



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY P.M.  
May 1, 1973

NHTSA -- 40-73  
Tel. 202-426-9550

The Department of Transportation announced today that the Delta Tire Corporation has agreed to recall approximately 6,000 Delta Super Wide Tread tires, size G70-14, which failed to meet certain performance requirements of Federal Motor Vehicle Safety Standard No. 109. The tires being recalled were manufactured for Delta by the Uniroyal Tire Company in its Eau Claire, Wisconsin, plant, in February 1970, and bear the letters "YN" in the middle of the serial number.

In addition, Uniroyal has agreed to pay \$5,000 in compromise of a civil penalty claim, for manufacturing tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

Tests conducted for the National Highway Traffic Safety Administration (NHTSA) showed that two out of seven tires failed the endurance requirements, and three out of five tires failed the high speed requirements.

Owners of G70-14 Delta Super Wide Tread tires containing serial numbers with the letters "YN" are urged to contact their Delta dealers and have the tires replaced.

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

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE WEDNESDAY P.M.  
May 2, 1973

NHTSA -- 41-73  
Tel. 202-426-9550

The Department of Transportation announced today that SAAB-Scania has agreed to pay \$20,000 in compromise of a civil penalty claim against the firm for manufacturing, importing and offering for sale SAAB models 95 and 96 station wagons in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

The Department said the automobiles failed to comply with the provisions of Federal Motor Vehicle Safety Standard No. 212 "Windshield Mounting." The standard requires that 75 percent of the windshield be retained in its frame when the vehicle is subjected to a 30 mph barrier crash test.

Tests conducted for the National Highway Traffic Safety Administration (NHTSA) showed that the SAAB 95 model failed when only 67 percent of the windshield was retained. A subsequent crash test resulted in a total ejection of the windshield.

SAAB previously conducted a recall campaign for the 12,000 Model 95 and 96 vehicles involved. The vehicles were manufactured and sold in the United States between January 1970 and November 1972.

The safety agency has informed 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 RELEASE THURSDAY A.M.  
May 3, 1973

NHTSA - 43-73 (GLW)  
Tele. (202)426-0670

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a warning to new car owners and purchasers today, in an effort to halt a dangerous practice described as "threatening the safety of all motorists."

The Department said it has received numerous reports of undersized tires being installed by new car dealers when purchasers request a substitute set of tires for those supplied by the auto manufacturer. Undersized tires could result in premature tire failures and dangerous blowouts.

The fault lies, the Department said, with either unknowledgeable car dealers or a few unscrupulous dealers, but either way, the threat is serious and poses a hazard to motorists.

James E. Wilson, Acting NHTSA Administrator, said "the consumer risks his life by failing to check the set of tires he receives as a replacement for the auto manufacturer's original set. The result costs him money in auto performance and possibly costly tire failures which can affect the safety of the owner and all motorists who share the highway with him."

The Safety Agency said it sees no threat to safety in a new car owner's request for tires he might prefer to the brands supplied by the manufacturer -- but stressed that the owner make sure his replacement tires fully meet the manufacturer's specifications which can be found in every new car owner's manual and a placard usually located in the glove compartment.

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The Department noted that automobile dealers are violating Federal safety laws if they substitute inadequate tires before selling a particular vehicle off the showroom floor. "Dealers can be penalized for this," the Department said, "whether the violation is an innocent error or price gouging -- by switching to undersized tires to cheat the public and to circumvent standards which President Nixon considers critical to public safety."

The NHTSA strongly urges all current owners and prospective new car purchasers -- if they have substituted or intend to substitute tires for those supplied by the manufacturer -- to check their replacement tires against the auto manufacturer's tire specifications.

The Federal agency's warning to dealers is equally clear -- to make sure, under the threat of civil penalties and other sanctions, that substitute tires are at least the load-carrying equal of the manufacturer's original equipment tires, unless they know that the tires they are substituting have sufficient load-carrying ability to comply with Federal standards.

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DEPARTMENT OF TRANSPORTATION  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE FRIDAY A.M.  
May 4, 1973

NHTSA =- 39-73 (BC)  
Tel. 202-426-9550

Irresponsible drivers are being removed from American highways in ever increasing numbers, through accelerated State use of the National Driver Register (NDR), according to the Department of Transportation.

All of the States, along with the District of Columbia and U.S. Territories, feed driver license revocation and suspension information into the Register, and last year alone this volume totaled more than one million names, for a daily average above 4,000.

In return, during 1972 participating States requested a check on more than 17 million names, of which the Register identified nearly 124,000 "probables" who may have lost their licenses in other jurisdictions. The names were gleaned from the Register's master file stored on 24 reels of magnetic computer tape updated daily. The replies are sent to the States within 24 hours after receipt of the inquiry.

Serving as a clearinghouse for information on driver records, the Register is maintained by the National Highway Traffic Safety Administration (NHTSA) utilizing computer facilities provided by the Federal Highway Administration. It is one of the numerous devices designed to promote highway safety which has been given top priority by President Nixon. State participation in the program is voluntary, and since its establishment in 1961, the Register has recorded the names of almost 3.8 million persons, who have had their driving privileges revoked or suspended by the States. In the same period, the Register has received nearly 111 million inquiries from participating States, resulting in nearly one million probable identifications that warranted further investigation.

Drunk driving accounted for 48 percent of the revocations and suspensions reported last year by the States, while 15 percent were for repeated moving violations, six percent for violations of restrictions, and six percent for speeding.

Approximately 375,000 older records were purged from the file during the year, under procedures that call for the removal of serious violation records after seven years, and those less serious, after five years.

Nineteen States and the District of Columbia use the Register to check both original licensing and license renewals. Twenty-five other States, and Guam check only original applications, while five other States, the Canal Zone and the Virgin Islands check licenses on a nominal or suspicious case basis only.

States are increasing their use of the Register, as evidenced by the 8.6 percent gain in inquiries for 1972, and the 16 percent increase in probable identifications. Virginia, for example, reported that three percent of all new driver license applications last year, were denied largely on the basis of information from the Register. Pennsylvania, likewise, reported that it had denied 3,000 licenses the previous year, after checking with the Register, and Alabama estimated that 90 percent of all its license cancellations, were the result of driving records supplied by the Register.

Meanwhile, NHTSA is conducting an in-depth study to determine the full potential of an improved and expanded Register. All States, Federal Agencies, the military services, and a select group of special survey States are involved in the effort.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE  
May 7, 1973

NHTSA -- 42-73  
Tel. 202-426-9550

The Department of Transportation announced today that the Lee Tire and Rubber Company has agreed to pay \$9,000 in compromise of a civil penalty claim for producing and selling Lee tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966.

The tires are Lee-manufactured Douglas Dynamic Premium 4-ply polyester tires which failed to meet the endurance and high speed requirements of Federal Motor Vehicle Safety Standard No. 109. Six out of eight tires tested for the National Highway Traffic Safety Administration (NHTSA) failed the endurance requirements, and two out of eight tires failed the high speed requirements. The tires were in the 78 series in the 14 and 15 inch sizes, and were produced during the latter part of 1969.

The safety agency has notified the company 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  
May 9, 1973

NHTSA -- 44-73 (HP)  
Tel. 202-426-9550

The Department of Transportation today announced special requirements for publicly or privately owned transit buses that are used for regular service as well as transporting children to and from school.

In a notice amending Highway Safety Program Standard No. 17, Pupil Transportation Safety, the Department said such buses may be painted a color other than school bus yellow. But when they are carrying children on special school routes, they must be equipped with signs that identify the vehicles as school buses.

Such buses also will be required to have the 4 or 8 light signal lamps, except in communities which specifically prohibit their use, and meet certain mirror requirements. These buses will be required to meet all other provisions of the Standard including the one that prohibits standees.

Standard No. 17, developed by the Department's National Highway Traffic Safety Administration, was issued in May 1972. It is designed to improve State programs for transporting pupils safely by setting guidelines for proper and safe equipment; maintenance of equipment; selection, training and supervision of drivers and maintenance personnel; and uniformity in appearance of school vehicles.

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The Standard calls for States to establish regulations requiring that school vehicles carrying 16 or more passengers and used to transport school children and school personnel, exclusively, be painted yellow and meet other equipment and identification requirements.

Today's notice requires transit buses used for regular service as well as special school route service to be equipped with temporary signs, located conspicuously on the front and back of the vehicle. The sign on the front must have the words "School Bus" printed in black letters not less than six inches high, on a background painted school bus glossy yellow. The sign on the rear must be at least 10 square feet in size and be painted the same color, and have the words "School Bus" printed in black letters not less than eight inches high.

The amendment is effective 30 days from the date of publication in the Federal Register.

The Safety Agency said it will continue a research and analysis program to review the comparative safety records of both transit and non-transit vehicles, operating with and without school vehicle identification and equipment.

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DEPARTMENT OF  
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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY  
May 15, 1973

NHTSA -- 45-73 (GLW)  
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY AND AUDIT CASES REPORT

MARCH 1973

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular monthly Defect Investigatory and Audit Cases Report today, listing all new investigations and audits opened and all investigations and audits terminated by the Federal safety agency during the month of March.

The report series was initiated earlier this year to provide American consumers with the earliest possible warning of safety-related problems in automobiles. The reports also provide to consumer and auto manufacturer, alike, prompt notice of NHTSA findings when official investigations or audits have been completed.

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

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Reporting Period: March 1973

SAFETY RELATED DEFECT INVESTIGATORY AND AUDIT CASES  
OPENED THIS REPORTING PERIOD

None

SAFETY RELATED DEFECT INVESTIGATORY AND AUDIT CASES  
TERMINATED THIS REPORTING PERIOD

Audit Cases: An "Audit" is the NHTSA's procedure in which, following a manufacturer's defect notification campaign, the manufacturer's procedures as to owner notification and defect remedy are verified as in compliance with Federal regulations. The procedure generally consists of "spot-checking" over a period of time to assure adherence to the law and to measure the effectiveness of a defect campaign.

