



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY A.M.
January 2, 1973

NHTSA -- 1-73
Tel. 202-426-9550

A leading interfaith professional organization, dedicated for the past 17 years to aiding alcoholics and other drug users, has completed a report for potential use by pastoral and lay ministry groups concerned with the drinking-driving problem.

The study, "New Hope--New Possibilities," was made by North Conway Institute, of Boston, Massachusetts, an ecumenical action group, under contract with the National Highway Traffic Safety Administration (NHTSA).

U. S. Secretary of Transportation John A. Volpe received a formal presentation of the report from the leaders of three major religious faiths, Mrs. Cynthia Wedel, president, National Council of Churches of the U. S. ; the Rev. Michael J. Sheehan, assistant general secretary, National Conference of Catholic Bishops of the U. S. , and Rabbi Bernard H. Mehlman, of the Union of American Hebrew Congregations.

In accepting the report to the nation's religious community on the work of Federally funded Alcohol Safety Action Projects (ASAP), Secretary Volpe emphasized the need for greater citizen interest in the problem of alcohol-related highway deaths and injuries.

"We welcome the religious community's consideration of the social and safety implications thrust upon each of us by the driver whose abusive drinking is related to half of the nation's highway fatalities, and nearly a million traffic injuries each year," Secretary Volpe said.

"North Conway Institute is a non-denominational catalyst to the helping professions. The Institute's report is a realistic as well as symbolic interfaith concern by the clergy and their congregations about the dangers posed by the drinker-driver."

He observed that the organization's membership comprises a broad spectrum of business and professional organizations, including Federal and State government, whose objective is to modernize the treatment of the chronic alcoholic.

"It doesn't matter if one holds a dry ethical position, a wet ethical position, or no ethical position," say the authors, the Revs. John Soleau and David A. Works. "Atheists and non-believers are as subject to this menace as believers.

"Alcohol problems, especially in relation to driving, have been alibied around, swept under the rug, avoided, hushed up.

"The nation is dealing with a drinking-driving problem the dimensions of which are much greater than nonexperts ever realized."

Citing the ASAP program, for which the Federal Government has provided \$82-million for a three and-a-half year period, as an attempt to prevent alcohol-driving situations, the report views this approach as being universally applicable in communities across the nation.

Four courses of action are suggested to the religious community in considering the menace of the relationship of beverage alcohol and the operations of high-speed motor vehicles on the highway.

The recommendations include non-specific prevention through adherence to fundamental religious teachings; specific prevention that utilizes public action and widespread discussion; direct pastoral involvement in the care and support of the convicted drinker-driver and his family, and informed constructive criticism of public policy toward the problem.

Although taking cognizance that religious organizations are constrained from lobbying for or against legislation, the authors assert that each person as an individual citizen can acquaint himself with the issues involved. The study may be obtained at cost of \$3.00 a copy from National Technical Information Service, Springfield, Va.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY A.M.
January 3, 1973

NHTSA -- 2-73
Tel. 202-426-9550

The Department of Transportation announced today that Picayune Tire Service, of Picayune, Mississippi, has paid \$500 in compromise of a civil penalty claim for violation of the tire identification and record keeping regulation issued under the National Traffic and Motor Vehicle Safety Act of 1966.

Officials at the National Highway Traffic Safety Administration (NHTSA) pointed out that Picayune violated the regulation by not identifying tires it retreaded with the required identification number and by not recording and maintaining the name and address of purchasers.

While the file in this case is closed, the NHTSA is continuing a broad scale investigation into other violations by tire dealers who do not record the name and address of the tire purchasers.

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78223



DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE FRIDAY A.M.
January 12, 1973

NHTSA -- 4-73
Tel. 202-426-9550

The Department of Transportation announced today that the Continental Tire Company has agreed to pay \$4,000 in compromise of a civil penalty claim for producing tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

The Department's National Highway Traffic Safety Administration (NHTSA) said that 6 out of 7 Continental 700-14 "Schlauchlos" 8-ply rated rayon tires failed to meet the strength requirements of Federal Motor Vehicle Safety Standard No. 109, "New Pneumatic Tires."

The company manufactured these tires at its Stocken, Germany plant in January 1971 and approximately 2,500 were imported into the United States.

Officials of the NHTSA said that Continental was initiating a recall campaign for this one month's production, under which these tires will be replaced if returned to a Continental dealer.

The tires in question can be identified by the serial code which begins with a circle resembling a clock at 12 o'clock and is followed by the numerals 501.

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78245



DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE SATURDAY A.M.
January 6, 1973

NHTSA -- 3-73
Tel. 202-426-9550

The Department of Transportation announced today that the Mansfield Tire & Rubber Company has agreed to recall approximately 500 Power Falcon 4 ply nylon whitewall tires, size 8.45 x 15, which failed to meet certain Federal requirements.

Six out of 34 Power Falcon tires, tested for the Department's National Highway Traffic Safety Administration by independent laboratories, failed to meet the endurance test required by Federal Motor Vehicle Safety Standard No. 109.

The tires involved were manufactured during the last week in April and the first two in May of 1972 and bear the following serial numbers: WLPBVAF 182; WLPBVAF 192; and WLPBVAF 202.

Mansfield decided on a recall campaign after being notified of the Agency's test results and then conducting its own test and examining the tires that failed. The company said that tires with the specified serial numbers returned by March 25, 1973, will be replaced free of charge. Replaced tires will also be mounted and balanced, without charge.

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

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78229



DEPARTMENT OF TRANSPORTATION

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

PUBLIC ADVISORY
RELEASE AT WILL

NHTSA -- 6-73
Tel. 202-426-0670

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a Public Advisory today, to alert truck drivers and truck service personnel to the dangers encountered in the reassembly -- following truck tire changes or other servicing -- of RH5⁰ truck wheels.

The safety agency describes the RH5⁰ wheel as having two pieces which are center-locking by means of a "button-unbutton" principle. It cautions that since the locking surfaces are hidden from view when a tire is placed on the wheel, improper locking of the wheel pieces sometimes occurs and may result in serious injury or death for careless service personnel, when the rim-piece is blown off the wheel under the force of inflation pressures.

The Federal agency reports that under its urging the three major manufacturers of RH5⁰ wheels have agreed to phase out production in favor of newer, safety designs. But it estimates that more than 2 million trucks which utilize the RH5⁰ are in current use on the highway. The Advisory warns that careless or inexperienced service personnel will, therefore, continue to risk serious injury unless certain precautions are always followed in connection with servicing these products. The files of the NHTSA reflect 81 such accidents which have involved 67 crippling or fatal injuries.

The Federal Government is urging all Tire Shops and Filling Stations to display safety instructions for handling multi-piece rims, advising that suitable posters may be procured from any of the major wheel and rim manufacturers.

To avoid these accidents, the National Highway Traffic Safety Administration urges that before inflating the tire, repairmen should always check to be sure that each RH5⁰ side ring is correctly positioned inside the matching surface of the rim base. This is done by moving the side ring up and down, to show that it is not "hung-up" or wedged against the rim base.

The National Highway Traffic Safety Administration also recommends that the following precautions be followed in working with RH5⁰ wheels:

- o Carefully inspect the rim and side ring to insure that parts built by different manufacturers are not assembled to each other.
- o Always reject cracked, bent, or severely rusted side rings and rim bases.
- o Always inflate the tire, after testing of the side ring for correct assembly, in a safety cage or in some other restraint device that will contain any explosion that may still occur.
- o Never reinflate a tire that has gone flat on the road until after double checking the side ring for mis-positioning and/or damage.
- o If available, use a "snap-on" air chuck with a remote valve when inflating tires on or off the vehicle.
- o Never, never stand above or beside the rim when inflating tires for any reason either on or off the vehicle.

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78218

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY A.M.
January 18, 1973

NHTSA -- 7-73
Tel. 202-426-9550

Federal, State, and local leaders will exchange views on the vital issues of highway safety when the Department of Transportation and the National Highway Safety Advisory Committee conduct an Interregional Highway Safety Conference in Colorado Springs, Colorado, February 15-17.

The Advisory Committee, a group of leading citizens appointed by the President of the United States, hopes to encourage the involvement of State and local governments, citizen groups, and the news media in highway safety, and to discuss with representatives from the Midwestern and Rocky Mountain Regions the need for a better understanding of today's driver.

Governors, their highway safety representatives, State legislators and officials, representatives of the news media, and other concerned individuals from 10 States will participate in the three-day conference at the Broadmoor Hotel. The 10 States, located in the National Highway Traffic Safety Administration's Region VII and Region VIII geographic areas, include Colorado, Iowa, Kansas, Missouri, Montana, Nebraska, North Dakota, South Dakota, Utah, and Wyoming.

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The theme of the conference, "Survival in Traffic," will center on driver behavior. Among the subjects scheduled for discussion are driver qualification, examination and re-examination of drivers, mandatory use of seat belts, rules of the road, uniform traffic control devices, selective traffic enforcement programs, alcohol in relation to highway safety, and effective traffic adjudication.

Among the top officials who will address the conference are Cordell Smith, the Coordinator of Highway Safety for Colorado; Thomas C. Morrill, Vice President, State Farm Mutual Automobile Insurance Company; Mrs. Mildred Gnau, President, National Association of Women Highway Safety Leaders; Dr. James E. Aaron, Coordinator, Safety Center, Southern Illinois University; the Honorable Sherman G. Finesilver, Judge, U.S. District Court, Denver, Colorado; the Honorable Henry F. McQuade, Chief Justice, Idaho Supreme Court; Joe R. Seacrest, Managing Editor, The Lincoln (Nebraska) Journal; Harold W. Sullivan, Chairman of the Air Resources Board in California; Charles H. Pulley, President, American Safety Belt Council; Dr. William T. Pollock, Highway Safety Research Institute, University of Michigan; and James E. Wilson, Associate Administrator, Traffic Safety Programs, National Highway Traffic Safety Administration. Smith, Morrill, Mrs. Gnau, Dr. Aaron, Judge Finesilver, Chief Justice McQuade, Seacrest, and Sullivan are members of the Advisory Committee.

