technical conference, scheduled for July 16-17, were announced today by Judson Branch, Chairman of the Advisory Council. The first International Congress was held in San Francisco last July and dealt with motor vehicle diagnostic equipment and devices.

The Council is a 22-member group created by the National Traffic and Motor Vehicle Safety Act of 1966 to consult with the Secretary of Transportation in the development of Federal Motor Vehicle Safety Standards administered by the National Highway Traffic Safety Administration. Its members 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.

Secretary of Transportation John A. Volpe, replying to a recent Council resolution urging a forum on motorcycle and recreational vehicle safety, pledged his Department's support for the conference.

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"I heartily salute the Council's efforts to sponsor forums in automotive safety," the Secretary said. "The sponsorship of forums on issues in automotive safety is an excellent means for carrying out its advisory responsibility."

Mr. Branch, who is also Chairman of the Executive Committee, Allstate Insurance Company, said the forum will examine the many new developments now underway to improve the safety aspects of these increasingly popular vehicles.

The conference will be divided into four broad discussion areas: motorcycle handling and accident avoidance; motorcycle occupant crash protection; motorcycle and recreational vehicle accident statistics; and recreational vehicle safety.

Persons interested in presenting papers at the conference should contact Mr. Trevor O. Jones, Director, Advance Product Engineering, General Motors Engineering Staff, Warren, Michigan 48090. There are early indications that approximately 20 authors from several nations plan to present technical papers at the conference.

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78150

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 THURSDAY  
December 28, 1972

NHTSA -- 113-72  
Tel. 202-426-9550

Independent automobile repair shops all over the United States are helping the Government to gather data on the failure of automotive parts.

In a program developed by the Department of Transportation's National Highway Traffic Safety Administration (NHTSA), parts which have failed have been collected from more than 160 brake and suspension repair shops. These parts have been analyzed under an NHTSA contract with the Inland Division of General Testing Laboratories of Chicago.

Douglas Toms, Administrator of the NHTSA, said: "Recall campaigns statistics reveal that over 40 percent of all vehicles recalled involve defects in braking, steering and suspension systems. The parts return program, which is now in its second year, has helped us immensely in discovering failure trends. The data received have resulted in two active investigations by NHTSA, one involving master brake cylinders, and another involving vacuum check valves."

Participating shops seek parts that break in normal use or which fail by leaking, rubbing, and other ways, except through normal wear. The parts are sent to the contractor in Chicago who studies them and identifies recurring problems. The total pattern of all such failed parts is then reviewed and problem areas which may cause accidents, deaths and injuries are identified.

Participation in the program is on a voluntary basis. More than 720 failed parts have been sent in during the past year. A study of these parts has identified various possible problems involving brakes, fuel systems, engine mounts, exhaust lines, and suspension systems.

NHTSA officials said that the goal for the second year of the program is participation of 300 shops. A monthly newsletter is sent to program participants reporting on items received, with recognition given to the individual contributors.

A continuing effort is being made to increase the number of participating shops that offer towing services so that more direct and detailed reports can be received on vehicles involved in accidents resulting from component or systems failures.

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DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION

Washington, D.C. 20590

Official Business

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**DEPARTMENT OF  
TRANSPORTATION**

**NEWS**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**WASHINGTON, D. C. 20590**

NHTSA -- 112-72  
Tel. 202-426-9550

MONTHLY

COMPLIANCE REPORT

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

Reproduced copy of any page, or an entire report, may be purchased 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 25¢ for each page not larger than 12 x 18 inches.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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

MONTHLY REPORT - AUGUST 1 THROUGH AUGUST 31, 1972

VEHICLE STANDARDS

Reg. No.	Standards Enforcement Reports Accepted	Investigations Initiated	Investigations Closed	Investigations in Progress (Cumulative)	Corrective Action Initiated by Manufacturer	Enforcement Action in the Office of Chief Counsel	Cases forwarded to Department of Justice	Investigatory Files Released to the Public
103	0	0	0	1	0	0	0	0
104	0	0	0	0	0	0	0	0
105	0	0	1	3	0	0	0	0
110	0	1	0	1	0	0	0	0
112	0	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0	0
204	0	0	0	1	0	0	0	2
207	2	0	0	2	0	0	0	0
210	0	0	0	0	0	0	0	0
212	0	0	0	4	1	0	0	0
301	0	0	0	0	0	0	0	0
Reg. 575	0	0	0	4	0	0	0	0