CASE NUMBER: A2-01  
MANUFACTURER: International Harvester Company  
MAKE: IHC  
MODEL: 183 RE Chassis  
YEAR(S): 1962 - 1971  
COMPONENT: Power Steering Hose  
POSSIBLE PROBLEMS: Heat from exhaust manifold can deteriorate hoses, causing fluid leakage, resulting in fire hazard

CONCLUSIONS: Facts developed during this audit have activated the manufacturer in completing recall campaigns.

CASE NUMBER: C2-18  
MANUFACTURER: Rockwell-Standard Company  
MAKE: Various  
MODEL: Various  
YEAR(S): 1970 - 1971  
COMPONENT: Front Axle Hub  
POSSIBLE PROBLEMS: Failure of front axle hub may result in loss of vehicle control

CONCLUSIONS: Results reveal all known users of suspect hub have received proper notification.

CASE NUMBER: C2-38  
MANUFACTURER: Webb Wheel Division  
MAKE: Various  
MODEL: Various, 20" Wheel Model 6520  
YEAR(S): Various  
COMPONENT: Wheel  
POSSIBLE PROBLEMS: Cracking around wheel studs may cause failure of wheel, resulting in loss of vehicle control

CONCLUSIONS: Investigation reveals all known users of Webb wheel involved in this recall have received proper notification.

CASE NUMBER: C2-55  
MANUFACTURER: Open Road Industries, Incorporated  
MAKE: Chevrolet 350 Chassis  
MODEL: 24' Motor Home  
YEAR: N/A  
COMPONENT: Front Suspension  
POSSIBLE PROBLEMS: Poor weight distribution may cause suspension failures in motor homes

CONCLUSIONS: Results of investigation prompted the issue of a safety recall notification to correct this condition.

CASE NUMBER: A3-01  
MANUFACTURER: Perley A. Thomas Car Works, Incorporated  
MAKE: International Harvester Company Chassis  
MODEL: 1603/1703/1803  
YEAR(S): N/A  
COMPONENT: Hydraulic Brake Line  
POSSIBLE PROBLEMS: Contacting of hydraulic brake line by body mounting bracket could lead to loss of brake fluid, resulting in loss of braking capabilities.

CONCLUSIONS: Audit results indicated that the new body mounting bracket with beveled cut-off is an acceptable design.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
May 17, 1973

NHTSA --46-73  
Tel. 202-426-9550

Secretary of Transportation Claude S. Brinegar headed a delegation of government and auto industry representatives present in Phoenix, Arizona today, to witness a 50 mile per hour test crash of an Experimental Safety Vehicle (ESV) produced by the Ford Motor Company.

The prototype safety car is the second delivered by the manufacturer to the Department's National Highway Traffic Safety Administration (NHTSA) under a token one dollar development contract. The first Ford ESV was successfully crash tested at the Dynamic Science Corporation facility, near Phoenix, on April 12th. Initial analysis indicates that the vehicle met the crash worthiness design criteria required by NHTSA, and the five test dummies appear to have survived.

"The combined talents of many of the finest automotive engineering brains have contributed to the success of the ESV Program," the Secretary said. "And certainly, the Ford Motor Company has upheld this proud tradition in what you see before you today. I can not guarantee the final outcome of today's actual test, but I am sure this Ford vehicle will justify our faith that it is indeed possible to build a forgiving car . . . one that will not cost your life for an innocent mistake."

Final analysis of the technical data acquired from today's barrier test will conclude 18 months of actual testing on 10 ESVs. These were manufactured by Fairchild Industries (2), AMF Incorporated (2), General Motors

Corporation (4), and the Ford Motor Company (2). GMC also produced and delivered ESVs under a one dollar contract while the Fairchild and AMF contracts were valued at a total of approximately \$8 million. In addition NHTSA has conducted a car-to-car crash with a Fiat ESV.

This campaign to design a safer car is international in scope, and it is estimated that the world-wide automobile industry has invested nearly \$100 million in a cooperative effort to reduce traffic deaths and injuries. Foreign participation can be credited directly to President Nixon and the negotiation of bilateral agreements with every North Atlantic Treaty Organization ally having a major automobile manufacturing company. ESV agreements have been signed with The Federal Republic of Germany, Italy, France, and the United Kingdom, in addition to the non-Nato countries of Japan and Sweden. Under these agreements, the signatory Governments are sponsoring the development of primarily compact and subcompact size ESVs to complement the U. S. work on the standard and intermediate size vehicles. The agreements call for a free interchange of data and technology. This is accomplished on a continuous basis, and through a series of international ESV meetings which have been held in Paris, France (Jan., 1971); Stuttgart, Germany (Oct., 1971); Washington, D.C., U.S.A. (May, 1972) and Kyoto, Japan (Mar., 1973).

The roster of internationally recognized industry names participating in the ESV Program includes General Motors, Daimler-Benz, Ford, Fiat, Chrysler, Volkswagen, Opel, Renault, British Leyland, Citroen, Saab, Toyota, BMW, Nissan, Volvo, Fairchild Industries, AMF, Inc., Peugeot, Honda and Alfa-Romeo.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
May 18, 1973

NHTSA -- 48-73 (PF)  
Tel. 202-426-9550

The Department of Transportation has announced a number of technical amendments to Federal Motor Vehicle Safety Standard No. 105a, which specifies requirements for hydraulic service brakes and associated parking brake systems. The amendments are a result of petitions for reconsideration by a number of vehicle and equipment manufacturers.

Issued by the National Highway Traffic Safety Administration, the amendments deal with required stopping distances and pedal control forces, inoperative power units, fade and recovery requirements, water recovery, spike stops, parking brake systems, indicator lamps, reservoirs, and certain test conditions and procedures. A one year extension to September 1, 1975 had been announced previously.

A major feature of the amendments is a slight increase in maximum allowable stopping distances in test speeds; an example is the second effectiveness test where the 60 mph stopping distance for passenger cars at Gross Vehicle Weight Rating (GVWR) will be 204 feet rather than 194 feet. Another change is to have a uniform brake force application range of 15 to 150 pounds for all stops that must be made within required stopping distances.

Requirements for parking brake system tests will remain substantially as adopted in the original standard.

The standard will apply to passenger cars, multi-purpose passenger vehicles, trucks, and buses equipped with hydraulic service brake systems.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
May 21, 1973

NHTSA -- 49-73 (PF)  
Tel. 303-426-9550

The Department of Transportation has cancelled provisions which exempt motor vehicles weighing 1,000 pounds or less from compliance with Federal Motor Vehicle Safety Standards. The new ruling applies to all such motor vehicles.

In announcing the ruling, officials of the National Highway Traffic Safety Administration (NHTSA) said that manufacturers of lightweight vehicles have the option of petitioning for amendments to any standard they feel impracticable or inappropriate for their vehicles. Eligible manufacturers may also apply for temporary exemption from one or more standards.

The new provisions for lightweight vehicles will become effective on January 1, 1974.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
Wednesday, May 23, 1973

NHTSA 50-73 (PF)  
Tel. 202-426-9550

Tire manufacturers, and other interested parties, will have an additional four months to comment on the Department of Transportation's proposed Consumer Information Regulation dealing with Uniform Tire Quality Grading. The proposal, which was published in March of this year, would require tire manufacturers to grade and label their products in the areas of treadwear, traction, and high speed performance.

Officials at the National Highway Traffic Safety Administration (NHTSA) said that the comment period has been extended from June 4, 1973, to October 5, 1973. This ruling is based on the petitions of a number of interested parties and trade associations. The petitioners argued that additional comment time is necessary to obtain and test control tires, and to enable the industry to base comments on results obtained by performing the tests proposed in the regulation.

The Safety Agency said that it plans to issue some minor amendments to the proposal in the near future. It also pointed out that the extension of the comment period is not expected to result in any extension of the regulation's proposed effective date of September 1, 1974.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
May 25, 1973

NHTSA -- 47-73 (RC)  
Tel. 202-426-9550

President Nixon has appointed 11 new members to the National Highway Safety Advisory Committee of the Department of Transportation. They will attend their first meeting May 24-25 in Washington, D.C. and be welcomed by Secretary Claude S. Brinegar.

The Advisory Committee is composed of 35 members representing State and local governments, including State legislatures, along with public and private interests active in highway safety, as well as research scientists and other experts in this field. The role of the group is to advise and consult with the Secretary on Federal standards for State and community highway safety programs.

The new members whose terms expire March 1976 are:

Douglas N. Avery, Executive Vice President, Ohio Association of Insurance Agents, Inc., Columbus, Ohio.

Joseph A. Bosco, Counsel for the law offices of vom Baur, Coburn, Simmons & Turtle, Washington, D.C., and previously Special Assistant to the former Secretary of Transportation, John A. Volpe.

- more -

Eugene Cafiero, Group Vice President North-American Automotive, Chrysler Corporation, Detroit, Michigan.

Gilbert E. Carmichael, President, Carmichael Volkswagen, Meridian, Mississippi.

William F. Cellini, Executive Director, Illinois Asphalt Paving Association, Springfield, Illinois, and former Secretary of Transportation for the State of Illinois.

William Henry Getty France, President, International Speedway Corporation, Daytona Beach, Florida.

Frank P. Middleton, President, Standard Insurance Agency, Phoenix, Arizona.

Joseph W. Morgan, Vice President, International Brotherhood of Teamsters, Dallas, Texas.

Sam Nakis, Chairman of the Board, Kex Products, an automotive parts manufacturer, of Hazelwood, Missouri.

Walter Pudinsky, Commissioner, California Highway Patrol, Sacramento, California.

Joseph I. Woods, Commissioner, Cook County Board of Commissioners, Chicago, Illinois.

The Highway Safety Act of 1966 called for the formation of the National Highway Safety Advisory Committee, which is presently chaired by the Acting Under Secretary of Transportation, John W. Barnum. Last year, the committee made several important recommendations concerning revisions of the highway safety program standards, and evaluation of State efforts to implement the standards. In addition, the Committee sponsored regional conferences designed to foster public support for National Highway Traffic Safety Administration programs.