Inquiries concerning the Interregional Conference should be addressed to the Executive Secretariat, National Highway Traffic Safety Administration, Washington, D.C. 20590, or, Mr. Brad Marks, NHTSA Region VIII, 330 South Garrison St., Lakewood, Colorado 80226.

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE SATURDAY A.M.
January 27, 1973

NHTSA --8-73
Telephone 202-426-9550

The Department of Transportation today announced the appointment of Dr. Gene G. Mannella, former Dean of the School of Engineering and Architecture of The Catholic University of America, as Associate Administrator for Research and Development in the National Highway Traffic Safety Administration (NHTSA).

Responsible for the activities of five program offices and one laboratory conducting NHTSA research in highway traffic safety, the 41 year old native of Niles, Ohio replaces Mr. John Edwards who resigned in June 1972, to accept a position in private industry.

Prior to accepting the Catholic University post in 1971, Dr. Mannella served as Director of Technology for the DOT Transportation Systems Center. Before that, he joined the National Aeronautics and Space Administration in 1964, after several years experience in industry. During his NASA tenure, he participated in the formation of the Electronics Research Center, Cambridge, Mass., where he later held a number of management positions, including Director of Advanced Technology.

Dr. Mannella graduated with honors from Case Institute of Technology, where he received the degree of Bachelor of Science in 1953. Three years later he received a Ph. D. from Rensselaer Polytechnic Institute, where he remained an additional four years completing post doctoral research.

Prominent in many honorary and technical societies, he is a member of the American Institute of Aeronautics and Astronautics, and the Institute of Electrical and Electronics Engineers. He has edited one book, published numerous technical articles, and has been cited for meritorious achievement by the William O. Jump Foundation, the National Aeronautics and Space Administration, and Department of Transportation.

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE WEDNESDAY A.M.
January 31, 1973

NHTSA 11-73
Tele. 202-426-9550

The Department of Transportation has issued a regulation which will tighten up defect notification letters sent by motor vehicle and tire manufacturers to first owners and warranty holders of potentially defective vehicles and equipment.

Douglas Toms, Administrator of the National Highway Traffic Safety Administration (NHTSA) said: "By providing adequate and detailed defect information, the owners of affected vehicles will be motivated to have their cars inspected and, when necessary, repaired as quickly as possible. This will avoid many potentially fatal and serious accidents, and improve the overall safety of the motoring public".

The regulation controls the manner in which the manufacturer notifies affected vehicle owners that a defect relating to motor vehicle safety, or a non-compliance with a motor vehicle safety standard, exists in their vehicle. The manufacturer must describe the defect, evaluate the risk it poses to traffic safety, and specify measures which the recipient should take to have it corrected.

The letters, which are required by law to be sent by certified mail, will be required to open with a statement that the notification is sent pursuant to the requirements of the National Traffic and Motor Vehicle Safety Act. They must further state that the manufacturer, or the Administrator of the NHTSA, whichever is appropriate, has determined that a defect exists.

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The regulation also spells out specific information to be included in the notification letter, including an evaluation of whether or not the defect poses the threat of a crash or injury.

When manufacturers do not provide for repairs to be made by their dealers, the notification must contain full lists of parts and complete instructions on making the repairs.

When the manufacturer does not offer to pay for the repairs, he must also include in the notification full cost information on necessary parts.

The regulation will become effective 60 days from the day of issuance.

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78387

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE MONDAY A.M.
February 5, 1973

NHTSA -16-73
Tele. 202-426-9550

The Department of Transportation announced today that the Cooper Tire and Rubber Company, of Findlay, Ohio, has recalled approximately 28,000 Hercules passenger tires.

National Highway Traffic Safety Administration officials said that tests conducted by the manufacturer and the Safety Agency indicated that the tires in question failed to meet the requirements prescribed by Federal Motor Vehicle Safety Standard No. 109. Seven out of 10 tires tested for the NHTSA failed the endurance requirements, and two out of eight tires tested failed the high speed requirement.

The tires, which were manufactured during the latter part of 1969 and the early part of 1970, are labeled Hercules Saftipreme Raybelt, and are of rayon/rayon bias belted construction.

Tires of the following sizes and serial numbers are affected by the recall:

<u>Size:</u>	<u>Serial No.</u>
H78-14	21020 thru 24013
F78-15	29914 thru 29920 31930 thru 32931 21001 thru 21031 25031 thru 27004
G78-15	28016 thru 30003
H78-15	21004 thru 25030

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The manufacturer said that some of these tires, if used under severe or unusual conditions, might deteriorate due to extreme heat and flexing and, if left in service, could result in loss of air.

Owners of these tires are encouraged to return them to their dealer within 60 days after notification for a no charge replacement. After that date, tires will be replaced in accordance with the established adjustment policy.

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

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DEPARTMENT OF TRANSPORTATION

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR FRIDAY RELEASE

Friday 9, 1973

Feb.

NHTSA 15-73

Tele. 202-426-9550

The Department of Transportation today announced the publication of its latest edition of "Federal Motor Vehicle Safety Standards and Regulations."

The reference volume, divided into three sections, contains a detailed description of all motor vehicle standards and regulations, including amendments and interpretations through July 1972. Updating supplements, which are available with the book, make the rules and regulations current through the end of 1972.

The first section of the volume contains procedural rules and regulations. The second section contains the standards and the third contains rulings and additional regulations.

The edition is in loose-leaf format to permit insertion of additional pages as future standards, amendments and regulations are issued. Cost of the book is \$26.00 which includes a subscription for a minimum of one year to receive all changes. New standards, amendments, interpretations and other changes are issued bi-weekly as supplements to the main volume.

The new edition is available from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

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78414



DEPARTMENT OF TRANSPORTATION

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

FOR RELEASE SATURDAY
February 10, 1973

NHTSA -- 17-73
Tele. 202-426-9550

The Department of Transportation today announced certain changes in Federal Motor Vehicle Safety Standard No. 117, "Retreaded Pneumatic Tires." These changes are a result of a recent decision by the U.S. Court of Appeals for the Seventh Circuit.

The changes consist of the elimination of laboratory high speed performance and endurance tests. The court decided that such tests could not be validly applied to retreaded tires.

As part of the litigation, the court had stayed the effective dates of other requirements of the standard, dealing with tire size, strength, bead unseating, treadware indicators, casing restrictions, retread processing, and labeling. These provisions were not affected by the court decision. Today's action, written by the National Highway Traffic Safety Administration, establishes an effective date of June 1, 1973, for the above provisions. Retreaded tires manufactured after that date must conform to the standard.

Additional requirements, dealing with permanent labeling of retreaded tires, are to become effective on February 1, 1974.

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DEPARTMENT OF TRANSPORTATION

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
February 13, 1973, AM's

NHTSA --19-73
Tel. 202-426-9550

Secretary of Transportation Claude S. Brinegar today accepted delivery of a Fiat Motor Company Experimental Safety Vehicle (ESV), the first foreign produced version scheduled for testing by the National Highway Traffic Safety Administration (NHTSA).

At a public ceremony in the plaza of the Department's headquarters, attended by high officials of both the Italian and United States Governments, Congress, and the automotive industry, the Secretary hailed the occasion as an "international milestone" in mankind's battle against needless death on the highways of the world.

"This vehicle is far more than just a product of the drawing board and assembly process," he said. "It is a badge of commitment, and a symbol of determination reflecting the universal concern of all thinking people over the international problem of traffic deaths and injuries that bring grief to all. There is no doubt in my mind that the free exchange of technical data between our own Experimental Safety Vehicle Program, and those of our foreign colleagues, such as we see here today, will someday, permit us to regard present levels of traffic deaths as dim memories," he declared.

Italy is one of the key North Atlantic Treaty Organization countries participating in the development of a compact sized ESV, under the auspices of NATO's Committee on the Challenges of Modern Society (CCMS). At the urging of President Nixon individual bilateral agreements for the development of ESV's were signed with

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the Federal Republic of Germany, Italy, France and the United Kingdom. Similar agreements also were signed with the non-NATO countries of Sweden and Japan.

The U.S. program has concentrated upon the development of a "family sedan" size ESV, with testing completed on prototypes produced by AMF, Incorporated, and Fairchild Industries. As winner of this competition, AMF is now conducting tradeoff studies which will lead to the design of an ESV containing developments practical for mass production vehicles. The final design is expected to incorporate the most desirable and practical elements of both the U.S. and foreign ESV designs.

Meanwhile, testing has been completed on a General Motors ESV, and will be completed on a Ford ESV by June of this year. Both manufacturers designed and produced their prototypes under a token \$1 Government contract.

Douglas Toms, Administrator of NHTSA, characterized acceptance of the Fiat ESV as the beginning of a "new phase" in overall ESV development, which he hoped would be followed later by the delivery of other foreign produced prototypes. America's variety of topography and population centers dictates a very practical environment for vehicle safety improvements in all weight classes of the ESV program. Safety compatibility between all classes of cars is what we are aiming for, and the delivery of this Fiat for testing is a major step in that direction," he stated.

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DEPARTMENT OF TRANSPORTATION

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR SUNDAY RELEASE
February 18, 1973

NHTSA -- 13-73
Tel. 202-426-9550

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today announced the fourth annual publication of comparative performance information for new cars and motorcycles.

The consumer publications are furnished each year to identify certain safety performance features in new model cars and motorcycles, and as an aid to prospective buyers in comparing these features among the models they may wish to buy. The three-booklet series ranks all current models from best to worst in two performance categories -- Tire Reserve Load and Stopping Ability. The third book provides the same information without ranking from best to worst, plus a third performance category, Acceleration and Passing Ability.

Douglas W. Toms, Administrator of the Federal safety agency said the comparative rankings "are based solely on information which the manufacturers supply to us." Foreign make cars, he said, "occupy the top seven positions in braking performance, and the top sixteen positions in tire reserve load."

The Administrator emphasized that the 1973 publications released today do not prove American automobiles and motorcycles are any better or worse than their foreign competitors, since there are many other performance factors -- safety-related and otherwise -- to be considered in purchasing a new car. But he said it was apparent that foreign manufacturers were concentrating on top performance ratings and earning them.