(Formerly Reg. 375)

\* - Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED

FMVSS 207

ANCHORAGE OF SEATS - PASSENGER CARS

MONTHLY REPORT - AUGUST 1 THROUGH AUGUST 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>
General Motors	72108	1972 Buick LeSabre	Failed	207-VPI-72-003-808393	612130
Checker Motors	72501	1972 Checker Marathon Sedan	Failed	207-VPI-72-004-808393	612131

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATION INITIATED

MONTHLY REPORT - AUGUST 1 THROUGH AUGUST 31, 1972

FMVSS

MANUFACTURER

110

Chrysler

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS CLOSED

MONTHLY REPORT - AUGUST 1 THROUGH AUGUST 31, 1972

FMVSS

105

MANUFACTURER

CHRYSLER

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATIONSTANDARDS ENFORCEMENT TEST PROGRAMINVESTIGATORY FILES RELEASED TO PUBLICMONTHLY REPORT - AUGUST 1 THROUGH AUGUST 31, 1972

<u>FMVSS</u>	<u>MANUFACTURER</u>
204	Fiat
204	Fiat

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
STANDARDS ENFORCEMENT TEST PROGRAM  
CORRECTIVE ACTION INITIATED BY MANUFACTURER  
MONTHLY REPORT - AUGUST 1 THROUGH AUGUST 31, 1972

FMVSS

212

MANUFACTURER

Checker Motors

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

<u>FMVSR</u>	<u>MANUFACTURER</u>
575	Peugeot, Inc.
575	Volvo, Inc.
575	Saab-Scania of America
575	Bayerische Motors Corporation

<u>FMVSS</u>	<u>MANUFACTURER</u>
103	British Leyland Motors
105	Mercedes Benz of North America
105	American Motors
105	British Leyland
204	Checker Motors
212	Trans-World
212	Checker Motors
212	General Motors
212	Saab-Scania of America
207	Checker Motors
207	General Motors
110	Chrysler Corporation

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - 1968 THRU 1972 VEHICLES

MONTHLY REPORT - AUGUST 1 - AUGUST 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	0	0	0	0	0	0
108	1	0	0	36	0	25	0	0	0
109	256	0	1	34	0	25	1	5	0
116	0	0	0	1	0	0	0	0	0
206	0	0	0	1	0	1	0	0	0
209	0	0	2	25	0	12	0	1	0
213	2	0	0	0	0	0	0	5	0

Some Investigations cover more than one Standards Enforcement Test Failure.

\* Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED - FY -72

MONTHLY REPORT - AUGUST 1 - AUGUST 31, 1972

FMVSS No. 108 - LAMPS, REFLECTIVE DEVICES AND ASSOCIATED EQUIPMENT

Reports Submitted:

<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>
Ford Motor Company		612149	Lincoln Continental Tail Lamp	D1VB-13404-AB	Pass	108-ETL-72 212-TR-420658

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - AUGUST 1972

FMVSS 109

## NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: B.F. GOODRICH

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
ELDRADO	SUPER	612150-01	77514	PASSED	G2S4402 TIRE B,C
ELDRADO	SUPER	" -02	77514	PASSED	G2S4403 TIRE B,C
ELDRADO	SUPER	" -03	77514	PASSED	G2S4406 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - AUGUST 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: BRIDGESTONE TIRE CO. LTD. (JAPAN)

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
BRIDGESTONE	WINTER RADIAL-19	612143-01	185R14	PASSED	D2S2145 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -02	185R14	PASSED	D2S2146 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -03	185R14	PASSED	D2S2147 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -04	185R14	PASSED	D2S2148 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -05	185R14	PASSED	D2S2149 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -06	185R14	PASSED	D2S2150 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -07	185R14	PASSED	D2S2151 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -08	185R14	PASSED	D2S2152 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -09	185R14	PASSED	D2S2153 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -10	185R14	PASSED	D2S2154 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
 COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - AUGUST 1972

FMVSS 109

NEW PNEUMATIC TIRES = PASSENGER CARS

MANUFACTURER: BRIDGESTONE TIRE CO. LTD. (JAPAN)

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
BRIDGESTONE	WINTER RADIAL-19	612151-01	185R14	PASSED	D2S2156 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -02	165R14	PASSED	D2S2157 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -03	165R14	PASSED	D2S2158 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -04	165R14	PASSED	D2S2159 TIRE B,C
BRIDGESTONE	WINTER RADIAL-19	" -05	165R14	PASSED	D2S2160 TIRE B,C