The new Advisory Committee members replace those whose terms have expired, including Dr. James E. Aaron; Mr. Forrest C. Braden; Mr. John E. Everroad; Judge Sherman G. Finesilver; Mr. Daumants Hazners; Mr. Elmer Huntley; Mr. Thomas C. Morrill; Dr. Sandor Popovics; Mr. Gordon M. Scherer; Mr. Joe R. Seacrest, and Mr. Harold W. Sullivan.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
June 7, 1973

NHTSA 53-73 (PF)  
Tel. 202-426-9550

The Department of Transportation has proposed a number of technical amendments to Federal Motor Vehicle Safety Standard No. 121, which establishes performance and equipment requirements for braking systems on vehicles equipped with air brake systems. The amendments are a result of petitions by a number of vehicle and equipment manufacturers, and by some trade associations.

The proposed amendments were written by the National Highway Traffic Safety Administration (NHTSA). One of the proposals would delete the automatic parking brake as an optional means of providing emergency braking. It would also require all vehicles to be equipped with secondary brakes that can be regulated by the driver.

The proposal also deals with testing procedures for the air brake systems of truck-tractors. It calls for truck-tractors to be tested in their loaded condition with trailers, rather than with weights on the bed of the trucks.

Interested parties are invited to submit comments on the proposal. Comments should be received no later than July 16, 1973, and be addressed to Docket Section, National Highway Traffic Safety Administration, Room 5221, 400 Seventh Street S.W., Washington, D.C. 20590.

The proposed effective date of the amendment is September 1, 1974.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE

June 7, 1973

NHTSA -- 54-73 (HP)

Tel. 202-426-9550

Describing the action as a "substantial contribution to highway safety," Secretary of Transportation Claude S. Brinegar today commended the Commonwealth of Puerto Rico for the adoption of two laws that will require the mandatory use of safety belts in all 1965 or later motor vehicles starting January 1, 1974.

"We consider this decisive action by Puerto Rico to be a significant breakthrough in the continued battle to reduce the highway death and injury toll, which last year reached tragic proportions," the Secretary said in a telegram to Puerto Rican Governor Rafael Hernandez Colon.

"We fervently hope that this action will result in a substantial contribution to highway safety and will spur the 50 States across our great Nation to accelerate their considerations and enactment of safety belt usage laws."

In 1972, the Department of Transportation proposed a revision of the highway safety program standards calling for the States to enact laws that would require the mandatory use of safety belts. To date, legislation requiring the use of safety belts has either been introduced or is being considered for introduction in 32 States.

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Governor Hernandez signed two motor vehicle safety belt bills on May 31, 1973, one of which makes the use of existing safety belts mandatory in all vehicles manufactured after 1965. Mandatory use of lap belts is required in 1965 through 1967 model vehicles, while a combination of lap and shoulder belts is required to be worn by a driver and his passengers in 1968 or later vehicles. The drivers of commercial vehicles, such as buses and trucks, are required to use their belts starting with the 1971 model vehicle.

The penalty for non-use will not be less than \$10 nor more than \$25. A companion bill signed by Governor Hernandez requires owners of 1965 through 1967 model vehicles that do not have lap belts to retrofit their vehicles with the safety device. Owners of 1968 or later models whose vehicles are not equipped with lap belts and shoulder harnesses will be required to install them in their cars.

Only vehicle models 1964 or older are exempt from the provisions of the laws but the Puerto Rican Secretary of Transportation has the authority to grant other exemptions.

The National Highway Traffic Safety Administration (NHTSA) says the life-saving and injury-reducing potential of safety belts has been demonstrated on numerous occasions. Unfortunately, the anticipated benefits of safety belts have not been realized because more than 90 percent of all motor vehicle occupants fail to wear both lap and shoulder belts, when available, and 75 to 80 percent fail to wear even the lap belts, when available. As a result, in thousands of crashes each year, many people are needlessly endangered, injured, or killed.

The NHTSA estimates that full belt utilization could save at least 5,000 to 10,000 lives annually and prevent many more serious injuries. In 1972, an estimated 57,000 were killed in highway crashes.

A reduction of 20 percent in highway fatalities has been reported in all of the States of Australia, which have laws requiring the mandatory use of safety belts.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY  
June 11, 1973

NHTSA -- 52-73 (GLW)  
Tel. 202-426-0670

### MONTHLY DEFECT INVESTIGATORY AND AUDIT CASES REPORT

APRIL 1973

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular monthly Defect Investigatory and Audit Cases Report today, listing all new investigations and audits opened and all investigations and audits terminated by the Federal safety agency during the month of April.

The report series was initiated earlier this year to provide American consumers with the earliest possible warning of safety-related problems in automobiles. The reports also provide to consumer and auto manufacturer, alike, prompt notice of NHTSA findings when official investigations or audits have been completed.

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

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Reporting Period: April 1973

SAFETY RELATED DEFECT INVESTIGATORY AND AUDIT CASES  
OPENED THIS REPORTING PERIOD

Audit Cases: An "Audit" is the NHTSA's procedure in which, following a manufacturer's defect notification campaign, the manufacturer's procedures as to owner notification and defect remedy are verified as in compliance with Federal regulations. The procedure generally consists of "spot-checking" over a period of time to assure adherence to the law and to measure the effectiveness of a defect campaign.

CASE NUMBER: C3-32  
 MANUFACTURER: Chrysler Corporation  
 MAKE: Dodge  
 MODEL: Polara  
 YEAR(S): 1972  
 COMPONENT: Ball Joint  
 POSSIBLE PROBLEMS: Separation of ball joint at steering knuckle  
 due to retention ring failure

CASE NUMBER: C3-33  
 MANUFACTURER: Ford Motor Company  
 MAKE: Mercury  
 MODEL: Capri  
 YEAR(S): 1971 - 1972  
 COMPONENT: Seat Belt/Seat Latch  
 POSSIBLE PROBLEMS: Right and left inboard seat belt abrasion by  
 seat latch mechanism

SAFETY RELATED DEFECT INVESTIGATORY AND AUDIT CASES  
TERMINATED THIS REPORTING PERIOD

None

The full listing of all Investigatory and Audit Cases in progress is available for \$.25 per xerox page, or \$.50 per full listing on microfiche, from Technical Reference Room, NHTSA, 400 7th St.- S.W., Washington, D.C. 20590.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY  
June 15, 1973

NHTSA 56-73 (PF)  
Tel. 202-426-9550

Manufacturers of motor vehicles and motor vehicle equipment, other than tires, may be required to use an identification code, in order to fulfill their identification, certification and labeling responsibilities.

In a Notice of Proposed Rulemaking, written by the National Highway Traffic Safety Administration (NHTSA), the Safety Agency proposes an organized code numbering system of identification to increase the ease and uniformity of labeling regulated equipment. Such a code would be more suitable for computer applications, and would aid the retrieval of identification data for defect notification.

The proposed code would consist of one letter and four non-significant numbers. Each manufacturer would make written application for such code numbers to the Associate Administrator, Motor Vehicle Programs, National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. Code numbers would be assigned in order of applications received.

Interested parties are invited to submit comments on the proposal no later than September 7, 1973, and should be addressed to the Docket Section, National Highway Traffic Safety Administration.

The proposed effective date for this rule making is September 1, 1974.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
June 15, 1973

NHTSA --59=73 (PF)  
Tel. 202-426-9550

The Department of Transportation announced today that Rose Manufacturing Company, of Denver, Colorado, has issued a defect notification on a certain number of childrens' harnesses used in motor vehicles. The models in question were manufactured for Sears, Roebuck and Company.

Tests conducted for the National Highway Traffic Safety Administration (NHTSA) indicated non-compliance with the requirements of Federal Motor Vehicle Safety Standard No. 209 "Seat Belt Assemblies." Harnesses manufactured between April 15, 1971 and June 30, 1971, showed that the slide adjuster portion contained vertical strap buckles with incorrectly threaded slide adjusters. In addition, on units manufactured prior to July 1972, the hook portion of the "child-proof" snap buckles which connect the pelvic and torso webbing around the child were made of aluminum. This caused the harness to fail the requirements of the standard. In July of 1972, fabrication of these hooks was changed to stainless steel.

Owners of defective harnesses are encouraged to contact Rose Manufacturing Company, 2700 East Barberrry Place, Denver, Colorado, 80204. The company will provide prompt assistance in the event a unit needs rethreading, or in supplying a replacement hook fabricated out of stainless steel.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
June 20, 1973

NHTSA -- 55-73(RC)  
Tel. 202-426-9550

States should create a new lower court system to handle the bulk of minor traffic offenses which now clog traffic court calendars across the Nation, according to a special report submitted by the National Highway Safety Advisory Committee to the Department of Transportation.

Prepared by a Committee task force, the 40 page report underscores the need to make the traffic court system more efficient and effective in improving highway safety. The recommendations adopted by the Committee should "chart the future direction that traffic adjudication should take nationally" to improve the system, a letter of transmittal to the Committee stated.

As presently constituted, the report stated, the system of traffic case processing is "beset by many problems and has proved to be less than ideal," in improving traffic safety. As an example of one of the many failings of the system, the report cited a failure to single out the problem driver from the average traffic offender.

On the basis of a series of nationwide meetings, a study of all research on the matter and an extensive review of the present traffic court system, including innovations in Florida, Virginia, California and particularly New York, which has adopted an Administrative Adjudication Program, and findings of other commissions studying lower court reform, the task force made these additional recommendations:

- Expand the traffic court process to give equal importance to adjudication and the promotion of highway safety.
- Reclassify all but the most serious traffic offenses from the categories of criminal felonies and misdemeanors to a newly created third level of offenses known as "Traffic Infractions."
- Modernize and update the traffic offense processes through the use of new record keeping, storage, retrieval and dissemination methods.
- Simplify the administrative handling procedures for "Traffic Infraction" cases.
- Concentrate more heavily on improvements to highway safety by better identification of problem drivers, assignment of them to driver improvement programs, and close monitoring of the results.