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Toms reminded consumers that while the NHTSA publications contain information covering all new makes and models for the current year, new car dealers are required to make performance figures available only for the products they actually display and offer for sale.

"This information is required by law," Toms pointed out, "and must not only be available for the consumer's examination, but must be given to him free of charge if he wishes to keep it for his own reference." The performance data for each car or motorcycle must also be supplied as part of the owner's permanent information "package" when he buys the vehicle.

The 1973 editions of the NHTSA's Consumer Aid series comprising -- the two booklets which rank all current models by performance -- are entitled: "Brakes - A Comparison of Braking Performance of 1973 Cars and Motorcycles" and "Tires - A Comparison of Tire Reserve Load for 1973 Passenger Cars." In the first of these, cars and motorcycles are ranked according to their stopping ability, from a speed of 60 miles per hour. Best and worst performance range from 146 feet to 250 feet.

In Tire Reserve Load comparisons -- a measurement of the safe carrying capacity of a vehicle's tires, beyond the full passenger loading -- the figures are given as a percentage of the fully loaded vehicle's weight. A fully loaded automobile weighing 4,000 pounds, for instance, might place 1,000 pounds of weight on each tire. If the original equipment tires were rated for 1,100 pounds of load the vehicle would earn a tire reserve load of 10 percent. A zero, or worst possible, rating would result if the original equipment tires had a 1,000-pound load limit. (A minus reserve load would be a violation of Federal Motor Vehicle Safety Standards.) The NHTSA's 1973 rankings in tire reserve loads range from a best performance of 32.5 percent to zero.

The third volume is entitled "Performance Data - New 1973 Passenger Cars and Motorcycles." It includes all of the information provided in the comparative listings, plus two performance figures for each make and model indicating the model's performance in Acceleration and Passing Ability.

All three publications are available, postage prepaid from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. The Volume, "Performance Data," is priced at \$2.85 per copy. The Volumes covering Tires and Brakes are priced at 65¢ and 55¢, respectively.



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY P.M.
February 20, 1973

NHTSA - 21-73
Tel. 202-426-9550

The Department of Transportation wants to require bus passenger seats which are stronger, higher, and safer than those presently used. In a Notice of Proposed Rulemaking, written by the National Highway Traffic Safety Administration, the agency has proposed occupant protection requirements which would protect bus passengers from death and injuries caused by crashes and sudden driving maneuvers. The notice proposes to apply to buses of all types manufactured after September 1, 1974.

Douglas Toms, Administrator of the NHTSA, said: "There have been too many serious and fatal bus accidents in recent years. Many of these accidents such as the recent school bus crash at Ft. Sumner, New Mexico, have been marked by the progressive failure of seats under the weight of occupants being thrown forward by the force of impact."

To improve the strength of the seat, the Safety Agency proposes to require a seat to conform to three separate performance tests. An upward performance test would reduce the chance that the seat will tear loose from its anchorage in a rollover. A rearward performance test would strengthen the seat in the rear-end collision, which is particularly characteristic of many crashes involving school buses. A forward performance test would not only strengthen the seat in forward impacts but would also require the seat to deflect in a controlled manner that absorbs the energy of the occupant.

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The proposal requires seat backs to be at least 28 inches high, which is approximately the height of an extended front seat head restraint in a passenger car. It also requires a restraining barrier to be placed ahead of each front seat, to protect passengers from being thrown into the driver, the windshield, or the door wells.

To eliminate exposed metal bars and similar designs, and to make the seat itself a significant energy absorber, the notice proposes to require all surfaces within a specified area ahead of the seat to meet a head impact criterion, similar to that required in Federal Motor Vehicle Safety Standard No. 208. Addition of impact absorbing material would thicken the upper part of the seat back.

In response to suggestions from some interested parties, the Safety Agency also proposes an alternative restraint system employing seat belts equipped with warning systems. If this option is used, the performance characteristics of the seat are modified in some respects. For example, the forward performance required of the seat is reduced somewhat, but the test must be conducted in conjunction with a forward test of the seat belts.

Under the belt restraint option, each passenger position on a seat would be equipped with a lap belt anchored to the seat. Each belt would be equipped with a warning system that would signal both the passenger and the driver if the passenger fails to buckle the belt after sitting down.

Interested parties are invited to submit comments on the proposal. Comments should reach the National Highway Traffic Safety Administration no later than May 15, 1973.

78526

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

FOR RELEASE FRIDAY
February 23, 1973

NHTSA - 20-73
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 8 inches.



DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE FRIDAY P.M.
March 2, 1973

NHTSA - 22-73
Tel. 202-426-9550

The Department of Transportation has announced that the Gates Rubber Company, of Denver, Colorado, has agreed to pay \$10,000 in compromise of a civil penalty claim for producing tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

Tests conducted by independent laboratories for the National Highway Traffic Safety Administration showed that three out of three tires failed to meet the strength requirements of Federal Motor Vehicle Safety Standard No. 109 "New Pneumatic Tires". In addition, the company's own tests indicated non-compliance with the strength requirements.

Some 67,000 two-ply nylon passenger car tires were involved in the case. Gates had previously agreed to recall the suspect tires.

The safety agency has notified the manufacturer that it is closing its files in this case.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
March 5, 1973

NHTSA -- 18-73 (PF)
Tel. 202-426-9550

The Department of Transportation today issued a new proposal designed to help the American motorist buy the best possible tires for his car. The proposed Consumer Information Regulation, which replaces an earlier notice published in September of 1971, would require tire manufacturers to grade and label their products in the areas of treadwear, traction, and high speed performance.

Douglas Toms, Administrator of the National Highway Traffic Safety Administration (NHTSA), said: "There has been much confusion, both in the industry, and among individual consumers, on how to differentiate between high and low grade tires. The new proposal, which is in conformance with President Nixon's consumer program, presents a quality grading system with uniform tests by which passenger car tires can be measured."

The present proposal would grade tires for use on 13-inch, 14-inch, and 15-inch rims. Grades for each area of performance will be molded into the tire sidewall, and also stated on a label attached to the tire's tread. The label will also contain an explanation of the grades, and a statement that the tire meets Federal safety standards.

The grades for treadwear and traction would be based on comparisons of each tire's performance with control tires specified by NHTSA. The grade for high speed performance would be based on the tire's performance on the laboratory test wheel.

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Grades used to indicate treadwear performance would be actual numbers specifying the percentage of control tire treadwear of which the manufacturer's tire is capable of meeting or exceeding, with the lowest grade representing a tire which produces less than 60 percent of the treadwear of the control tire.

Grades for traction would consist of asterisks or five point stars, with three stars indicating the highest grade; a dash would represent less than 90 percent of the performance of the control tire.

High speed performance grade would be indicated by the letters "A, B, and C", with "A" being the highest grade, and "C" indicating the minimum level of performance required by Federal safety standards.

The proposal also specifies that tire grading information be furnished to prospective buyers of tires, as well as to prospective purchasers of new passenger cars. The proposed effective date of the regulation is September 1, 1974.

Industry and the general public are invited to comment on the proposal. Comments should reach the National Highway Traffic Safety Administration no later than June 4, 1973.

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DEPARTMENT OF TRANSPORTATION

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

FOR RELEASE FRIDAY A.M.
March 9, 1973

NHTSA -- 24-73 (HP)
Tel. 202-426-9550

Representatives from ten countries will meet in Kyoto, Japan, March 13-16, to exchange technical data at the Fourth International Conference on Experimental Safety Vehicles.

An estimated 400 official delegates from the United States, West Germany, Japan, Great Britain, Italy, France, The Netherlands, Sweden, Belgium, and Australia will participate in the 4-day conference. Delegates include Government officials, researchers, auto design engineers, manufacturing experts, and top executives from the major motor vehicle producing firms.

Mr. Masajruo Shiokawa, Parliamentary Vice-Minister of Japan's Ministry of International Trade and Industry, and Mr. James M. Beggs, Special Representative of U.S. Secretary of Transportation Claude S. Brinegar, will deliver the opening addresses.

The International ESV Conference is sponsored by the United States as part of its Road Safety Pilot Study for the North Atlantic Treaty Organization's Committee on Challenges to Modern Society (CCMS), and will be hosted by the Japanese Government and the Japanese automotive industry.

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

At the urging of President Nixon, individual bilateral agreements for the development of ESVs were signed with the Federal Republic of Germany, Italy, France and the United Kingdom. Similar agreements also were signed with the non-NATO countries of Sweden and Japan.

The U.S. program has concentrated on the development of a "family sedan" size ESV, with testing completed on prototypes produced by AMF, Incorporated, and Fairchild Industries. AMF is now conducting tradeoff studies which will lead to the design of an ESV containing developments practical for mass production vehicles. The final design is expected to incorporate the most economical and practical elements of both the U.S. and foreign ESV designs.

Meanwhile, testing has been completed on a General Motors ESV, and will be completed on a Ford ESV by June of this year. Both manufacturers designed and produced their prototypes under token \$1 Government contracts.

Now undergoing tests is a Fiat Motor Company "500" ESV, the first foreign produced ESV delivered to the U.S. Department of Transportation in February 1973.

In accepting Fiat's subcompact sized ESV, Douglas Toms, Administrator of the Department's National Highway Traffic Safety Administration, which manages the ESV program, said the vehicle represents a major step toward attaining safety compatibility between all classes of cars.

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NEWS

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

FOR IMMEDIATE RELEASE
March 13, 1973

NHTSA -- 25-73 (GLW)
Tel. 202-426-0670

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a Public Advisory today, reporting the findings of a recent survey on carbon monoxide (CO) exhaust leakage in school buses and to alert school bus operators to the inspection procedures and maintenance necessary to avoid exhaust-fumes leakage inside their buses.

The survey, identifying the major sources of fumes contamination in school buses, was completed under an NHTSA contract by Automotive Research Associates, Inc. According to the Federal announcement, it covered a detailed study of 112 new and used buses under a variety of weather and use conditions, and included analyses of CO contamination, mechanical inspection, etc.