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

MANUFACTURER: COOPER

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
DEAN	GALAXIE FOUR	612152-01	F7814	PASSED	D2S2241 TIRE B,C
DEAN	GALAXIE FOUR	" -02	F7814	PASSED	G2S4498 TIRE B,C
DEAN	GALAXIE FOUR	" -03	F7814	PASSED	G2S4499 TIRE B,C
DEAN	GALAXIE FOUR	" -04	F7814	PASSED	G2S4502 TIRE B,C
DEAN	GALAXIE FOUR	" -05	F7814	PASSED	G2S4503 TIRE B,C
DEAN	GALAXIE FOUR	" -06	F7814	PASSED	G2S4506 TIRE B,C
DEAN	GALAXIE FOUR	" -07	F7814	PASSED	G2S4507 TIRE B,C
DEAN	GALAXIE FOUR	" -08	F7814	PASSED	G2S4510 TIRE B,C
DEAN	GALAXIE FOUR	" -09	F7814	PASSED	G2S4511 TIRE B,C

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - AUGUST 1972

FMVSS 109

## NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: DUNLOP

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
REMINGTON	CUSHION-AIRE POLY 4	612144-01	G7815	PASSED	G2S4144 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	612135-01	F7814	PASSED	G2S4146 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -02	F7814	PASSED	G2S4147 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	" -03	G7815	PASSED	G2S4150 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	612144-02	G7815	PASSED	G2S4153 TIRE B,C
REMINGTON	CUSHION-AIRE POLY 4	612135-04	F7814	PASSED	G2S4155 TIRE B,C

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

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GOODYEAR

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
GOODYEAR	POWER BELT POLYGLAS	612136-01	H7815	PASSED	G2S4102 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -02	H7815	PASSED	G2S4111 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	612145-01	F7814	PASSED	G2S4120 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -02	H7815	PASSED	G2S4121 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	612136-03	H7815	PASSED	G2S4122 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	612145-03	H7815	PASSED	G2S4123 TIRE B,C
GOODYEAR	POWER BELT POLYGLAS	" -04	H7815	PASSED	G2S4124 TIRE B,C

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - AUGUST 1972

FMVSS 109

## NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
CORNELL	ARISTOCRAT	612132-01	77514	PASSED	C2S8075 TIRE B,C
CORNELL	ARISTOCRAT	612153-01	82515	PASSED	C2S8085 TIRE B,C
CORNELL	ARISTOCRAT	612132-02	82515	PASSED	C2S8086 TIRE B,C
CORNELL	ARISTOCRAT	" -03	82515	PASSED	C2S8087 TIRE B,C
CORNELL	ARISTOCRAT	" -04	82515	PASSED	C2S8088 TIRE B,C
CORNELL	ARISTOCRAT	" -05	82515	PASSED	C2S8089 TIRE B,C
CORNELL	ARISTOCRAT	" -06	82515	PASSED	C2S8090 TIRE B,C
CORNELL	ARISTOCRAT	" -07	82515	PASSED	C2S8091 TIRE B,C
CORNELL	ARISTOCRAT	612137-01	82515	PASSED	C2S8093 TIRE B,C
CORNELL	ARISTOCRAT	" -02	82515	PASSED	C2S8094 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - AUGUST 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
CORNELL	ARISTOCRAT	612137-03	82515	PASSED	C258095 TIRE B,C
CORNELL	ARISTOCRAT	" -04	82515	PASSED	C258096 TIRE B,C
CORNELL	ARISTOCRAT	" -05	77514	PASSED	G254195 TIRE B,C
CORNELL	ARISTOCRAT	612141-15	82515	PASSED	O256071 TIRE B,C
CORNELL	ARISTOCRAT	" -16	82515	PASSED	O256072 TIRE B,C
CORNELL	ARISTOCRAT	612146-52	82515	PASSED	O256073 TIRE B,C
CORNELL	ARISTOCRAT	" -53	82515	PASSED	O256074 TIRE B,C
CORNELL	ARISTOCRAT	" -54	82515	PASSED	O256075 TIRE B,C
CORNELL	ARISTOCRAT	" -55	82515	PASSED	O256076 TIRE B,C
CORNELL	ARISTOCRAT	612153-02	82515	PASSED	O256077 TIRE B,C