Members of the special ad hoc task force which compiled the report include Federal District Court Judge Sherman G. Finesilver, the task force chairman, of Colorado; Vincent Paul Brevetti, attorney, Forest Hills, New York; Joel K. Gustafson, attorney, Fort Lauderdale, Florida; Justice Henry F. McQuade, Idaho Supreme Court, Boise, Idaho; Gordon M. Scherer, attorney, Cincinnati, Ohio; Joseph R. Seacrest, Executive Editor of The Lincoln Journal, Lincoln, Nebraska; and Paul J. Sullivan, Assistant District Attorney, Philadelphia, Pennsylvania.

James Wilson, Associate Administrator for Traffic Safety Programs, of the National Highway Traffic Safety Administration, cited the report as being thorough and comprehensive. Its recommendations, he said, will be taken under immediate study.

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION

Washington, D.C. 20590

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
June 21, 1973

NHTSA -- 60-73  
Tel. 202-426-9550

The Department of Transportation announced today that General Tire and Rubber Company 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.

The Department's National Highway Traffic Safety Administration (NHTSA) said that 7 out of 20 "Winter Cleat Radan" tires it had tested failed endurance tests, while 5 out of 20 failed high speed tests, as set forth in Federal Motor Vehicle Safety Standard No. 109, "New Pneumatic Tires."

Endurance failures were recorded in sizes 185R14, 195R14, and 205R15 tires, and high speed failures in sizes 185R14 and 195R14 tires. Upon receipt of NHTSA failure reports, the company recalled 1,350 of the tires in the field, and withheld from sale 1,065 stored in warehouses.

The company has been informed that the file in this matter is being closed.

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78938



# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE FRIDAY  
June 22, 1973

NHTSA -- 58-73 (HP)  
Tel. 202-426-9550

Secretary of Transportation Claude E. Brinegar has announced the appointment of five new members to the National Motor Vehicle Safety Advisory Council. Two other members were reappointed.

The Council is an advisory group created by the National Traffic and Motor Vehicle Safety Act of 1966 to consult with the Secretary in the development of Federal motor vehicle safety standards. Its members represent a cross-section of the vehicle industry and the public.

The newly appointed members, for terms expiring December 31, 1975, are:

Mr. Eugene Goss, Harlan, Kentucky, attorney, Goss, Forrester & Emerson.

Mr. Arthur R. Railton, Englewood Cliffs, New Jersey, Vice President-Corporate Relations, Volkswagen of America.

Mr. Gordon M. Scherer, Cincinnati, Ohio, attorney, Scherer, Schneider & Scherer, and a former Ohio State legislator.

Mr. L. E. Thomas, Panama City, Florida, President, Thomas Chevrolet.

Mr. Lou von Witte, Philadelphia, President, Becker Autoradio, U.S.A., Inc., an auto equipment importer.

The two members reappointed to the Council, for terms expiring December 31, 1975, are:

Dr. John D. States, Rochester, New York, Associate Clinical Professor-Orthopedic Surgeon, Rochester School of Medicine and leader, Rochester Multi-Disciplinary Accident Investigation Team.

Mr. Ivan J. Wagar, Newport Beach, California, Associate Publisher, CYCLE WORLD.

The Advisory Council, chaired by Mr. Judson B. Branch, Chairman of the Executive Committee of Allstate Insurance Company, will hold its Second International Congress on Automotive Safety with the theme of "Motorcycle and Recreational Vehicle Safety" at the St. Francis Hotel, San Francisco, July 16-18.

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78934

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION

Washington, D.C. 20590

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE  
June 25, 1973-----

NHTSA -- 62-73 (PF)  
Tel. 202-426-9550

The Department of Transportation said today that large numbers of recreational vehicles being operated on the roads are loaded beyond their suspension system capacities.

In announcing the results of the first part of a comprehensive "on-the-spot" survey, the Department's National Highway Traffic Safety Administration (NHTSA) said that its initial findings were based on an examination of 833 pickup trucks carrying camper bodies, and 214 motor homes. The survey was conducted during the last six months of 1971 at six different recreational sites, from Shenandoah, Virginia, to Lake Mead, Nevada, and, in total, included the weighing of some 8,800 recreational vehicles of all types.

The pickup-camper and motor home survey disclosed problems with vehicle load ratings, load distributions, and instructions to vehicle owners. The survey showed that:

- o Up to 79 per cent of the truck-camper combinations were furnished with only one overall gross vehicle rating figure, instead of individual front and rear end suspension rating figures.
- o Seventy-one per cent of the truck-camper combination owners did not have proper weighing instructions.
- o Sixty-three per cent of the truck-camper combinations were found to be loaded in excess of the strength capacities of their rear suspensions.

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- o Fifty-three per cent of the truck-camper combination buyers did not have proper instructions concerning bleeding of air from tires when hot.
- o Up to 44 per cent of the truck-camper combinations were delivered with erroneous or ambiguous rating plates which overstate the capacity of their suspension components.
- o Forty-three per cent of the motor homes were delivered to buyers with front suspensions whose strength capacities were exceeded by the weight of the vehicle's front ends plus the weight of occupants in the two front seats.
- o Sixty-seven per cent of the rear tires on pickup trucks carrying campers had inflation pressures less than the maximum levels recommended by the Tire and Rim Association.
- o Fifty-four per cent of the motor homes had front end loads in excess of the strength capacities of their front suspensions.
- o Twenty-seven per cent of the motor homes had rear end loads in excess of the strength capacities of their rear suspensions.
- o Sixty-five per cent of the motor home tires, front and rear had inflation pressures less than the maximum levels recommended by the Tire and Rim Association.

NHTSA officials have asked truck and motor home manufacturers to study the results of the survey and submit to the safety agency, as soon as possible, plans to correct problems in all their vehicles similar to those examined during the survey. Firms not covered by the survey, and firms now entering the growing recreational vehicle industry are urged to consider the results of this study, and to participate in the agency's invitation to submit corrective plans for any problems disclosed. In addition, the NHTSA is advising each of the owners who participated in the survey of the individual problems regarding his vehicle.

NHTSA has issued certification regulations requiring motor vehicles including cars, trucks, trailers and multipurpose passenger vehicles manufactured after January 1, 1972, to have a label indicating the gross vehicle weight rating and the axle rating for each axle. The

responsibility is also assigned for vehicles manufactured in two or more stages. Also after April 1, 1973, truck manufacturers must indicate the allowable zone for the center of gravity for cargo loads and after October 1, 1973, slide-in camper manufacturers must specify the fore and aft center of gravity range for each of their campers. These will allow a dealer or purchaser to intelligently match a slide-in camper and truck.

Owners of recreational vehicles are urged to weigh their loaded truck-camper combinations or motor homes on vehicle scales periodically to insure that each vehicle's empty weight, plus cargo and occupant weight, is at all times less than the gross vehicle weight rating. Owners are also urged to adjust tire pressure only when the tires are cold, and not to bleed air when pressure rises after use on the highway.

NHTSA officials also said that results of three other surveys, dealing with travel trailers, camper trailers, and vehicles towing trailers, would be released at a later date.

Complete results of the truck-camper and motor home surveys, and of the instructions sent to the manufacturers, are on public file, and may be examined at the NHTSA Technical Reference Library, Room 5108, 400 Seventh Street, S.W., Washington, D.C.

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DEPARTMENT OF  
TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY A.M.  
June 29, 1973

NHTSA -- 61-73 (GLW)  
Tel. 202-4260670

MONTHLY DEFECT INVESTIGATORY AND AUDIT CASES REPORT

MAY 1973

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular monthly Defect Investigatory and Audit Cases Report today, listing all new investigations and audits terminated by the Federal safety agency during the month of May.

The report series was initiated earlier this year to provide American consumers with the earliest possible warning of safety-related problems in automobiles. The reports also provide to consumer and auto manufacturers, alike, prompt notice of NHTSA findings when official investigations or audits have been completed.

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Reporting Period: May 1973

SAFETY RELATED DEFECT INVESTIGATORY AND AUDIT CASES  
OPENED THIS REPORTING PERIOD

Audit Cases: An "Audit" is the NHTSA's procedure in which, following a manufacturer's defect notification campaign, the manufacturer's procedures as to owner notification and defect remedy are verified as in compliance with Federal regulations. The procedure generally consists of "spot-checking" over a period of time to assure adherence to the law and to measure the effectiveness of a defect campaign.

CASE NUMBER: C3-34  
 MANUFACTURER: General Motors Corporation  
 MAKE: Chevrolet  
 MODEL: Series 10 Truck  
 YEAR(S): 1966 - 1971  
 COMPONENT: Rear Axle Control Arm  
 POSSIBLE PROBLEM: Cracking and splitting at welds

CASE NUMBER: C3-35  
 MANUFACTURER: International Harvester  
 MAKE: IHC  
 MODEL: Travelall 110 4x4  
 YEAR(S): 1972 - 1973  
 COMPONENT: Steering Arm Ball  
 POSSIBLE PROBLEM: Variable tolerance at ball stud area causes vehicle to swerve upon braking action

CASE NUMBER: C3-36  
 MANUFACTURER: Rectrans, Inc.  
 MAKE: Rectrans  
 MODEL: Discoverer 22 Motorhome  
 YEAR(S): 1973  
 COMPONENT: Windshield Wiper Arm and Shaft  
 POSSIBLE PROBLEM: Misalignment of wiper motor and linkage allows disengagement of arms

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CASE NUMBER: C3-37  
 MANUFACTURER: Bayerische Motern Werke (BMW)  
 MAKE: BMW  
 MODEL: BMW 2002, 2002A, 2002 Tii  
 YEAR(S): 1972  
 COMPONENT: Emergency Locking Retractor  
 POSSIBLE PROBLEM: Rotation of seat belt retractor from vertical plane renders system inoperative

Reporting Period: May 1973

SAFETY RELATED DEFECT INVESTIGATORY AND AUDIT CASES  
TERMINATED THIS REPORTING PERIOD

CASE NUMBER: 258.6  
 MANUFACTURER: Ford Motor Company  
 MAKE: Ford  
 MODEL: Station Wagon  
 YEAR(S): 1968  
 COMPONENT: Engine Mounts  
 POSSIBLE PROBLEM: Secondary effects from shearing of engine mounts

CONCLUSIONS: Analysis of data indicates no vehicle control difficulty exists as a result of failure of the left engine mount.