The NHTSA analysis of the survey report states, "We firmly believe the results of this survey do not warrant alarm" in reference to the degree of CO contamination encountered in buses in good operating condition. The safety agency concludes that obvious mechanical faults are associated with buses that show evidence of exhaust leakage, and the survey emphasizes strongly the need for timely and regular maintenance programs to eliminate these mechanical deficiencies.

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The Federal Advisory listed four sources of exhaust leakage which should be carefully checked in the regular maintenance of school buses. These sources, ranging from the most serious and prevalent to the least serious are:

1. Engine idle adjustment ... The maintenance of proper engine adjustment is important in minimizing the CO content of exhaust gases.
2. Firewall holes...These were found to be the most serious source of exhaust fume intrusion, compared to other openings in school bus body panels.
3. Exhaust system defects...Leaks in the exhaust system beneath the school bus body are potential contamination sources. More serious are system leaks within the engine compartment, producing more concentrated fumes which could then penetrate firewall openings.
4. Of least significance were leakages possible through window or door seals; for the reason that such leakage can as easily be a ventilation source as a contamination source. Passenger comfort should be the primary consideration in maintaining door and window seals.

Listed as the six major steps for proper maintenance and preventive procedures for school bus operators are the following:

1. Regularly examine buses in use for the presence of mechanical faults which could lead to significant CO contamination.
2. Maintain engines, as properly tuned and in correct adjustment.
3. Periodically reinspect all school bus exhaust systems and firewalls for evidence of leaks, corrosion or deterioration.
4. Effect immediate repair of all such leaks.
5. Develop driver-alertness for signs of impending failure in the exhaust system...manifold joint, "Y" fittings, pipe, muffler, clamps, and hangers.
6. Keep records of all repairs made to individual buses.

The Federal Advisory requests that reports be furnished to the NHTSA whenever school bus operators encounter failures in those components which they feel are the result of design weakness, construction, or faulty materials. Reports of this kind should be sent to:

Office of Defects Investigation
National Highway Traffic Safety
Administration
Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
March 28, 1973

NHTSA -- 27-73 (PF)
Tel. 202-426-9550

The Department of Transportation announced today that the National Motor Vehicle Safety Advisory Council will hold a one day public meeting on the subject of passenger car visibility. The meeting will take place on April 11, 1973, in Room 2230, Department of Transportation Headquarters, 400 Seventh Street, S. W., Washington, D. C., and will start at 8:30 a. m.

Judson Branch, Chairman of the Council, said: "This meeting will be sponsored by the Council to inform its members and other interested parties of the issues involved and to provide a forum for the discussion of passenger car visibility requirements, research, technology, and benefits."

Representatives of the National Highway Traffic Safety Administration, the automotive industry, consumer groups, and research organizations have been invited to make presentations.

The 22 member National Motor Vehicle Safety Advisory Council, mandated by Congress under the National Traffic and Motor Vehicle Safety Act of 1966, advises the Secretary of Transportation on the Department's motor vehicle safety programs. The Council is made up of representatives of the automotive industry, as well as members of the general public.

Ralph Millet, President of the Automotive Importers of America, and a member of the Advisory Council, will chair the April 11 meeting. Further information may be obtained from the Executive Secretariat, National Highway Traffic Safety Administration, by calling 202-426-2872.

78680



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.
March 29, 1973

NHTSA -- 31-73 (PF)
Tel. 202-426-9550

The Department of Transportation announced today that it is proposing design and performance specifications for a test dummy that will be used to evaluate the safety of motor vehicles in crashes. The dummy is intended to represent the average adult man in size and weight, and to reproduce the physical motion of such a man in a crash situation.

The new dummy is to be used as the test instrument in various Federal Motor Vehicle Safety Standards issued by the Department's National Highway Traffic Safety Administration (NHTSA). Its initial use, also proposed in today's notice, will be in Standard No. 208, the rule that will require vehicles to protect their occupants from serious injuries in crashes by methods that do not call for occupant action, such as the air cushion or automatic belts.

The new dummy will replace the dummy presently specified in Standard No. 208. This dummy was found to be inadequately specified by the United States Court of Appeals for the Sixth Circuit in its recent disposition of petitions for review of the standard. The Agency believes that each of the deficiencies noted by the court is remedied in the new specifications, both by the use of performance controls on the dummy and by the provisions of detailed drawings. The new design uses components that have undergone extensive testing by independent research organizations, dummy manufacturers, and the automobile industry.

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The NHTSA will place a full set of mechanical drawings and material specifications on public file so that they may be inspected and copied. The Safety Agency hopes to encourage the widest possible availability of the dummy.

The proposal will be converted into a final regulation after interested persons have had an opportunity to review it and submit comments. Persons who wish to submit comments should do so by July 1, 1973. Comments should be addressed to the Docket Section, National Highway Traffic Safety Administration, Room 5221, 400 Seventh Street, S. W., Washington, D. C. 20590

The proposed effective date for the final regulation is August 1, 1973.

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

FOR RELEASE FRIDAY
March 30, 1973

NHTSA -- 28-73 (HP)
Tel. 202-426-9550

The Department of Transportation announced today that a Michigan 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 Chief Judge Noel P. Fox of the United States District Court in Grand Rapids, Michigan, against Tire City, a firm which has its headquarters in Battle Creek, Michigan. The judgment also requires the defendant to pay a civil penalty of \$6,000.

The Federal complaint, filed August 22, 1972, alleged that two of Tire City's retail outlets in Michigan sold eight tires which failed to meet the requirements of Federal Motor Vehicle Safety Standard No. 109. The lawsuit was filed against the Michigan firm after an investigation by the National Highway Traffic Safety Administration which disclosed that the "off-highway use" designation had been buffed from these tires and that the tires were sold for highway use in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

Any future violation of the court order permanently enjoining Tire City from the future sale of such non-conforming tires could result in a contempt proceeding.

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A new Federal regulation, effective last October, 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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WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
April 2, 1973

NHTSA -- 33-73 (BC)
Tel. 202-426-9550

The Department of Transportation has proposed motor vehicle safety standards for used vehicles, establishing performance criteria and procedures for the inspection of brakes, steering, suspension, tires and wheels. Written by the National Highway Traffic Safety Administration (NHTSA), the proposal reflects extensive research findings that proper maintenance of these systems is a "critical" element in the prevention of traffic accidents.

Stressing this point, NHTSA revealed that six percent of all vehicle accidents studied were the direct result of mechanical failures, while an additional 11 percent probably involved, or were caused by, excessive wear of mechanical parts. Further analysis shows that 77 percent of these accidents involved the specific components covered by the new inspection proposal. Consequently, the highest payoff in used vehicle safety lies in establishing inspection standards for these particular vehicle systems, the Federal Agency said.

Proposal of these standards, in compliance with the National Traffic and Motor Vehicle Safety Act of 1966, marks the first step in establishing uniform Federal motor vehicle safety standards applicable to all used motor vehicles. They are not mandatory, in their present form, but would become so later, as an amendment to Program Standard 1, vehicle inspection requirements, of the Highway Safety Act, and adoption by the various State legislatures.

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Intended for implementation by the States, through vehicle inspection programs, the standards represent the minimum criteria acceptable to NHTSA for the safety of vehicles in use. As such, they would not replace State inspection procedures that might be more stringent or comprehensive. They would apply to all vehicles with a gross weight of 10,000 pounds, or less, with the exception of motorcycles and trailers.

At the same time, the proposal has been carefully written to avoid costly expense to the States and consumers, alike. No new or expanded inspection facilities, complex equipment, or training of operators will be needed, NHTSA said only a few items of basic, readily available equipment.

Details of the proposed criteria and inspection procedures are as follows:

Brakes: Integrity is the key word here, with inspection concentrating not only on the usual brake pad, lining, caliper and drum condition, but an equalization of adequate braking pressure for the front and rear systems. This service brake test is designed to assure straight, unswerving stops within a safe distance, with an acceptable minimum of pressure, as evidenced by inspection of master and wheel cylinders, brake hoses and pedal pressure.

Steering/suspension: Maintenance of predictable handling characteristics is sought in this phase of inspection, which emphasizes the elimination of any lash, free play, or binding that might effect the vehicle's handling and control. Wheel alignment, as a means of controlling directional stability, would be inspected, along with the condition of springs and shock absorbers.

Tires/wheels: Matching of the proper size and type of tires is paramount in this area, as is tire tread depth and casing condition. Wheel rims will undergo close scrutiny to assure that they are not deformed, or cracked conditions that could lead to unseating of the tire or abrupt loss of pressure and control of the vehicle.

Interested parties are invited to submit comments on the proposal by July 5, 1973. Comments should be addressed to the Docket Section, National Highway Traffic Safety Administration, Department of Transportation, Washington, D. C. 20590. The proposed effective date for the standards is 30 days after publication of a final rule.

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DEPARTMENT OF
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NEWS

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

FOR RELEASE MONDAY P.M.
April 9, 1973

NHTSA -- 26-73 (GLW)
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY AND AUDIT CASES REPORT
JANUARY AND FEBRUARY
1973

The Department of Transportation's National Highway Traffic Safety Administration opened a "new initiative" for the Nation's motorists today, aimed at giving vehicle owners faster warning of potential vehicle defects -- according to James E. Wilson, Acting Administrator of the Federal Safety Agency.

In describing a listing of new defect investigations his agency intends to publish each month, beginning with the first of the series released today, Wilson said the Monthly Defect Investigatory and Audit Cases Report would alert American consumers to vehicle safety problems at the earliest possible moment, "just as soon as we believe they are serious enough to justify our formal investigation."

The new reports will also contain a listing of all NHTSA audits of vehicle recall campaigns and NHTSA defect investigations completed during the previous month, the latter providing sufficient detail so that interested persons may obtain the full, public investigatory file if they

so desire. Today's announcement made clear that the Department of Transportation considers the "new initiative" a substantial break-through in consumer protection since it provides complete and prompt warning to the public whenever a serious vehicle problem causes the Government to investigate its source and the possible presence of a vehicle defect.