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - AUGUST 1972

FMVSS 109

## NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
CORNELL	ARISTOCRAT	612153-03	82515	PASSED	0256078 TIRE B,C
CORNELL	ARISTOCRAT	" -04	82515	PASSED	0256079 TIRE B,C
CORNELL	ARISTOCRAT	" -05	82515	PASSED	0256080 TIRE B,C
CONCORDE	G600 BELTED	612132-08	G6014	PASSED	C258108 TIRE B,C
CONCORDE	G600 BELTED	" -09	G6014	PASSED	C258109 TIRE B,C
CONCORDE	G600 BELTED	" -10	G6014	PASSED	C258110 TIRE B,C
CONCORDE	G600 BELTED	" -11	G6014	PASSED	C258111 TIRE B,C
CONCORDE	G600 BELTED	" -12	G6014	PASSED	C258112 TIRE B,C
CONCORDE	G600 BELTED	612137-18	L6015	PASSED	G254067 TIRE B,C
CONCORDE	G600 BELTED	" -19	L6015	PASSED	G254068 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - AUGUST 1972

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
CONCORDE	G600 BELTED	612137-20	L6015	PASSED	G2S4069 TIRE B,C
CONCORDE	G600 BELTED	" -21	L6015	PASSED	G2S4071 TIRE B,C
CONCORDE	G600 BELTED	" -22	G6014	PASSED	G2S4072 TIRE B,C
CONCORDE	G600 BELTED	612146-24	G6014	PASSED	G2S4074 TIRE B,C
CONCORDE	G600 BELTED	" -25	G6014	PASSED	G2S4075 TIRE B,C
CONCORDE	G600 BELTED	" -26	G6014	PASSED	G2S4076 TIRE B,C
CONCORDE	G600 BELTED	" -27	L6015	PASSED	G2S4093 TIRE B,C
CONCORDE	G600	612141-17	L6015	PASSED	02S6113 TIRE B,C
CONCORDE	G600	" -18	L6015	PASSED	02S6114 TIRE B,C
CONCORDE	G600	" -19	L6015	PASSED	02S6115 TIRE B,C

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## NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
CONCORDE	G600	612141-20	L6015	PASSED	02S6116 TIRE B,C
CONCORDE	G600	612146-28	L6015	PASSED	02S6117 TIRE B,C
CONCORDE	G600	" -29	L6015	PASSED	02S6118 TIRE B,C
CONCORDE	G600	" -30	L6015	PASSED	02S6119 TIRE B,C
CONCORDE	G600	" -31	L6015	PASSED	02S6120 TIRE B,C
CONCORDE	G600	612153-35	L6015	PASSED	02S6121 TIRE B,C
CONCORDE	G600	" -36	L6015	PASSED	02S6122 TIRE B,C
CONCORDE	G600	" -37	L6015	PASSED	02S6123 TIRE B,C
CONCORDE	G600	" -38	L6015	PASSED	02S6124 TIRE B,C
JETZON	WIDE RIDE 78	612137-06	G7815	PASSED	C2S8145 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
JETZON	WIDE RIDE 78	612137-07	G7815	PASSED	C258146 TIRE B,C
JETZON	WIDE RIDE 78	" -08	G7815	PASSED	C258147 TIRE B,C
JETZON	WIDE RIDE 78	" -09	G7815	PASSED	C258148 TIRE B,C
JETZON	WIDE RIDE 78	" -10	G7815	PASSED	C258149 TIRE B,C
JETZON	WIDE RIDE 78	" -11	G7815	PASSED	C258150 TIRE B,C
JETZON	WIDE RIDE 78	" -12	G7815	PASSED	C258151 TIRE B,C
JETZON	WIDE RIDE 78	" -13	G7815	PASSED	C258152 TIRE B,C
JETZON	WIDE RIDE 78	612141-01	G7815	PASSED	C258153 TIRE B,C
JETZON	WIDE RIDE 78	" -02	G7815	PASSED	C258154 TIRE B,C
JETZON	WIDE RIDE 78	" -03	G7815	PASSED	C258155 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
JETZON	WIDE RIDE 78	612141-04	G7815	PASSED	C2S8156 TIRE B,C
JETZON	WIDE RIDE 78	" -05	G7815	PASSED	C2S8157 TIRE B,C
JETZON	WIDE RIDE 78	" -06	G7815	PASSED	C2S8158 TIRE B,C
JETZON	WIDE RIDE 78	" -07	G7815	PASSED	C2S8159 TIRE B,C
JETZON	WIDE RIDE 78	" -08	G7815	PASSED	C2S8160 TIRE B,C
JETZON	WIDE RIDE 78	" -09	F7814	PASSED	C2S8161 TIRE B,C
JETZON	WIDE RIDE 78	" -10	F7814	PASSED	C2S8162 TIRE B,C
JETZON	WIDE RIDE 78	" -11	F7814	PASSED	C2S8163 TIRE B,C
JETZON	WIDE RIDE 78	" -12	F7814	PASSED	C2S8164 TIRE B,C
JETZON	WIDE RIDE 78	612146-01	F7814	PASSED	C2S8165 TIRE B,C