CASE NUMBER: 303  
 MANUFACTURER: Volkswagen of America, Inc.  
 MAKE: VW  
 MODEL: Type II Station Wagon  
 YEAR(S): 1970  
 COMPONENT: Brakes  
 POSSIBLE PROBLEM: Brake fade

CONCLUSIONS: Information developed during the course of this investigation fails to find that the braking performance of this vehicle represents a safety problem.

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CASE NUMBER: C3-16  
 MANUFACTURER: International Harvester  
 MAKE: IHC  
 MODEL: Travelall  
 YEAR(S): 1972  
 COMPONENT: Fuel System  
 POSSIBLE PROBLEM: Routing of flexible fuel line/Spillage of fuel from auxiliary tank

CONCLUSIONS: Facts developed in this investigation have failed to disclose that a safety-related defect exists.

CASE NUMBER: C2-23  
 MANUFACTURER: Mack Trucks, Inc.  
 MAKE: Mack  
 MODEL: RL, RS, FL and FS 1700 Series Tractor  
 YEAR(S): 1969 - 1970  
 COMPONENT: Front Suspension, Saddle Block and U-Bolt  
 POSSIBLE PROBLEM: Breakage

CONCLUSIONS: The possible safety problem addressed by this investigation was found, in fact, not to exist.

CASE NUMBER: A2-36  
 MANUFACTURER: Ford Motor Company  
 MAKE: Ford, Mercury  
 MODEL: Cortina, Capri  
 YEAR(S): 1970, 1971  
 COMPONENT: Steering Wheel  
 POSSIBLE PROBLEM: Separation of the steering wheel from the steering column.

CONCLUSIONS: Facts developed during this audit indicate a completion rate of ninety percent.

Interested persons are invited to review summaries of the agency's conclusions, for terminated cases listed, in the Technical Reference Room, National Highway Traffic Safety Administration, 400 7th Street, S. W., Washington, D. C. 20590. The full listing of all Investigatory and Audit Cases in progress is available for \$.25 per xerox page, or \$.50 per full listing on microfiche from the Technical Reference Room.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
July 9, 1973

NHTSA -- 63-73 (HP)  
Tel. 202-426-9550

A Department of Transportation report released today notes that pupil transportation is many times safer than automobile travel, but says that pupil transportation safety can and should be improved.

The report was prepared by a National Highway Traffic Safety Administration (NHTSA) School Bus Task Force. The study was undertaken to examine the overall school bus safety problem and to develop a plan to improve pupil transportation safety.

Transportation Secretary Claude S. Brinegar termed the report "much-needed and significant, because it puts the subject of school bus safety in a proper perspective. We need to thoroughly examine the report's findings and conclusions and act swiftly to carry out recommendations that will bring about a reduction in school bus deaths and injuries."

Principal findings and conclusions of the study are as follows:

- o 19 million students are transported daily in approximately 260,000 school buses.
- o Approximately 158 school bus-involved fatalities occur annually; approximately half of these are pupils.

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- o Of the estimated 83 annual pupil fatalities in 1971, 17 were pupils on the bus, 33 were pupils run over by bus, and 33 were pupils run over by other vehicles.
- o Approximately 8,200 school bus-involved injuries occur annually and slightly more than 5,000 of these are pupils.
- o While only 20 per cent of pupil fatalities occurred inside the bus in 1971, 93 per cent of the injuries occurred there.
- o Over one-fourth of the bus occupant injuries required the services of an oral surgeon.
- o The school bus injury rate is one injury per eight million passenger miles compared to one injury per one million passenger miles for passenger cars.
- o A user of a school bus is 37 times less likely to be injured than a user of a passenger car.

The task force analyzed a number of in-depth multidisciplinary investigations of school bus accidents which provided information on the cause of accidents and injuries, and possible design modifications needed to improve bus safety. The operational aspects of State safety programs for pupil transportation, including driver training, program administration, uniform State laws, and use of buses for extracurricular activities, also were reviewed.

It is evident from an analysis of the school bus accidents reported that several aspects of school bus design and construction are in need of improvement, the task force report said. These include the vehicle brakes, the structural integrity of the vehicle and the seats.

The School Bus Task Force made these recommendations:

1. A seat standard for buses be expedited. (A notice of proposed rulemaking, Bus Passenger Seating and Crash Protection, was issued in February 1973. The proposed standard would require stronger seats and seat anchorages, seat back impact protection and increased seat back height.)

2. A standard on the strength of structural joints of school buses be published. (NHTSA should follow the recommendation of the National Transportation Safety Board to "...adopt a Federal Motor Vehicle Safety Standard to control the strength of structural joints of school buses.")

3. Current standards on brakes be implemented as soon as possible on school buses. (Body and chassis manufacturers should be persuaded by NHTSA to implement Standard No. 105, Hydraulic Brake Systems, as amended, and Standard No. 121, Air Brake Systems, on school buses before the September 1, 1974, and September 1975 effective dates.)

4. Compliance testing on school buses be performed. (A number of school buses are now being tested for compliance with the 19 Federal standards now in effect for such vehicles.)

5. A school bus safety improvement project be initiated. (The objective of this project is to demonstrate the degree of safety improvement that can be applied to contemporary school buses.)

6. School bus data collection and analysis be required. (Data on school bus accidents are essential to develop effective countermeasures.)

7. A state safety program for pupil transportation be defined and supported by NHTSA. (Highway Safety Program Standard No. 17, issued early in 1972, will help improve the State systems, but additional NHTSA effort and financial support are needed in three critical areas. These are: (a) the development and promotion of a school bus driver selection and training program; (b) the drafting and promotion of model legislation regarding the control of traffic by school buses, and (c) providing technical and financial assistance to States to upgrade the State administration and operation of a pupil transportation system.)

The School Bus Task Force Staff Report, entitled "Pupil Transportation Safety Program Plan," may be obtained from the Government Printing Office for 75 cents a copy.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE 3:00 P.M. EDT  
July 16, 1973

NHTSA -- 65-73 (RC)  
Tel. 202-426-9550

The National Motor Vehicle Safety Advisory Council, U.S. Department of Transportation, today named Sir Arthur Gordon Rylah, of Victoria, Australia, as winner of the Excalibur Award for 1973 for outstanding contributions in the field of automotive safety.

Sir Arthur was specifically cited for his leadership in enactment of the World's first mandatory seat belt usage law in Australia -- an action that has spurred interest in similar safety legislation under consideration by Spain and France. Puerto Rico has adopted such legislation and 32 of the State legislatures have measures pending before them which would make seat belt usage mandatory as recommended by the Transportation Department's National Highway Traffic Safety Administration.

Judson B. Branch, Chairman of the Advisory Council, underscored the significance of Sir Arthur's efforts by noting that passage of similar legislation in the United States could have an "immediate and effective impact in drastically reducing highway fatality and injury statistics." He estimated that enactment of such laws by all the States would result in saving between eight and ten thousand lives annually.

The award was made to Sir Arthur at the Second International Congress on Automotive Safety at the Hotel St. Francis, in San Francisco. Mr. Branch pointed out that a wide range of persons, including ambassadors, Senators, officials of government, consumers and members of industry were considered for the 1973 award for their international achievements. He said that "auto safety is no longer the exclusive property of any one country, and solutions must therefore be sought on a global basis."

A silver broadsword with a hilt bound in gold, thrust into a solid rock of cut crystal, the Excalibur Award, designed by James Houston and created by Steuben Glass, has its origin in the legends of King Arthur. As a young squire Arthur bested the strength of some of the greatest knights by wresting the sword from the stone, to become sovereign of the Britons.

Sir Arthur was responsible for legislation implementing mandatory seat belt usage initially in Victoria, and eventually throughout Australia, while serving as Deputy Premier and Chief Secretary of the State of Victoria. He worked in conjunction with the Ministry and the Joint Select Committee on Road Safety.

The National Motor Vehicle Safety Advisory Council, which is sponsoring the Congress, is a 22 member body established by Congress under the National Traffic and Motor Vehicle Safety Act of 1966 for the purpose of advising the Secretary of Transportation on matters of traffic safety.

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## BIOGRAPHY

Sir Arthur Gordon Rylah

Honored by Her Majesty the Queen in 1965, as a Knight of the Most Excellent Order of the British Empire, Sir Arthur is a native of Kew, Victoria, Australia, where he attended Trinity Grammar School.

After winning Bachelor of Arts and Laws degrees from the University of Melbourne, he served six years in the Australian Imperial Force with duty assignments in Darwin, New Guinea, and New Britain.

For 22 years, Sir Arthur was a member of the Legislative Assembly for Kew, and served as Deputy Premier and Chief Secretary from 1955 to 1971. In addition, he has held the offices of Attorney General of Victoria, and Acting Premier during the Premier's absences abroad.



# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY  
July 18, 1973

NHTSA -- 64-73 (RC)  
Tel. 202-426-9550

The Department of Transportation today announced the selection of Seattle, Washington as the site of the first Federal demonstration project to test the practicability of special lower court or administrative systems to handle the bulk of minor traffic offenses.

The action follows the recent recommendation urging the establishment of such adjudication systems in all States by the National Highway Safety Advisory Committee.

Administered by the Department's National Highway Traffic Safety Administration (NHTSA), the three year \$600,000 contract entitled "Special Adjudication for Enforcement" (SAFE) is designed to demonstrate a variety of non-criminal traffic offense adjudication and driver improvement processes and techniques. It is anticipated that the project will improve deterrence of traffic infractions, cut down repeat violations, and reduce accidents.