"We think the public should be informed about it," Wilson said, "whenever the Government has reason to open a defect investigation. And the motorist ought to be told what kind of problem we're looking at." Referring to the companion-list of investigations recently terminated, Wilson added that the consumer and the auto industry have an equally important right to know, promptly, when Federal investigations are terminated and what conclusions were reached. The same applies to audits of recall campaigns, according to the Safety Agency, in that both the consumer and manufacturer will now be aware of the campaign audits which regularly take place.

It was emphasized by the agency announcement that when an investigation is opened by the NHTSA and listed in its Investigatory Cases Reports, the public should not assume that a vehicle defect exists; only that a safety-related problem has been reported with sufficient indications to justify a formal investigation. Wilson said his agency tries to establish whether a vehicle defect is the cause of the problem, how it happens, and how the problem can be remedied. Federal laws authorize the NHTSA to demand that a certified defect notification letter be sent to all original owners or warranty holders -- by the vehicle manufacturer -- whenever an investigation concludes that a safety-related defect does exist.

The NHTSA's first Defect Investigatory and Audit Cases Report, below, shows that nine investigations and audits were opened during January and February, while five investigations and audits were terminated and transferred to the public file.

Interested persons are invited to review summaries of the agency's conclusions, for terminated investigations, in Room 5108, National Highway Traffic Safety Administration, 400 7th Street, S.W., Washington, D.C. 20590.

Reporting Period: January 1973

SAFETY RELATED DEFECT INVESTIGATORY AND AUDIT CASES
OPENED THIS REPORTING PERIOD

LEGEND:

"A" Denotes Audit of a Recall Campaign
"C" and "IR" Denote Investigation

CASE NUMBER: C3-22
MANUFACTURER: Volkswagen of America, Incorporated
MAKE: Volkswagen
MODEL: Type I
YEARS: 1967 Through 1973
COMPONENT: Seat Belts and Shoulder Harnesses
POSSIBLE PROBLEMS: Degradation of passenger side belts
due to contact with battery case

CASE NUMBER: A3-23
MANUFACTURER: General Motors Corporation
MAKE: Pontiac
MODEL: Grand Prix
YEARS: 1972
COMPONENT: Positive Battery Cable
POSSIBLE PROBLEMS: Audit of Recall Campaign NHTSA
No. 72-0198: Fire hazard due to
loose battery or cable chafing

CASE NUMBER: A3-24
MANUFACTURER: Chrysler Corporation
MAKE: Dodge
MODEL: Light Trucks
YEARS: 1972
COMPONENT: Brake Pedal Shaft Nut
POSSIBLE PROBLEMS: Audit of Recall Campaign NHTSA
No. 72-0193: Brake pedal shaft nut
improperly torqued

CASE NUMBER: A3-25
MANUFACTURER: Hendrickson Manufacturing Company
MAKE: Various
MODEL: Various
YEARS: 1972
COMPONENT: Tandem Equalizer Beam
POSSIBLE PROBLEMS: Audit of Recall Campaign NHTSA
Nos. 72-0134, 72-0150, 72-0156,
72-0167, 72-0184, 72-0187: Potential
quench cracks in Hendrickson tandem
rear suspension equalizer beam.

CASE NUMBER: A3-26
MANUFACTURER: Superior Coach Division
MAKE: IHC Chassis
MODEL: 1600,1603,1700
YEARS: 1972
COMPONENT: Air Brake Hoses
POSSIBLE PROBLEMS: Audit of Recall Campaign NHTSA
No. 72-0255: Possibility of
contacted or scored air brake lines
caused when drill or screw was
installed in cowl floor board to
retain floor cover.

Reporting Period: January 1973

SAFETY RELATED DEFECT INVESTIGATORY AND AUDIT CASES
TERMINATED THIS REPORTING PERIOD

NONE

Reporting Period: February 1973

SAFETY RELATED DEFECT INVESTIGATORY AND AUDIT CASES
OPENED THIS REPORTING PERIOD

CASE NUMBER: C3-27
MANUFACTURER: General Motors Corporation
MAKE: Chevrolet
MODEL: Vega
YEARS: 1971 through 1973
COMPONENT: Steering Relay Rod
POSSIBLE PROBLEMS: Steering lockup may be caused by foreign objects lodging between the steering relay rod and the front frame crossmember

CASE NUMBER: C3-28
MANUFACTURER: International Harvester Company
MAKE: IHC
MODEL: Scout 800-A, 800-B
YEARS: 1970 through 1973
COMPONENT: Clutch Cable
POSSIBLE PROBLEMS: Clutch cable breakage may occur due to bending fatigue

CASE NUMBER: C3-29
MANUFACTURER: Ford Motor Company
MAKE: Mercury
MODEL: Capri
YEARS: 1970 through 1973
COMPONENT: Windshield Wiper Arm, and Shaft
POSSIBLE PROBLEMS: Windshield wiper arm may detach from wiper drive shaft due to absence of locking device

CASE NUMBER: C3-30
MANUFACTURER: Harley Davidson Motor Company
MAKE: Harley
MODEL: 74
YEARS: Various
COMPONENT: Gas Tank
POSSIBLE PROBLEMS: Leakage from the gas tank due to splitting welds

Reporting Period: February 1973

SAFETY RELATED DEFECT INVESTIGATORY AND AUDIT CASES
TERMINATED THIS REPORTING PERIOD

CASE NUMBER: C2-40
MANUFACTURER: General Motors Corporation
MAKE: Chevrolet
MODEL: Full Size and Chevell
YEARS: 1971-1972
COMPONENT: Steering Flexible Coupling
POSSIBLE PROBLEMS: Steering lockup caused by
lodging of foreign objects in
flexible steering coupling

CONCLUSIONS: Results of investigation prompted
General Motors Corporation to
issue a safety defect recall
notification to all Chevrolet,
Pontiac, Oldsmobile and Buick
owners of 1971 and 1972 models.

CASE NUMBER: IR 264
MANUFACTURER: Chrysler Corporation
MAKE: Dodge
MODEL: S-500D School Bus Chassis
YEARS: 1964
COMPONENT: Front Brake Drum
POSSIBLE PROBLEMS: Front brake drum weld cracking

CONCLUSIONS: Logical investigation failed to
identify this as a safety problem.

CASE NUMBER: IR 169
MANUFACTURER: Bonanza Travelers, Incorporated
MAKE: Bonanza
MODEL: 15 and 17 Foot
YEARS: Various
COMPONENT: Wheel Lug Bolts
POSSIBLE PROBLEMS: Incorrect matching of lug bolts to
wheel lugs, which causes bolts
to loosen

CONCLUSIONS: Facts developed indicate when bolts
are torqued to levels specified by
the manufacturer, the lugs currently
being used are adequate.

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CASE NUMBER: A3-05
MANUFACTURER: Chrysler Corporation
MAKE: Dodge
MODEL: Medium and Heavy Trucks
YEARS: 1969 through 1972
COMPONENT: Throttle Return Spring Anchor Bracket
POSSIBLE PROBLEMS: Audit of Recall Campaign NHTSA
No. 72-0057: Throttle return
spring failure and anchor bracket
relocation

CONCLUSIONS: Facts developed show the completion
rate for this campaign is sixty
percent.

CASE NUMBER: A2-42
MANUFACTURER: International Harvester Company
MAKE: IHC
MODEL: D-DF-DC-DCF-400 Series
YEARS: Various
POSSIBLE PROBLEMS: Audit of Recall Campaign NHTSA
No. 71-0066: Drage link
separation causing possible loss
of vehicle control

CONCLUSIONS: Facts developed show the
completion rate for this campaign
is seventy-six percent.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY P.M.
April 9, 1973

NHTSA -- 32-73 (GLW)
Tel. 202-426-0670

Motor vehicle manufacturers recalled more vehicles for the correction of safety-related defects in 1972 than in any year in history, the Department of Transportation announced today in releasing its annual report of motor vehicle defect campaigns.

More than 12 million vehicles -- 4.2 million foreign models together with 7.8 million models of U.S. manufacture -- were recalled in a total of 320 defect campaigns conducted by manufacturers in the 12-month period. The figure topped the 1971 total of 9.4 million by nearly 3 million vehicles.

The 1972 total brought to 36.8 million the total number of vehicles subject to manufacturers' recalls since September 1966, when the Department's National Highway Traffic Safety Administration's regulatory activities began under Federal authority. The National Traffic and Motor Vehicle Safety Act of 1966 established the requirement that manufacturers must notify owners of any safety-related defect -- whether in the vehicle or its equipment -- discovered to be present in their vehicles. The requirement applies to defects discovered by the manufacturers in their products, as well as to defects identified through investigation by the Federal safety agency.

Comparison of the year-end, Federal reports since 1966 reveals that the previous "high" in defect campaigns and recalled vehicles occurred in 1971 with 9.4 million vehicles recalled in 235 campaigns. The figure included 6.6 million Chevrolets recalled for correction of possible front engine mount problems. But the 1972, all-time "high" appears to stem from a large increase in the number of defect campaigns rather than from any single campaign. The two manufacturers which accounted for the greatest number of recalled vehicles in 1972 are Volkswagen of America, with 7 defect campaigns involving 3.7 million vehicles, and Ford Motor Company with 18 defect campaigns involving 5.7 million vehicles.

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Federal officials emphasize that recall totals are always substantially higher than the total number of vehicles which actually contain defects. When a safety-related defect is discovered to exist in a production "run" the entire "run" may have to be recalled in order to inspect and identify the portion which actually carries the defect. The 1972 report just released lists 58 defect campaigns for American-built vehicles which involved less than 50 vehicles each; and 24 campaigns in which less than 10 vehicles per campaign were known to have defects. The report also lists 11 campaigns for the recall of defective equipment, mostly tires. Approximately 114,000 tires were recalled in these campaigns; plus other products including trailers, axle components, and children's car seats.