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
JETZON	WIDE RIDE 78	612146-02	F7814	PASSED	C2S8166 TIRE B,C
JETZON	WIDE RIDE 78	612153-06	F7814	PASSED	C2S8167 TIRE B,C
JETZON	WIDE RIDE 78	612146-03	F7814	PASSED	C2S8168 TIRE B,C
JETZON	WIDE RIDE 78	" -04	F7814	PASSED	C2S8169 TIRE B,C
JETZON	WIDE RIDE 78	" -05	F7814	PASSED	C2S8170 TIRE B,C
JETZON	WIDE RIDE 78	" -06	F7814	PASSED	C2S8171 TIRE B,C
JETZON	WIDE RIDE 78	" -07	F7814	PASSED	C2S8172 TIRE B,C
JETZON	WIDE RIDE 78	" -08	F7814	PASSED	C2S8173 TIRE B,C
JETZON	WIDE RIDE 78	" -09	F7814	PASSED	C2S8174 TIRE B,C
JETZON	WIDE RIDE 78	" -10	F7814	PASSED	C2S8175 TIRE B,C

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## NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
JETZON	WIDE RIDE 78	612146-11	F7814	PASSED	C2S8176 TIRE B,C
JETZON	WIDE RIDE 78	" -12	F7814	PASSED	G2S4217 TIRE B,C
JETZON	WIDE RIDE 78	612137-14	F7814	PASSED	G2S4220 TIRE B,C
JETZON	WIDE RIDE 78	" -15	F7814	PASSED	G2S4221 TIRE B,C
JETZON	WIDE RIDE 78	" =16	F7814	PASSED	G2S4222 TIRE B,C
JETZON	WIDE RIDE 78	" -17	F7814	PASSED	G2S4223 TIRE B,C
JETZON	WIDE RIDE 78	612153-07	G7815	PASSED	02S6081 TIRE B,C
JETZON	WIDE RIDE 78	" -08	G7815	PASSED	02S6082 TIRE B,C
DURAL	STRATABELT	612146-13	F7814	PASSED	C2S8177 TIRE B,C
DURAL	STRATABELT	612153-09	F7814	PASSED	C2S8178 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
DORAL	STRATABELT	612146-14	F7814	PASSED	C2S8179 TIRE B,C
DORAL	STRATABELT	" -15	F7814	PASSED	C2S8180 TIRE B,C
DORAL	STRATABELT	" -16	F7814	PASSED	C2S8181 TIRE B,C
DORAL	STRATABELT	" -17	F7814	PASSED	C2S8182 TIRE B,C
DORAL	STRATABELT	" -18	F7814	PASSED	C2S8183 TIRE B,C
DORAL	STRATABELT	" -19	F7814	PASSED	C2S8184 TIRE B,C
DORAL	STRATABELT	" -20	F7814	PASSED	C2S8185 TIRE B,C
DORAL	STRATABELT	" -21	F7814	PASSED	C2S8186 TIRE B,C
DORAL	STRATABELT	" -22	F7814	PASSED	C2S8187 TIRE B,C
DORAL	STRATABELT	" -23	F7814	PASSED	C2S8188 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
DORAL	STRATABELT	612153-10	F7814	PASSED	C2S8189 TIRE B,C
DORAL	STRATABELT	" -11	F7814	PASSED	C2S8190 TIRE B,C
DORAL	STRATABELT	" -12	F7814	PASSED	C2S8191 TIRE B,C
DGRAL	STRATABELT	" -13	F7814	PASSED	C2S8192 TIRE B,C
DORAL	STRATABELT	" -14	H7815	PASSED	C2S8193 TIRE B,C
DORAL	STRATABELT	" -15	H7815	PASSED	C2S8194 TIRE B,C
DORAL	STRATABELT	" -16	H7815	PASSED	C2S8195 TIRE B,C
DORAL	STRATABELT	" -17	H7815	PASSED	C2S8196 TIRE B,C
DORAL	STRATABELT	" -18	H7815	PASSED	C2S8197 TIRE B,C
DORAL	STRATABELT	" -19	H7815	PASSED	C2S8198 TIRE B,C