NHTSA developed the SAFE program and has submitted proposals for participation to the 50 States, Puerto Rico, and the District of Columbia for consideration of a second demonstration project in Fiscal Year 1974.

Figuring in the selection of Seattle, the Safety Agency said, was the cooperation and coordination between the State's Department of Motor Vehicles and the Seattle Municipal Court, and their joint participation in a successful Alcohol Safety Action Project also funded by NHTSA.

Speaking in support of the SAFE project for Seattle, the presiding Judge of the Municipal Court of Seattle, T. Patrick Corbett said, "...adjudication by a specially trained hearing officer, immediate referral to a driver improvement analyst, schooling beginning shortly after the offense, with license sanctioning--all outside the criminal justice system--should be a most effective way of making the highways more safe."

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**DEPARTMENT OF  
TRANSPORTATION**

**NEWS**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**WASHINGTON, D. C. 20590**

FOR RELEASE THURSDAY  
July 19, 1973

NHTSA == 66-73 (PF)  
Tel. 202-426-9550

The Department of Transportation announced today that the Uniroyal Tire Company has agreed to pay \$80,000 in compromise of a civil penalty claim that it produced tires in violation of the National Traffic and Motor Vehicle Safety Act of 1966. This is the largest civil penalty settlement for violations involving tires in the history of the National Highway Traffic Safety Administration (NHTSA).

The tires involved were nylon glass belted tires manufactured by Uniroyal during 1969 and 1970 under the brand name "Co-Op Hi-Level SPD." The tires were manufactured and sold to National Cooperatives, and due to the unsatisfactory adjustment record of the tires National Cooperatives returned its unsold inventory to the Uniroyal Company. Uniroyal resold the returned tires to other tire dealers.

Tests conducted for the Safety Agency showed that 25 out of 48 tires failed the high speed test required by Federal Motor Vehicle Safety Standard No. 109. Uniroyal had previously agreed to recall approximately 48,000 tires at the request of NHTSA.

The Safety Agency said it has notified Uniroyal officials that it is closing its files in the case.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
July 27, 1973

NHTSA -- 67-73 (PF)  
Tel. 202-426-9550

The Department of Transportation today released design and performance specifications for a test dummy that will be used to measure the performance of motor vehicles in crashes. The dummy is intended to represent the average adult male in size and weight, and to reproduce the physical motions of such a man in a crash situation.

The first use of the dummy will be to evaluate passive restraint systems manufactured under the first and second restraint options of Federal Motor Vehicle Safety Standard No. 208. Officials at the National Highway Traffic Safety Administration (NHTSA) stated that these two restraint options, which remain in effect until August 15, 1975, involve the use of passive protection systems such as the air cushion. The test dummy will not be used to test active seat belt systems under the third restraint option of Standard No. 208.

The test dummy selected by the Safety Agency is the "GM Hybrid II," a composite developed by General Motors largely from commercially available components. It has been successfully used by General Motors in vehicle tests with passive restraint systems, and the Safety Agency has concluded that the dummy is capable of accurate and repeatable recording of crash accelerations. The initial selection of the GM Hybrid II was made

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in part to enable General Motors to continue with its plans to build large numbers of cars equipped with air cushions during the 1974 model year. No other manufacturer has announced similar plans, nor has any manufacturer indicated that it would choose a different dummy.

Due to the extreme urgency for a test dummy to permit the continued development of passive restraint systems, the Safety Agency has selected August 1, 1973, as the effective date for the adoption of the dummy.

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DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY  
ADMINISTRATION

Washington, D.C. 20590

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE  
August 1, 1973

NHTSA -- 68-73 (PF)  
Tel. 202-426-9550

The Department of Transportation today proposed a new standard aimed at making bumpers of 1975 and 1976 model passenger cars even more resistant to low speed crash damage than the improved bumpers in 1974 models. In a Notice of Proposed Rulemaking, the Department's National Highway Traffic Safety Administration (NHTSA) proposed a number of requirements to reduce the economic effects of low speed crashes.

The proposed standard is the first under the new Motor Vehicle Information and Cost Savings Act, Public Law 92-513. NHTSA officials stated that the proposed standard would deal directly with property damage that lies beyond the reach of present Federal safety standards. It is expected that, eventually, the new proposed standard will include the provisions of Federal Motor Vehicle Safety Standard No. 215, the current standard affecting bumpers, and thus permit a consolidation of the two standards.

The criteria of the new proposed standard deal primarily with external damage to the vehicle which would detract from its appearance and re-sale value.

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Three main criteria have been proposed in addition to those carried over from safety standard No. 215. The first deals with the damage typified by such things as a loose chrome strip, or broken bumper bolt. This type of damage would be regulated by requiring the vehicle to experience no breakage or release of fasteners or joints as a result of test impact. The second criterion concerns damage to covering materials, such as paint and coatings, that are bonded to the underlying surface. Chipping, flaking and peeling of such bonded materials would be regulated by requiring the vehicle to experience no separation of bonded coverings. The third criterion deals with distortions in the vehicle's exterior surface, such as in the sheet metal, the bumpers, themselves, and in the grills and other trim. The proposed criterion would regulate such damage by prohibiting the occurrence of surface displacements or separations.

In addition to soliciting written comments on the proposed standard, NHTSA is directed under the Act to give interested persons an opportunity for oral presentation of data, views, and arguments. With this in mind, the Safety Agency will hold a public meeting, at its headquarters in Washington, D. C., on September 13, 1973.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE FRIDAY P.M.  
August 3, 1973

NHTSA -- 69-73 (RC)  
Tel. 202-426-9550

The Department of Transportation has announced the award of a \$1.4 million contract to the District of Columbia for the first Federally funded pilot demonstration of diagnostic auto inspection for safety and emission control.

Administered by the National Highway Traffic Safety Administration (NHTSA), the project is authorized under the recently enacted Motor Vehicle Information and Cost Savings Act. Title III of the Act directs the Secretary of Transportation to establish a series of diagnostic inspection demonstrations to provide accurate information on the practicality and cost effectiveness of varying diagnostic systems, along with the cost of repairs on safety and emission items which have failed to pass inspection.

The latest diagnostic equipment and methods will be employed in the project, which will be established in separate lanes of the District's two existing inspection stations. Initially, one lane will first test the equipment, after which the most cost effective units will be integrated into a complete diagnostic inspection lane at the other station, controlled and sequenced by a computer. Voluntary participants in the project will receive a computer printout of the inspected vehicle's condition. In the event that the car is rejected on the initial inspection, it can be returned after the indicated deficiencies have been corrected, to check the cost and adequacy of the repairs, at no additional cost to the owner.

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DEPARTMENT OF  
TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY  
August 9, 1973

NHTSA -- 70-73 (GLW)  
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY AND AUDIT CASES REPORT

JUNE 1973

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular monthly Defect Investigatory and Audit Cases Report today, listing all new investigations and audits terminated by the Federal safety agency during the month of June.

The report series was initiated earlier this year to provide American consumers with the earliest possible warning of safety-related problems in automobiles. The reports also provide to consumer and auto manufacturers, alike, prompt notice of NHTSA findings when official investigations or audits have been completed.

-more-

Reporting Period: June 1973

SAFETY RELATED DEFECT INVESTIGATORY CASES  
AND RECALL CAMPAIGN AUDITS  
OPENED THIS REPORTING PERIOD

Legend:

"A" denotes Audit of a Recall Campaign

"C" and "IR" denote Investigation

CASE NUMBER: C3-38  
MANUFACTURER: Toyota Motor Sales, U.S.A., Inc.  
MAKE: Toyota  
MODEL: Corona  
YEAR(S): 1973  
COMPONENT: Front Disc Brakes  
POSSIBLE PROBLEMS: Corrosion and glazing of rotors during shipment from factory

CASE NUMBER: C3-39  
MANUFACTURER: Ford Motor Company  
MAKE: Mercury  
MODEL: Capri  
YEAR(S): 1973  
COMPONENT: Fuel and Evaporative Line Connectors  
POSSIBLE PROBLEMS: Molded tubing connectors may crack

CASE NUMBER: C3-40  
MANUFACTURER: Skyline Corporation  
MAKE: Nomad  
MODEL: 19-Foot Travel Trailer  
YEAR(S): 1971  
COMPONENT: Spring Shackle Bolt  
POSSIBLE PROBLEMS: Bolt too short to allow adequate thread engagement with lock nut

-more-

CASE NUMBER: C3-41  
 MANUFACTURER: Chrysler Corporation  
 MAKE: All  
 MODEL: Six Cylinder  
 YEAR(S): 1970 - 1972  
 COMPONENT: Exhaust Manifold  
 POSSIBLE PROBLEMS: Cracking

CASE NUMBER: C3-42  
 MANUFACTURER: Ford Motor Company  
 MAKE: Ford  
 MODEL: B and F-500 through 700 School Bus Chassis  
 YEAR(S): 1967 - 1972  
 COMPONENT: Throttle Linkage  
 POSSIBLE PROBLEMS: Seizure of bellcrank at firewall mounting

CASE NUMBER: C3-43  
 MANUFACTURER: General Motors Corporation  
 MAKE: Cadillac and Oldsmobile  
 MODEL: El Dorado and Toronado  
 YEAR(S): 1967 - 1970  
 COMPONENT: Front Wheel Lugs  
 POSSIBLE PROBLEMS: Incorrect torque

SAFETY RELATED DEFECT INVESTIGATORY CASES  
AND RECALL CAMPAIGN AUDITS  
TERMINATED THIS REPORTING PERIOD

CASE NUMBER: 258.9  
 MANUFACTURER: Checker Motors Corporation  
 MAKE: Checker  
 MODEL: Marathon  
 YEAR(S): 1965 - 1969  
 COMPONENT: Engine Mount  
 POSSIBLE PROBLEMS: Secondary effects from shearing of engine mounts

CONCLUSIONS: Information developed, Checker Motor Corporation has initiated recall campaign for installation

of restraining cables to prevent engine rotation and throttle sticking. Campaign number 73-0089 involved 9,145 vehicles.