The entire report, entitled "Motor Vehicle Safety Defect Recall Campaigns" may be purchased for \$1.25 from the U.S. Government Printing Office, Washington, D.C. 20402. It contains detailed information of each recall campaign, the models and manufacturers involved, the number of vehicles or equipment, and a brief description of the defect and the manufacturer's corrective action.

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Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY 4:00 P.M.
April 9, 1973

NHTSA -- 36-73 (BC)
Tel. 202-426-9550

The Department of Transportation announced today that a private, philanthropic institution will provide \$15 million in a national grant program to establish an Emergency Medical Services (EMS) Communications System.

The Robert Wood Johnson Foundation of Princeton, New Jersey, will provide the grant money to an estimated 40 to 50 regional projects. The program sites will be selected through a national competitive program, beginning this month and ending with a final selection in December.

Administered in cooperation with the National Academy of Sciences, the grants will complement the National Highway Traffic Safety Administration's Emergency Medical Services program to reduce highway deaths and injuries. The grants emphasize communications systems that will bring needed medical care to crash victims in the shortest practical time.

Designed to reduce vital response time for all types of emergencies, the two-year program will utilize guidelines developed by the Highway Safety Administration for States in carrying out Highway Safety Program Standard 11, Emergency Medical Services.

The Safety Agency will aid in the final selection of program sites and provide the Foundation with technical assistance in the selection and operation of needed communications equipment, such as mobile radio units and radio base stations, ambulances, and the training of professional emergency dispatchers and ambulance attendants.

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The program will place particular emphasis on the selection of applicants who can meet the minimum requirements of the project within one year. Key elements of the program include:

- o Central and immediate public access to the emergency medical system through a nationally uniform emergency telephone number, "911" with no toll cost.
- o Prompt and appropriate medical response, using central dispatching to the emergency scene and delivery of patients to the appropriate medical facility.
- o Adequate training for dispatch and ambulance personnel, to include the 81-hour DOT Emergency Medical Technician/Ambulance course, or its equivalent.
- o Ambulances and equipment meeting DOT standards.
- o Central medical control of communications, with a single regional source responsible for coordinating vehicle services and the collection of medical data.
- o Prompt and appropriate emergency system capability that would provide 24-hour ambulance, hospital and clinical services, along with specialized care capabilities, such as a burn unit, coronary care unit, trauma unit, or poison control center.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY P.M.
April 10, 1973

NHTSA -- 35-73 (PF)
Tel. 202-426-9550

The Department of Transportation announced today that the National Motor Vehicle Safety Advisory Council will hold public meetings on April 12, 1973, in the Department's Headquarters Building, 400 Seventh Street S.W., Washington, D.C. This is in addition to a previously announced Council meeting to be held April 11 to review vehicle visibility requirements.

The April 12 meetings will start at 8:30 A.M. and will discuss the following subjects:

Review of vehicle structure research to improve crashworthiness

Rationale for 3,000 pound experimental safety vehicle

School bus vehicle safety standards

Upgrading child restraint system standard

The 22-member Advisory Council, mandated by Congress under the National Traffic and Motor Vehicle Safety Act of 1966, advises the Secretary of Transportation on the Department's motor vehicle safety programs. The Council is made up of representatives of the automotive industry, as well as members of the general public.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY P.M.
April 12, 1973

NHTSA -- 30-73 (PF)
Tel. 202-426-9550

The Department of Transportation has announced that Bavarian Motors, Inc., of Denver, Colorado, an importer of foreign cars has agreed to pay \$2,000 in compromise of a civil penalty claim for importing vehicles that did not comply with a number of safety standards issued under the National Traffic and Motor Vehicle Safety Act of 1966.

Officials at the National Highway Traffic Safety Administration said that the company imported and sold a limited number of Lotus and Porsche passenger cars which failed to meet the minimum requirements of several safety standards. The payment of the penalty will close the files in this case.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR SUNDAY RELEASE
April 15, 1973

NHTSA -- 34-73 (HP)
Tel. 202-426-9550

More than 400 persons are expected to participate in a conference on motorcycle and recreational vehicle safety when the National Motor Vehicle Safety Advisory Council holds its Second International Congress on Automotive Safety in San Francisco.

Plans for the three-day technical conference, scheduled for July 16-18, are essentially complete, according to Trevor O. Jones of General Motors, who is General Chairman of the Congress.

"All segments of the motorcycle and recreational vehicle society have responded with great enthusiasm and support for this conference," Jones said. "This forum will examine the many new developments now underway to improve the safety aspects of these increasingly popular vehicles."

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.

-more-

Secretary of Transportation Claude S. Brinegar pledged his Department's support for the conference. "The sponsorship of forums on issues in automotive safety will help us meet President Nixon's commitment to highway safety," he said.

Jones said the Congress program includes 12 sessions with motorcycle and recreational vehicle sessions scheduled to be conducted simultaneously. The topics to be discussed include:

- 0 Motorcycle and Recreational Vehicle Accident Statistics
- 0 Motorcycle Rider Training
- 0 Motorcycle Helmet and Clothing Effectiveness
- 0 Motorcycle Stability and Handling
- 0 Recreational Vehicle Safety Characteristics
- 0 Motorcycle Steering, Tire, and Brake Systems
- 0 Motorcycle Collision Avoidance and Crash Protection
- 0 Recreational Vehicle Safety Considerations
- 0 Advancements in Motorcycle Systems and Safety
- 0 Advanced Development in Recreational Vehicle Safety
- 0 National Trends for Motorcycle and Recreational Vehicle Safety

Ivan J. Wagar, Associate Publisher of Cycle World Magazine and a member of the Advisory Council, will serve as chairman of the conference's motorcycle program activities. Representatives of industry, universities, applied research organizations, high schools, and Government from six countries will present 34 papers on topics ranging from experimental safety motorcycles to rider training.

Dale C. Hogue, a Washington, D.C. attorney and a member of the Advisory Council, will chair the conference's recreational vehicle activities. Sixteen papers will be presented by members of industry, Government, and applied research groups.

Judson Branch, of Allstate Insurance Company and Chairman of the Advisory Council, said the first International Congress last summer dealt with motor vehicle diagnostic equipment and was a great success.

Further information on the Congress may be obtained from the Executive Secretary, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590. Invitations to attend the conference were mailed on April 1 and responses are due no later than July 1, 1973.



DEPARTMENT OF
TRANSPORTATION

500
NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

April 18, 1973

NHTSA -- 37-73
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 CFT (Public Availability of Information). Basically, the fee is established at 25¢ for each page not larger than 12 x 8 inches.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - 1968, 1969, 1970, 1971, 1972 and 1973 VEHICLES

MONTHLY REPORT -February 1 through February 28, 1973

VEHICLES 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 Chief Counsel	Cases forwarded to Department of Justice	Investigatory Files released to the public
103	2	0	0	0	0	0	0	0
104	1	0	0	0	0	0	0	0
105	3	0	0	4	0	0	0	0
110	2	0	0	3	0	0	0	0
112	0	0	0	0	0	0	0	0
202	1	0	0	1	0	0	0	0
203	0	0	0	0	0	0	0	0
204	5	0	0	1	0	0	0	0
207	0	0	0	6	0	0	0	0
208	0	0	0	1	0	0	0	0
210	0	0	0	0	0	0	0	0
212	6	0	2	4	0	0	0	0
301	6	0	0	0	0	0	0	0
Reg. 575	0	0	0	3	0	0	0	0

(Formerly Reg. 375)

* Federal Motor Vehicle Safety Standard

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

FMVSS 103

Windshield Defrosting and Defogging Systems

MONTHLY REPORT - FEBRUARY 1 THROUGH FEBRUARY 28, 1973

<u>MANUFACTURER</u>	<u>NHTSA NO.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>	<u>DOT HS NO.</u>
Chrysler Corporation	72304	1972/Dodge/Polara	Passed	103-GTL-72-010-A4264.21	612721
Ford Motor Company	72204	1972 Mercury/Comet	Passed	103-GTL-72-009-A4264.19	612666

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

FMVSS 104

Windshield Wiping and Washing Systems

MONTHLY REPORT - FEBRUARY 1 THROUGH FEBRUARY 28, 1973

<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	72205	1972 Continental/Mark IV	Passed	104-GTL-002-A4264.18	612667

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

FMVSS 105

HYDRAULIC SERVICE BRAKE, PARKING BRAKE AND EMERGENCY BRAKE SYSTEMS

MONTHLY REPORT - FEBRUARY 1 THROUGH FEBRUARY 28, 1973

<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	72202	1972 Gran Torino 4-Door	Passed	105-ARA-72-018-54102	612668
Volkswagen	72502	1972 Super Beetle 2-Door	Failed	105-ARA-72-010-54102	612669
General Motors	73103	1973 Cadillac Calais 2-Door	Passed	105-ARA-72-021-54102	612670

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

FMVSS 110

Tire Selection and Rims

MONTHLY REPORT - FEBRUARY 1 THROUGH FEBRUARY 28, 1973

<u>MANUFACTURER</u>	<u>NHTSA NO.</u>	<u>YEAR/MAKE/MODEL</u>	<u>RESULTS</u>	<u>REPORT NO.</u>	<u>DOT HS NO.</u>
Volkswagen	72502	1972 Super Beetle	Passed	110-ARA-72-010-54101	612671
General Motors	73103	1973 Cadillac Calais 2-Door	Passed	110-ARA-72-021-54101	612672

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

FMVSS 202

Head Restraints

MONTHLY REPORT - FEBRUARY 1 THROUGH FEBRUARY 28, 1973

<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	72205	1972 Continental Mark IV	Passed	202-VPI-72-007-808393	612673

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

FMVSS 204

Steering Control Rearward Displacement -
Passenger Cars

MONTHLY REPORT - FEBRUARY 1 THROUGH FEBRUARY 28, 1973

<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	72106	1972 Oldsmobile Cutlass 2-Door Hardtop	Passed	204-DYS-72-01-TR2310-73-5	612722
Mercedes-Benz	72506	1972 Mercedes-Benz 250 4-Door Sedan	Passed	204-DYS-72-02-TR2310-73-8	612723
American Motors	72401	1972 Javelin 2-Door Hardtop	Passed	204-DYS-72-03-TR2310-73-11	612724
Renault, Inc.	72507	1972 Renault R16 Sedan Wagon	Passed	204-DYS-72-04-TR2310-73-14	612725
Ford Motor Company	72206	1972 Mercury Cougar 2-Door Hardtop	Passed	204-DYS-72-05-TR2310-73-17	612726