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
DORAL	STRATABELT	612153-20	H7815	PASSED	C2S8199 TIRE B,C
DORAL	STRATABELT	" -21	H7815	PASSED	C2S8200 TIRE B,C
DORAL	STRATABELT	612137-24	F7814	PASSED	G2S4227 TIRE B,C
DORAL	STRATABELT	" -25	F7814	PASSED	G2S4228 TIRE B,C
DORAL	STRATABELT	" -26	F7814	PASSED	G2S4229 TIRE B,C
DORAL	STRATABELT	" -27	F7814	PASSED	G2S4230 TIRE B,C
DORAL	STRATABELT	" -28	F7814	PASSED	G2S4231 TIRE B,C
DORAL	STRATABELT	" -29	F7814	PASSED	G2S4232 TIRE B,C
DORAL	STRATABELT	" -30	F7814	PASSED	G2S4233 TIRE B,C
DORAL	STRATABELT	" -31	F7814	PASSED	G2S4234 TIRE B,C

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MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
DORAL	STRATABELT	612137-32	F7814	PASSED	G254235 TIRE B,C
DORAL	STRATABELT	" -33	F7814	PASSED	G254236 TIRE B,C
DORAL	STRATABELT	" -34	F7814	PASSED	G254238 TIRE B,C
DORAL	STRATABELT	" -35	F7814	PASSED	G254239 TIRE B,C
UNKNOWN	CLIMBER GTX 600	612146-32	F6014	PASSED	G254161 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -33	F6014	PASSED	G254162 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -34	G6015	PASSED	G254163 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -35	G6015	PASSED	G254164 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -36	G6015	PASSED	G254165 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -37	F6014	PASSED	G254167 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
UNKNOWN	CLIMBER GTX 600	612146-38	F6014	PASSED	G2S4168 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -39	G6015	PASSED	G2S4169 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -40	G6015	PASSED	G2S4170 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -41	G6015	PASSED	G2S4171 TIRE B,C
UNKNOWN	CLIMBER GTX 600	612137-23	G6015	PASSED	G2S4188 TIRE B,C
UNKNOWN	CLIMBER GTX 600	612141-13	F6014	PASSED	02S6049 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -14	F6014	PASSED	02S6050 TIRE B,C
UNKNOWN	CLIMBER GTX 600	612146-42	F6014	PASSED	02S6051 TIRE B,C
UNKNOWN	CLIMBER GTX 600	" -43	F6014	PASSED	02S6052 TIRE B,C
UNKNOWN	CLIMBER GTX 600	612153-33	F6014	PASSED	02S6053 TIRE B,C

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NEW PNEUMATIC TIRES = PASSENGER CARS

MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
UNKNOWN	CLIMBER GTX 600	612153-34	F6014	PASSED	02S6054 TIRE B,C
LARAMIE	SHERIFF	612137-36	77514	PASSED	G2S4272 TIRE B,C
LARAMIE	SHERIFF	612153-22	77514	PASSED	G2S4273 TIRE B,C
LARAMIE	SHERIFF	612137-37	82515	PASSED	G2S4274 TIRE B,C
LARAMIE	SHERIFF	612146-44	82515	PASSED	G2S4275 TIRE B,C
LARAMIE	SHERIFF	" -45	77514	PASSED	G2S4276 TIRE B,C
LARAMIE	SHERIFF	" -46	77514	PASSED	G2S4277 TIRE B,C
LARAMIE	SHERIFF	" -47	82515	PASSED	G2S4278 TIRE B,C
LARAMIE	SHERIFF	" -48	77514	PASSED	G2S4280 TIRE B,C
LARAMIE	SHERIFF	" -49	77514	PASSED	G2S4281 TIRE B,C