CASE NUMBER: C2-28  
 MANUFACTURER: Warner Electric Brake and Clutch Company  
 MAKE: Various  
 MODEL: Various  
 YEAR(S): Various  
 COMPONENT: Electric Brakes  
 POSSIBLE PROBLEMS: Warner electric trailer brake magnet failure

CONCLUSIONS: Vehicle manufacturers involved have each conducted a safety defect recall campaign. Seventeen separate campaigns involved 4,943 vehicles.

CASE NUMBER: C2-45  
 MANUFACTURER: Firestone Tire and Rubber Company  
 MAKE: Hamill Manufacturing Company  
 MODEL: No. 9013 Protecta-Tot Child Seat  
 YEAR(S): N/A  
 COMPONENT: Child Seating System  
 POSSIBLE PROBLEMS: Injury resulting from lack of crotch strap

CONCLUSIONS: Facts developed fail to identify problem as a safety related hazard.

CASE NUMBER: C2-50  
 MANUFACTURER: Ford Motor Company  
 MAKE: Ford  
 MODEL: B-7000 School Bus Chassis  
 YEAR(S): 1971  
 COMPONENT: Air Brake Hose  
 POSSIBLE PROBLEMS: Chafing of air brake hoses

CONCLUSIONS: The possible safety problem addressed by this investigation was found, in fact, not to exist.

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Interested persons are invited to review summaries of the agency's conclusions, for terminated cases listed, in the Technical Reference Room, National Highway Traffic Safety Administration, 400 7th Street, S. W., Washington, D. C. 20590. The full listing of all Investigatory and Audit Cases in progress is available for \$.25 per xerox page.

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79106



**DEPARTMENT OF  
TRANSPORTATION**

**NEWS**

**NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION**

**WASHINGTON, D.C. 20590**

FOR RELEASE THURSDAY P.M.  
August 16, 1973

NHTSA -- 71-73 (HP)  
Tel. 202-426-9550

The technical and legal aspects of guidelines used in defining an automobile safety defect will be examined at a conference in Washington, D.C. October 9-10.

Representatives of the motor vehicle industry, the Congress, and consumer groups are invited to participate in the two-day forum, sponsored by the National Motor Vehicle Safety Advisory Council.

The 22-member Council was mandated by the National Traffic and Motor Vehicle Safety Act of 1966 to advise the Secretary of Transportation in the development of Federal motor vehicle safety standards administered by the National Highway Traffic Safety Administration. The Council is made up of representatives of the automotive industry, with a majority of the members representing the general public.

The Council believes that such a conference is timely in light of the current large number of auto recalls and pending legislation in the Congress regarding mandatory recalls of defective vehicles. Motor vehicle manufacturers recalled more vehicles for the correction of safety-related defects in 1972 -- more than 12 million -- than in any year in history.

Dale C. Hogue, a Washington, D.C. attorney and a member of the Advisory Council, will chair the safety defects conference. "It would

-more-

be useful to the public, Government, and industry to develop a common definition of what constitutes a safety-related defect, to aid in a clear understanding of potential dangers to vehicle users, and for outlining manufacturers' responsibility for the notification and correction of defects," Hogue said.

Interested parties who wish to address the conference should write, by August 31, 1973, to Dale C. Hogue, Chairman, Safety Defects Conference, National Motor Vehicle Safety Advisory Council, National Highway Traffic Safety Administration, Washington, D. C. 20590.

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W 79111

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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR RELEASE MONDAY 9:00 A.M. EDT  
August 13, 1973 ~

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

Dr. James B. Gregory, Administrator of the National Highway Traffic Safety Administration (NHTSA), pledged today his "unrelenting and uncompromising best efforts" to combat the annual toll of some 57,000 highway fatalities.

Sworn in as the new Federal traffic safety chief by Secretary of Transportation Claude S. Brinegar, Dr. Gregory said the basic mission of the Safety Agency is to save lives and reduce the number of traffic injuries.

In striving to accomplish this mission, he said "we shall be vigilant, firm and fair in the exercise of our regulatory responsibilities. . . . We shall at all times keep an open mind, alert to any suggestion which will speed and enhance the attainment of our goals."

Dr. Gregory urged personal involvement by everyone in the continuing highway safety effort. "We shall ask for, encourage and actively support the personal involvement of every citizen in the cause of traffic safety. For if this national goal is to be accomplished, it will be accomplished not only through safe vehicles and equipment which manufacturers must by law provide, not only through Federal, State and local safety regulations, but ultimately by a safety-conscious American public who travel our streets and highways."

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Dr. Gregory, a native of Alhambra, California, comes to his new post with more than 20 years experience in industrial research and technical administration. In 1951, he joined the Union Oil Company of California as a research chemist, advanced to several key positions before being named Manager of Environmental Sciences in 1970. He culminated a distinguished 21-year career with Union Oil in 1972.

Since that time, among other activities, Dr. Gregory and his wife helped to establish a home for orphaned American-Indian children in northern New Mexico.

As NHTSA Administrator, the 48-year-old administrative scientist is responsible for all aspects of motor vehicle safety standards applicable to new cars, trucks and motorcycles, and a wide range of federally-assisted State highway safety programs.

Dr. Gregory holds a Bachelors Degree in chemistry from Whittier College in California, and a Ph.D. in chemistry from Stanford University. A former Air Force Officer during World War II, he served as a navigator and was a prisoner of war in Germany.

Dr. Gregory and his wife, the former Dorothy Rasinski, who is a physician, have one daughter, Linda, 22.

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REMARKS BY DR. JAMES B. GREGORY ON BEING SWORN IN AS THE  
ADMINISTRATOR OF THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION,  
BY SECRETARY OF TRANSPORTATION CLAUDE S. BRINEGAR

Mr. Secretary, Honored Guests, and Friends:

The rapid events of the last few days have left me somewhat breathless but full of thoughts on what might be appropriate to say at this particular time.

I keep coming back to my first reaction when you, Mr. Secretary, approached me about taking on this challenging job, and it was this: How often does one have a chance to directly contribute to something so basic and beneficial as saving the lives and reducing the suffering of his fellow citizens? Aside from that, your own dedication to this task and your well-known persuasiveness would have brought us together here today. Actually, I do not even remember saying "yes" but I must have. And here, indeed, we are.

Mr. Secretary, on behalf of the talented and dedicated men and women of the National Highway Traffic Safety Administration with whom I am honored to serve, I pledge to you and the American public our continued unrelenting and uncompromising best efforts to save lives and reduce traffic injuries.

In striving to accomplish this, the basic mission of our Agency, we shall be vigilant, firm and fair in the exercise of our regulatory responsibilities.

We shall speak openly and plainly of our objectives, of our programs and our activities, and of our decisions and the reasoning behind those decisions. For if we are to have public support in so important an undertaking, Government must do a better job of communicating.

But communication is a two-way street, and Government must listen and strive to understand and be responsive. Therefore, we shall at all times keep an open mind, alert to any suggestion which will speed and enhance the attainment of our goals.

We shall ask for, encourage and actively support the personal involvement of every citizen in the cause of traffic safety. For if this national goal is to be accomplished, it will be accomplished not only through safe vehicles and equipment which manufacturers must by law provide, not only through Federal, State and local safety regulations, but ultimately by a safety-conscious American public who travel our streets and highways.

Mr. Secretary, these are our commitments and we will keep them.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE  
August 16, 1975

NHTSA -- 74-73 (PF)  
Tel. 202-426-9550

The Department of Transportation moved today to reduce the number of deaths and injuries caused by fire resulting from fuel spillage during and after motor vehicle crashes.

In two separate rulemaking actions, the Department's National Highway Traffic Safety Administration (NHTSA) adopted and proposed new test procedures for passenger cars, multi-purpose vehicles, trucks, and buses.

Dr. James Gregory, newly-appointed Administrator of NHTSA, said: "Fires in traffic accidents account for between 2,000 and 3,500 fatalities each year. We must reduce this alarming figure by requiring safer motor vehicle fuel systems."

In an amendment to Federal Motor Vehicle Safety Standard No. 301, passenger cars manufactured after September 1, 1975 will be required to demonstrate that fuel loss will not exceed one ounce per minute in a static rollover test, following a 30 mph frontal barrier crash. Multi-purpose vehicles, trucks, and buses with a Gross Vehicle Weight Rate (GVWR) of 6,000 pounds or less must meet the requirement by September 1, 1976. The frontal barrier crash requirement applies to heavier vehicles after that date also.

In a Notice proposing to amend the newly-issued standard, all four-wheeled fuel-carrying motor vehicles with a GVWR of 10,000 pounds or less, and manufactured after September 1, 1977, would

-more-

have to comply with additional test requirements, some of which would be phased in beginning September 1, 1976. Ultimately, motor vehicles would have to demonstrate that fuel loss will not exceed one ounce per minute in a 30 mph frontal barrier crash, moving barrier crashes for the rear and the side at 30 mph and 20 mph, respectively, a dynamic rollover test at 30 mph, and a static rollover test that follows each of the crash tests.

A sixty day comment period is provided for interested parties. Comments should be addressed to the National Highway Traffic Safety Administration, 400 7th Street, S.W., Washington, D.C.

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79121

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY P.M.  
August 17, 1973

NHTSA -- 75-73 (HP)  
Tel. 202-426-9550

Helmets manufactured for use by motorcyclists and other vehicle users will have to meet specific performance requirements under a new Federal Motor Vehicle Safety Standard issued today by the Department of Transportation. The standard, No. 218, "Motorcycle Helmets," was written by the National Highway Traffic Safety Administration (NHTSA), and becomes effective March 1, 1974.

Dr. James B. Gregory, NHTSA Administrator, said the new standard "should contribute substantially to our program for increasing highway safety. Maximum protection of the motorcyclist is extremely important in order to reduce potential deaths and dangerous injuries resulting from head impacts."