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

FMVSS 212

Windshield Mounting - Passenger Cars

MONTHLY REPORT - FEBRUARY 1 THROUGH FEBRUARY 28, 1973

<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 Corp.	72106	1972 Oldsmobile Cutlass 2-Door Hardtop	Passed	212-DYS-72-01-TR2310-73-6	612727
Mercedes-Benz	72506	1972 Mercedes-Benz 250 4-Dr. Sedan	Passed	212-DYS-72-02-TR2310-73-9	612728
American Motors Corp.	72401	1972 Javelin 2-Door Hardtop	Passed	212-DYS-72-03-TR2310-73-12	612729
Renault, Inc.	72507	1972 Renault R16-Sedan Wagon	Passed	212-DYS-72-04-TR2310-73-15	612730
Ford Motor Company	72206	1972 Mercury Cougar 2-Door Hardtop	Passed	212-DYS-72-05-TR2310-73-18	612731
Chrysler Corporation	72307	1972 Plymouth Satellite 4-Door Sedan	Passed	212-CALSPAN-72-001-ZP-5161-K-1	612732

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 - FEBRUARY 1 THROUGH FEBRUARY 28, 1973

<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 Corp.	72106	1972 Oldsmobile Cutlass 2-Door Hardtop	Passed	301-DYS-72-01-TR2310-73-7	612733
Mercedes-Benz	72506	1972 Mercedes-Benz 250 4-Door Sedan	Passed	301-DYS-72-02-TR2310-73-10	612734
American Motors Corp.	72401	1972 Javelin 2-Door Hardtop	Passed	301-DYS-72-03-TR2310-73-13	612735
Renault, Inc.	72507	1972 Renault R16 Sedan Wagon	Passed	301-DYS-72-03-TR2310-73-16	612736
Ford Motor Company	72206	1972 Mercury Cougar 2-Door H/Top	Passed	301-DYS-72-05-TR2310-73-19	612737 ¹
Chrysler Corp.	72307	1972 Plymouth Satellite 4-Door Sedan	Passed	301-CALSPAN-72-001-ZP-5161-K-1	612738

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS CLOSED

MONTHLY REPORT - FEBRUARY 1 THROUGH FEBRUARY 28, 1973

FMVSS

MANUFACTURER

212

General Motors

212

Checker Motors

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT - FEBRUARY 1 THROUGH FEBRUARY 28, 1973

<u>FMVSR</u>	<u>MANUFACTURER</u>
575	Peugeot, Inc.
575	Volvo, Inc.
575	Bayerische Motors Corp. .

<u>FMVSS</u>	<u>MANUFACTURER</u>
105	General Motors (2)
105	Volkswagen
105	British Leyland Motors
110	Volkswagen
110	Chrysler Corporation
110	American Motors
202	General Motors
204	Checker Motors
207	Checker Motors
207	American Motors
207	Toyota Motors
207	Ford Motor Company
207	General Motors (2)
208	Ford Motor Company
212	Trans-World
212	Saab-Scania of America
212	Chrysler Corporation
212	Volvo

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - 1968 THRU 1973 VEHICLES
MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973

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	34	0	0	3	0	0	0	0	0
108	7	0	2	36	0	31	0	0	0
109	41	0	2	26	0	20	1	0	0
116	4	0	0	4	0	1	0	0	0
206	3	1	0	7	0	1	0	0	0
209	2	0	2	16	0	9	0	2	0
213	0	0	0	3	0	0	0	0	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

MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973

FMVSS No. 106 - HYDRAULIC BRAKE HOSES

<u>MANUFACTURER</u>	<u>MODEL/PART No.</u>	<u>DOT/HS No.</u>	<u>RESULTS</u>	<u>REPORT No.</u>
1. Airtex Products	FC 18167	612632	Passed	106-DTL-72-001-204130-E
2. Airtex Products	FC 51116	612633	Passed	106-DTL-72-002-204130-E
3. Airtex Products	FC 56959	612634	Failed (Corrosion Test)	106-DTL-72-003-204130-E
4. E. I. S. Automotive	SP 3737	612635	Passed	106-DTL-72-004-204130-E
5. Airtex Products	FC 18167	612636	Failed (Corrosion Test)	106-DTL-72-006-204130-E
6. Airtex Products	FC 51116	612637	Failed (Corrosion Test)	106-DTL-72-007-204130-E
7. Airtex Products	FC 26959	612638	Failed (Corrosion Test)	106-DTL-72-008-204130-E
8. E. I. S. Automotive	SP 997	612639	Passed	106-DTL-72-011-204130-E
9. G. M. Inland Division	9745221	612640	Passed	106-DTL-72-013-204130-E
10. G. M. Inland Division	9745221	612641	Passed	106-DTL-72-014-204130-E
11. G. M. Inland Division	9752262	612642	Passed	106-DTL-72-015-204130-E
12. G. M. Inland Division	9752262	612643	Passed	106-DTL-72-016-204130-E
13. VW/Lockheed ATe-Germany	113-611-775	612644	Passed	106-DTL-72-017-204130-E
14. VW/Lockheed ATe-Germany	113-611-775	612645	Passed	106-DTL-72-018-204130-E

MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973

FMVSS No. 106 - HYDRAULIC BRAKE HOSES

<u>MANUFACTURER</u>	<u>MODEL/PART No.</u>	<u>DOT/HS No.</u>	<u>RESULTS</u>	<u>REPORT No.</u>
15. Stewart Warner-Canada	P 945562	612646	Passed	106-DTL-72-021-204130-E
16. Stewart Warner-Canada	P 945562	612647	Passed	106-DTL-72-022-204130-E
17. Stewart Warner-Canada	P 945562	612648	Passed	106-DTL-72-023-204130-E
18. Weatherhead Company	153-56030	612649	Passed	106-DTL-72-045-204130-E
19. Weatherhead Company	153-56030	612650	Passed	106-DTL-72-047-204130-E
20. Continental Hose Corp.	H18167	612651	Passed	106-VPI-72-007-808391
21. Continental Hose Corp.	H18167	612652	Passed	106-VPI-72-008-808391
22. Continental Hose Corp.	H32070	612653	Passed	106-VPI-72-009-808391
23. Continental Hose Corp.	H32070	612654	Passed	106-VPI-72-010-808391
24. Weatherhead Company	153-55142	612655	Passed	106-VPI-72-031-808391
25. Weatherhead Company	153-55143	612656	Passed	106-VPI-72-032-808391
26. Weatherhead Company	153-55140	612657	Passed	106-VPI-72-033-808391
27. Weatherhead Company	153-55141	612658	Passed	106-VPI-72-034-808391
28. Alfa Romeo/Pirelli-Italy	10548.45.544.01	612659	Passed	106-VPI-72-035-808391
29. Nissan/Nichirin-Japan	4620189940	612660	Passed	106-VPI-72-050-808391
30. Toyota/Nagoya-Japan	90947-02137	612661	Passed	106-VPI-72-051-808391
31. Toyota/Nagoya-Japan	90947-02137	612662	Passed	106-VPI-72-052-808391
32. Toyota/Nagoya-Japan	90947-02137	612663	Passed	106-VPI-72-053-808391

MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973

FMVSS No. 106 - HYDRAULIC BRAKE HOSES

<u>MANUFACTURER</u>	<u>MODEL/PART No.</u>	<u>DOT/HS No.</u>	<u>RESULTS</u>	<u>REPORT No.</u>
33. VW/Lockheed ATe-Germany	113-611-775	612664	Passed	106-VPI-72-054-808391
34. VW/Lockheed ATe-Germany	113-611-775	612665	Passed	106-VPI-72-055-808391

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED - FY - 72

MONTHLY REPORT - FEBRUARY 1 thru FEBRUARY 28, 1973

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

<u>Manufacturer</u>	<u>Component Manufacturer</u>	<u>DOT/HS No.</u>	<u>Component</u>	<u>Vehicle Mfg Part No.</u>	<u>Results</u>	<u>Report Number</u>
Chrysler Corporation		612674	1972 Valiant Scamp - Tail Lamp	3587442	Pass	108-ETL-72- 203-TR- 422156
Chrysler Corporation		612675	1972 Chrysler Newport - Tail Lamp	3587052	Pass	108-ETL-72- 206-TR- 422159
Chrysler Corporation		612676	1972 Plymouth Satellite- Tail Lamp	3587408	Pass	108-ETL-72- 202-TR- 422155 8 -1
Ford Motor Company		612677	1971 Maverick - Front Turn Signal Lamp	D1DB-13200-BD	Fail	108-ETL-72- 212-TR- 422166
Ford Motor Company		612678	1972 Ford Torino - Front Turn Signal Lamp	D20B-13200-AD	Pass	108-ITL-72- 214-90412
Ford Motor Company		612679	1972/73 Mercury Montego- Rear Turn Signal Lamp	D3GB-13404-AA	Pass	108-ITL-72- 215-90413
General Motors Corporation		612680	1972 Chevrolet Chevelle Tail Lamp	911541	Pass	108-ETL-72- 210-TR- 422165

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - FEBRUARY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: ARMSTRONG

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
BILT-MOR	TRACTION GRIP 78	612681-01	H7815	PASSED	G2S4450 TIRE B,C
BILT-MOR	TRACTION GRIP 78	" -02	H7815	PASSED	G2S4454 TIRE B,C
BILT-MOR	TRACTION GRIP 78	" -03	H7815	PASSED	G2S4455 TIRE B,C
BILT-MOR	TRACTION GRIP 78	" -04	H7815	PASSED	G2S4458 TIRE B,C
BILT-MOR	TRACTION GRIP 78	" -05	G7814	PASSED	G2S4461 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED
MONTHLY RECAP - FEBRUARY 1973
FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: BRIDGESTONE