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MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
LARAMIE	SHERIFF	612137-38	82515	PASSED	G2S4282 TIRE B,C
LARAMIE	SHERIFF	612146-50	82515	PASSED	G2S4283 TIRE B,C
LARAMIE	SHERIFF	612137-39	77514	PASSED	G2S4284 TIRE B,C
LARAMIE	SHERIFF	" -40	77514	PASSED	G2S4285 TIRE B,C
LARAMIE	SHERIFF	" -41	82515	PASSED	G2S4286 TIRE B,C
LARAMIE	SHERIFF	612146-51	77514	PASSED	G2S4288 TIRE B,C
LARAMIE	SHERIFF	612137-42	77514	PASSED	G2S4289 TIRE B,C
LARAMIE	SHERIFF	" -43	82515	PASSED	G2S4290 TIRE B,C
LARAMIE	SHERIFF	" -44	82515	PASSED	G2S4291 TIRE B,C
LARAMIE	SHERIFF	" -45	77514	PASSED	G2S4292 TIRE B,C

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## NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
LARAMIE	SHERIFF	612137-46	77514	PASSED	G2S4293 TIRE B,C
LARAMIE	SHERIFF	612153-23	82515	PASSED	G2S4294 TIRE B,C
LARAMIE	SHERIFF	" -24	82515	PASSED	G2S4295 TIRE B,C
LARAMIE	SHERIFF	" -25	77514	PASSED	G2S4296 TIRE B,C
LARAMIE	SHERIFF	" -26	77514	PASSED	G2S4297 TIRE B,C
LARAMIE	SHERIFF	" -27	82515	PASSED	G2S4298 TIRE B,C
LARAMIE	SHERIFF	" -28	82515	PASSED	G2S4299 TIRE B,C
LARAMIE	SHERIFF	" -29	77514	PASSED	G2S4300 TIRE B,C
LARAMIE	SHERIFF	" -30	77514	PASSED	G2S4301 TIRE B,C
LARAMIE	SHERIFF	" -31	82515	PASSED	G2S4302 TIRE B,C

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MANUFACTURER: LEE

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
LARAMIE	SHERIFF	612153-32	82515	PASSED	G2S4303 TIRE B,C

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## NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: MICHELIN

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
MICHELIN	XAS	612147-01	165R15	PASSED	D2S2161 TIRE B,C
MICHELIN	XAS	" -02	165R15	PASSED	D2S2162 TIRE B,C
MICHELIN	XAS	" -03	165R15	PASSED	D2S2163 TIRE B,C
MICHELIN	XAS	" -04	165R15	PASSED	D2S2164 TIRE B,C
MICHELIN	XAS	" -05	165R15	PASSED	D2S2165 TIRE B,C
MICHELIN	XAS	" -06	165R15	PASSED	D2S2166 TIRE B,C
MICHELIN	XAS	612154-01	165R15	PASSED	D2S2167 TIRE B,C
MICHELIN	XAS	" -02	165R15	PASSED	D2S2168 TIRE B,C
MICHELIN	XAS	" -03	165R15	PASSED	D2S2169 TIRE B,C
MICHELIN	XAS	" -04	165R15	PASSED	D2S2170 TIRE B,C

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MANUFACTURER: MICHELIN  
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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
MICHELIN	ZX RADIAL	612142-01	165R14	PASSED	0256139 TIRE B,C
MICHELIN	ZX RADIAL	" -02	165R14	PASSED	0256140 TIRE B,C
MICHELIN	ZX RADIAL	" -03	165R14	PASSED	0256141 TIRE B,C
MICHELIN	ZX RADIAL	" -04	165R14	PASSED	0256142 TIRE B,C
MICHELIN	ZX RADIAL	612147-08	165R14	PASSED	0256143 TIRE B,C
MICHELIN	ZX RADIAL	" -09	165R14	PASSED	0256145 TIRE B,C

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MANUFACTURER: MICHELIN

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
MICHELIN	ZX RADIAL	612147-07	165R13	PASSED	G2S4056 TIRE B,C

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MANUFACTURER: UNIROYAL  
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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
UNIROYAL	FASTRAK BELTED	612148	L7815	PASSED	G2S4025 TIRE B,C
UNIROYAL	FASTRAK BELTED	612138-01	G7814	PASSED	G2S4027 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -02	L7815	PASSED	G2S4029 TIRE B,C
SONIC	DYNABELT	" -03	F7014	PASSED	G2S4256 TIRE B,C
SONIC	DYNABELT	" -04	F7014	PASSED	G2S4257 TIRE B,C
SONIC	DYNABELT	" -05	F7014	PASSED	G2S4258 TIRE B,C
SONIC	DYNABELT	612155-01	F7014	FAILED H SPEED	G2S4259 TIRE B,C
SONIC	DYNABELT	612138-06	F7014	PASSED	G2S4260 TIRE B,C
SONIC	DYNABELT	" -07	F7014	PASSED	G2S4261 TIRE B,C
SONIC	DYNABELT	" -08	F7014	PASSED	G2S4262 TIRE B,C