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
BRIDGESTONE	WINTER RADIAL-19P	612682	155R12	PASSED	G254040 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - FEBRUARY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: COOPER

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
DEAN	GALAXIE FOUR	612683	F7814	PASSED	G254526 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - FEBRUARY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: FIRESTONE

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
TRIUMPH	SUPER PREMIUM	612691	G7814	PASSED	G2S4489 TIRE B,C
TRIUMPH	SUPER PREMIUM	612684-01	G7814	PASSED	G2S4490 TIRE B,C
TRIUMPH	SUPER PREMIUM	" -02	G7814	PASSED	G2S4491 TIRE B,C
COAST-TO-COAST	BIG BOSS	" -03	F7014	PASSED	G2S4529 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - FEBRUARY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GATES

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
GATES	XT CHAPARRAL	612685-01	G7015	PASSED	G2S4563 TIRE B,C
GATES	XT CHAPARRAL	" -02	G7014	PASSED	G2S4568 TIRE B,C
GATES	XT CHAPARRAL	" -03	G7015	PASSED	G2S4570 TIRE B,C
GATES	XT CHAPARRAL	" -04	G7014	PASSED	G2S4573 TIRE B,C
GATES	XT CHAPARRAL	" -05	G7015	PASSED	G2S4579 TIRE B,C
GATES	XT CHAPARRAL	" -06	G7015	PASSED	G2S4586 TIRE B,C
GATES	XT CHAPARRAL	" -07	G7015	PASSED	G2S4587 TIRE B,C
GATES	XT CHAPARRAL	" -08	G7014	PASSED	G2S4588 TIRE B,C
GATES	XT CHAPARRAL	" -09	G7014	PASSED	G2S4589 TIRE B,C
GATES	XT CHAPARRAL	" -10	G7015	PASSED	G2S4590 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED
MONTHLY RECAP - FEBRUARY 1973
FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: B.F. GOODRICH

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No./SIZE	RESULTS	TEST NUMBER
FED-MART	PREMIUM HIGH PERFORMANCE BELTED	612686-01 G7814	PASSED	G2S4600 TIRE B,C
FED-MART	PREMIUM HIGH PERFORMANCE BELTED	" -02 G7814	PASSED	G2S4602 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM = REPORTS ACCEPTED

MONTHLY RECAP = FEBRUARY 1973

FMVSS 109

NEW PNEUMATIC TIRES = PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
CONCORDE	G600 BELTED	612687	L6015	PASSED	G2S4086 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM = REPORTS ACCEPTED

MONTHLY RECAP = FEBRUARY 1973

FMVSS 109

NEW PNEUMATIC TIRES = PASSENGER CARS

MANUFACTURER: MANSFIELD

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
PENNSYLVANIA	TURNPIKE TOP CAT	612688	F7814	PASSED	G2S4337 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - FEBRUARY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: PENNSYLVANIA

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
FALCON	POWER FALCON	612689	77514	PASSED	G254385 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP = FEBRUARY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: UNIROYAL

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
UNIROYAL	FASTRAK BELTED	612690-01	L7815	PASSED	G2S4000 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -02	G7814	PASSED	G2S4002 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -03	G7814	PASSED	G2S4003 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -04	L7815	PASSED	G2S4004 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -05	L7815	PASSED	G2S4005 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -06	G7814	PASSED	G2S4011 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -07	L7815	PASSED	G2S4013 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -08	G7814	PASSED	G2S4014 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -09	G7814	PASSED	G2S4015 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -10	L7815	PASSED	G2S4016 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
COMPLIANCE TEST PROGRAM = REPORTS ACCEPTED

MONTHLY RECAP - FEBRUARY 1973

FMVSS 109

NEW PNEUMATIC TIRES = PASSENGER CARS

MANUFACTURER: UNIROYAL

REPORTS SUB.: FROM FEB 1 TO FEB 28

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
UNIROYAL	FASTRAK BELTED	612690-11	L7815	PASSED	G2S4020 TIRE B,C
UNIROYAL	FASTRAK BELTED	612690-12	L7815	PASSED	G2S4021 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -13	G7814	PASSED	G2S4022 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -14	G7814	PASSED	G2S4023 TIRE B,C
UNIROYAL	FASTRAK BELTED	" -15	L7815	PASSED	G2S4024 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED
MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973
FMVSS No. 116 - MOTOR VEHICLE BRAKE FLUID TESTING

<u>MANUFACTURER</u>	<u>MODEL/PART No.</u>	<u>DOT/HS No.</u>	<u>RESULTS</u>	<u>REPORT No.</u>
1. Renault OEM	DOT 3	612694	Passed	116-PAR-72-014-2455
2. Nissan OEM	DOT 3	612695	Passed	116-PAR-72-015-2476
3. Toyota Motor Sales	DOT 3	612630	Passed	116-SRI-73-013-2251
4. Wagner Lockheed	DOT 3 (21-B)	612631	Passed	116-SRI-73-012-2221

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED
MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973
FMVSS No. 206 - DOOR HINGE AND LATCH TESTING

<u>MANUFACTURER</u>	<u>MODEL/PART No.</u>	<u>DOT/HS No.</u>	<u>RESULTS</u>	<u>REPORT No.</u>
1. Kayot	Motor Home	612696	Failed	206-VPI-72-021-808390
2. Mercedes-Benz	Model 200 D	612697	Passed	206-VPI-72-019-808390
3. General Motors Corporation	Chevrolet (CE15734)	612698	Failed	206-VPI-72-006-808390

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED
MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973

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

<u>MANUFACTURER</u>	<u>MODEL/PART No.</u>	<u>DOT/HS No.</u>	<u>RESULTS</u>	<u>REPORT No.</u>
1. Chrysler/American Safety-ELR	470915, 9978, 9997	612692	Passed	209-DTB-72-060-6R721515
2. British-Leyland/Kangol Mag.-ELR	LD3-41	612693	Failed	209-DTB-72-062-6R721517

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS CLOSED

MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973

EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>
108	Mack Truck (2)
109	Firestone - Super Sport Wide Oval
109	Gates - Davis Sentry
209	Beams Manufacturing Company
209	Pontonier, Inc.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973

EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
106	Airtex Products	109	Continental
106	Fiat/Pirelli	109	Cooper (3)
106	Alfa Romeo/Pirelli	109	Dayton
108	American Motors Corporation (4)	109	Firestone (2)
108	Bus and Truck (4)	109	Gates (4)
108	Chevrolet (3)	109	General (2)
108	Chrysler	109	Goodrich
108	Divco (2)	109	Lee
108	Dodge (4)	109	Mansfield (3)
108	Ford (5)	109	Pennsylvania (2)
108	Opel (5)	109	Seiberling
108	Plymouth (6)	109	Semperit
108	Pontiac	109	Uniroyal (3)
108	Volvo	116	Warwick Laboratories
109	Armstrong	116	Alfa Romeo

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973

EQUIPMENT STANDARDS

<u>FMVSS</u>	<u>MANUFACTURER</u>	<u>FMVSS</u>	<u>MANUFACTURER</u>
116	Geon/ATE	209	Porsche (Autoflug)
116	Renault	209	Rose Manufacturing (3)
206	Peterbilt	209	Subaru (Ashimori)
206	Renault	209	U. S. Safety Weave Corporation
206	Subaru	209	Volkswagen (Klippan)
206	Winnebago Industries (2)	213	Babyhood, Industries
206	General Motors Corporation	213	Kantwet, Incorporated
206 *	Kayot	213	Stobar Die Storchenmuhle
209	Beams Manufacturing		
209	British-Leyland (Britax)		
209	British-Leyland (Kangol) (2)		
209	C & W Manufacturing		
209	Fiat (Kangol)		
209	General Motors (Hamill)		
209	Hankscraft Company		
209	Mercedes-Benz (Kangol)		

* - Denotes Investigations initiated this period.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATORY FILES RELEASED TO PUBLIC

MONTHLY REPORT - FEBRUARY 1 - FEBRUARY 28, 1973

EQUIPMENT STANDARDS

FMVSS

MANUFACTURER

209

American Safety Equipment Corporation

209

Irvin Industries



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE THURSDAY
April 19, 1973

NHTSA -- 38-73 (PF)
Tel. 202-426-9550

The Department of Transportation today reaffirmed its decision to require automobile manufacturers to install seat belt interlock systems in most 1974 passenger cars. A car equipped with an interlock system cannot be started unless the belts in the system are fastened after the occupants are seated.

Federal Motor Vehicle Safety Standard No. 208 currently requires motor vehicle manufacturers to provide a seat belt interlock system in cars manufactured after August 15, 1973. The National Highway Traffic Safety Administration-(NHTSA) has decided to retain this requirement essentially intact and to deny petitions by several manufacturers requesting an additional seat belt option that would not require the interlock feature.

In a notice of proposed rulemaking announcing this decision, the NHTSA proposes, however, to issue several amendments to Standard No. 208, dealing with injury criteria, interlock requirements for the center front seating position, and an alternative interlock system.

The interlock belts had been required to protect occupants from excessive forces in a 30 mph barrier crash, as measured by instrumented test dummies. The NHTSA proposes to delete these protection requirements, in accordance with a ruling by the United States Court of Appeals for the Sixth Circuit.

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Present requirements also call for interlock systems at all front seating positions. After considering the benefits of the interlock system at each of the front positions, the NHTSA has tentatively concluded that the removal of the center position from the system will increase the reliability of the system, and will have a relatively small effect on seat belt usage, due to the low occupancy of that position. The Safety Agency therefore proposes to delete the interlock requirement but retain the warning system requirement on the belt for the center position.

Another proposed amendment is the addition of an alternative interlock system that while permitting the engine to start, would prevent the vehicle from moving under its own power until the occupants operate the belts in the correct sequence.

Interested parties are invited to submit comments on the proposal to the National Highway Traffic Safety Administration no later than May 23.

The proposed effective date for the amendments is August 15, 1973.

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78756

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

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