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MANUFACTURER: UNIROYAL

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BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
SONIC	DYNABELT	612138-09	F7014	PASSED	G2S4263 TIRE B,C
SONIC	DYNABELT	" -10	F7014	PASSED	G2S4264 TIRE B,C
SONIC	DYNABELT	" -11	F7014	PASSED	G2S4265 TIRE B,C
SONIC	DYNABELT	612155-02	H7015	PASSED	G2S4608 TIRE B,C
SONIC	DYNABELT	" -03	H7015	PASSED	G2S4609 TIRE B,C
SONIC	DYNABELT	" -04	H7015	PASSED	G2S4610 TIRE B,C
SONIC	DYNABELT	" -05	H7015	PASSED	G2S4611 TIRE B,C
SONIC	DYNABELT	" -06	H7015	PASSED	G2S4612 TIRE B,C
SONIC	DYNABELT	" -07	H7015	PASSED	G2S4613 TIRE B,C
SONIC	DYNABELT	" -08	H7015	PASSED	G2S4614 TIRE B,C

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MANUFACTURER: UNIROYAL

REPORTS SUB.: AUGUST 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
SONIC	DYNABELT	612155-09	H7015	PASSED	G2S4615 TIRE B,C
SONIC	DYNABELT	" -10	H7015	PASSED	G2S4616 TIRE B,C
SONIC	DYNABELT	" -11	H7015	PASSED	G2S4617 TIRE B,C
SONIC	DYNABELT	" -12	H7015	PASSED	G2S4618 TIRE B,C
SONIC	DYNABELT	" -13	H7015	PASSED	G2S4619 TIRE B,C
SONIC	DYNABELT	" -14	H7015	PASSED	G2S4620 TIRE B,C
SONIC	DYNABELT	" -15	H7015	PASSED	G2S4621 TIRE B,C
SONIC	DYNABELT	" -16	H7015	PASSED	G2S4622 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION  
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED  
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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>
Buckeye Plastics Company	1286	612139	Passed	213-VPI-72-026-808389
Peterson Baby Products Company	65	612140	Passed	213-VPI-72-027-808389

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS CLOSED

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EQUIPMENT STANDARDS

FMVSS

MANUFACTURER

109

Armstrong - Sears - Allstate Supertread Belted

209

Jim Robbins Company

209

Volkswagen (Repa)

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT - AUGUST 1 - AUGUST 31, 1972

EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
108	AMC (3)	109	Dayton
108	Buick (2)	109	Dunlop (France) - (2)
108	Bus and Truck (4)	109	Firestone (2)
108	Chevrolet (2)	109	Gates (5)
108	Chrysler	109	General (2)
108	Divco (2)	109	Goodrich
108	Dodge (4)	109	Lee (3)
108	Ford (5)	109	Mansfield
108	Mack Truck (2)	109	Pennsylvania (4)
108	Opel (4)	109	Seiberling
108	Plymouth (6)	109	Semperit
108	Pontiac	109	Uniroyal (5)
109	Armstrong	116	Warwick Laboratories
109	Continental (2)	206	Winnebago Industries
109	Cooper (3)	209	American Safety

INVESTIGATIONS IN PROGRESS (CUMULATIVE)  
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EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
209	Beams Manufacturing (2)		
209	British-Leyland (Britax)		
209	British-Leyland (Kangol) - (2)		
209	C & W Manufacturing		
209	Fiat (Kangol)		
209	General Motors (Hamill) - (2)		
209	Hanskraft Company		
209	Irvin Industries		
209	Jeffrey Allen Industries		
209	Mercedes-Benz (Kangol)		
209	Pontonier, Inc.		
209	Porsche (Autoflug)		
209	Rose Manufacturing (4)		
209	Subaru (Ashimori)		
209	U. S. Safety Weave Corporation		
209	Volkswagen (Klippan)		
209	Volvo (2)		

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

<u>FMVSS</u>	<u>MANUFACTURER</u>
109	Armstrong (2)
109	B.F. Goodrich
109	Denman
109	Gates
209	Ford Motor
213	Buckeye Plastics
213	Frank F. Taylor
213	Pride Trimble
213	5 Filer Brothers
213	Cosco Household Products