The standard is intended to insure that motorcycle helmets provide a reasonable degree of protection to users by establishing test requirements for impact attenuation (shock absorption), penetration (resistance to pointed objects), and retention (chin strap strength). It also establishes minimum levels for peripheral vision clearance, for projections on the interior or exterior of the helmet shell, and for labeling, which includes the requirement that the Department of Transportation (DOT) symbol appear on the exterior of the helmet shell as visual evidence of the helmet's conformity to the standard.

-more-

State laws in 46 States, the District of Columbia and Puerto Rico make it mandatory for motorcycle operators and passengers to wear protective headgear. Accident statistics from several states indicate that the use of helmets can virtually cut motorcycle fatalities in half.

Because of the dramatic increase in the last six years in motorcycle registrations, deaths, and injuries, the NHTSA is continuing its research to determine the exact nature of head and neck injuries sustained in motorcycle crashes, so that optimum helmet design criteria can be established. The studies also will develop data on the benefit/cost ratio for motorcycle helmets.

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79122

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY A.M.  
August 23, 1973

NHTSA -- 76-73 (GLW)  
Tel. 202-426-0670

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a Consumer Protection Bulletin today, alerting motorists to a current investigation of certain Chrysler-built automobiles and warning of the danger of electrical power failures, and engine stoppage as a result, in certain 1969 through 1973 models.

The Federal safety agency said the threat of electrical failures exists in Chrysler Newports, New Yorkers, and Town & Country 300's; Dodge Monacos and Polaras; and the Plymouth models Fury and Suburban. According to today's Bulletin, at least 838 failures have been reported to the NHTSA, including a reported fatality and a serious injury resulting from alleged electrical failure in these vehicles.

NHTSA Administrator, Dr. James B. Gregory, stated: "We are continuing our policy of providing the earliest possible warning to motorists by advising them of investigative findings -- whether the investigation is complete or not -- just as soon as we can verify the scope of the problem and the vehicles potentially threatened."

Today's Bulletin describes the loss of motive and electrical power -- with loss of headlights, power=assist for braking and steering-- as arising from the failure of an electrical connector under the left hand corner of the vehicle dashboard, or fire wall. The NHTSA Administrator strongly emphasized the need for owners to seek preventive inspection of this connector in the vehicles listed. He repeated the Bulletin's urgent request that owners experiencing these failures should contact the NHTSA to report the incident in detail. The information is critical, he said, to completion of the agency's investigative file and to a speedy determination.

Stating that replacement of defective or deteriorated connectors is imperative, the Federal agency cites two Chrysler Corporation Service Bulletins -- 08-16A-72D or 08-22A-72C == which describe the inspection procedure to verify the condition of the connectors. Owners who wish to report such failures should write to:

The Office of Consumer Affairs  
National Highway Traffic Safety Administration  
U.S. Department of Transportation  
400 7th Street, S.W.  
Washington, D.C. 20590

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SPECIAL  
CONSUMER PROTECTION BULLETIN

SUBJECT:

Alerting United States motorists to specific use-risks in connection with the highway operation of certain Chrysler Corporation vehicles which may be subject to failure of an electrical connector at the dash panel (firewall) and inviting reports from motorists who experience such failures.

MAKE/MODEL/YEAR:

Chrysler Corporation vehicles potentially involved, according to current information are:

<u>YEAR</u>	<u>MAKE</u>	<u>MODEL</u>
1969 through 1973	Chrysler	Newport, New Yorker Town & Country, 300
	Dodge	Monaco, Polara
	Plymouth	Fury, Suburban

BACKGROUND:

The electrical connector referenced in this Bulletin is the focus of a continuing investigation by the National Highway Traffic Safety Administration. It is located in the listed vehicles at the left rear corner of the dash panel (firewall). Its function is to transmit electrical power from the engine compartment to the passenger compartment of the vehicle.

At least 838 incidents have been reported, each indicating failure of this connector, involving the makes, models and model-years indicated above. These reports include one fatality and a serious injury, resulting from failure of the connector.

INTERPRETATION:

When failure of this connector occurs it results in loss of electrical and engine power, loss of headlights, and loss of electrical power assist for brakes and steering. Partial or total loss of vehicle control is threatened as a result, including the capability of driving the vehicle from the site where power loss may occur.

Owners of the Chrysler Corporation vehicles listed should be alert to the possibility of this power failure, either momentary or prolonged. Inspection by competent service personnel --both as a preventive measure and to determine cause if electrical power losses have been noted -- will determine if the connector is suspect or responsible. Connectors can be examined as described by Chrysler Corporation Service Bulletin 08-16A-72D or 08-22A-72C for evidence of connector terminal misalignment, scorching, or faulty connections.

Replacement of defective or deteriorated connectors is imperative.

CONSUMER REQUEST:

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

Office of Consumer Affairs  
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 MONDAY  
August 27, 1973

NHTSA -- 77-73 (GLW)  
Tel. 202-426-0670

### MONTHLY DEFECT INVESTIGATORY AND AUDIT CASES REPORT

JULY 1973

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular monthly Defect Investigatory and Audit Cases Report today, listing all new investigations and audits terminated by the Federal safety agency during the month of July.

The report series was initiated earlier this year to provide American consumers with the earliest possible warning of safety-related problems in automobiles. The reports also provide to consumer and auto manufacturers, alike, prompt notice of NHTSA findings when official investigations or audits have been completed.

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Reporting Period: July 1973

SAFETY RELATED DEFECT INVESTIGATORY CASES  
AND RECALL CAMPAIGN AUDITS  
OPENED THIS REPORTING PERIOD

Legend:

"A" denotes Audit of a Recall Campaign

"C" and "IR" denote Investigation

CASE NUMBER: C4-01  
MANUFACTURER: Ford Motor Company  
MAKE: Ford  
MODEL: B-700 School Bus Chassis  
YEAR(S): 1969-1970  
POSSIBLE PROBLEMS: Failure of main and second leaf

CASE NUMBER: A4-02  
MANUFACTURER: Ford Motor Company  
MAKE: Ford  
MODEL: F-100 and F-250 Truck  
YEAR(S): 1973  
COMPONENT: Right front brake hose  
POSSIBLE PROBLEMS: Audit of Recall Campaign NHTSA No. 73-0037:  
Possibility that the right front brake hose may have a cut in the outer neoprene layer. The hose could ultimately rupture, resulting in loss of front wheel braking action.

CASE NUMBER: A4-03  
MANUFACTURER: Mack Trucks, Incorporated  
MAKE: Mack  
MODEL: FL, FS, RL and RS with RADL 5821 or R170  
Rear Axle  
YEAR(S): 1966 - 1972  
COMPONENT: Rear Axle Spring Clamp Plate  
POSSIBLE PROBLEMS: Audit of Recall Campaign NHTSA No. 72-0259:  
Possibility that the spring clamp plate may develop cracks which could lead to clamp failure and permit the axle to shift on the spring, which may interfere with vehicle control.

-more-

CASE NUMBER: A4-04  
 MANUFACTURER: International Harvester Company  
 MAKE: IHC  
 MODEL: Travelall and Pick-Up 1110 4x4  
 YEAR(S): 1972-1973  
 COMPONENT: Front Axle Steering Arm Mounting Bolts  
 POSSIBLE PROBLEMS: Audit of Recall Campaign NHTSA No. 73-0127: Possibility of insufficient torque obtained during assembly on bolts attaching steering arms to left and right front steering knuckles. This may allow steering arms to work loose on bolts, creating loose steering.

CASE NUMBER: C4-05  
 MANUFACTURER: Kantwet Company; Division of Questor  
 MAKE: Kantwet  
 MODEL: 55, 56, 58  
 YEAR(S): N/A  
 COMPONENT: Child Seating System  
 POSSIBLE PROBLEMS: Sharp edges may injure child.

CASE NUMBER: C4-06  
 MANUFACTURER: Mack Trucks, Incorporated  
 MAKE: Mack  
 MODEL: F-700 Series  
 YEAR(S): 1970-1972  
 COMPONENT: Tilt Cab Pivot Lock Plate  
 POSSIBLE PROBLEMS: Plate breakage.

CASE NUMBER: C4-07  
 MANUFACTURER: Ford Motor Company  
 MAKE: Ford  
 MODEL: Full Size  
 YEAR(S): 1970-1971  
 COMPONENT: Hood Latch  
 POSSIBLE PROBLEMS: Failure of hood latch mechanism.

-more-

Reporting Period: July 1973

SAFETY RELATED DEFECT INVESTIGATORY CASES  
AND RECALL CAMPAIGN AUDITS  
TERMINATED THIS REPORTING PERIOD

CASE NUMBER: C2-19  
MANUFACTURER: Rockwell-Standard Company  
MAKE: Various  
MODEL: Tandem Axle Trailer  
YEAR(S): 1960 - 1963  
COMPONENT: Axle Spindles  
POSSIBLE PROBLEMS: Overstress condition

CONCLUSIONS: Responses from sixty-three (63) various manufacturers and/or distributors who initiated defect notification campaigns indicates all known manufacturers of trailers using this axle have attempted to inform their customers of the problem.

CASE NUMBER: C3-07  
MANUFACTURER: General Motors Corporation  
MAKE: GMC  
MODEL: Astro-95  
YEAR(S): 1971 - 1972  
COMPONENT: Steering Pitman Arm  
POSSIBLE PROBLEMS: Deterioration of steering control

CONCLUSIONS: Design and fabrication of the Astro-95 truck Pitman arm and pinch bolt are more than adequate to perform their operational function. Investigation has failed to show that a safety-related defect exists.

CASE NUMBER: C3-20  
MANUFACTURER: Nissan Motor Corporation in U.S.A.  
MAKE: Datsun  
MODEL: 240-Z  
YEAR(S): 1970-1972  
COMPONENT: Front Disc Brakes  
POSSIBLE PROBLEMS: Corrosion of disc brake caliper pistons

CONCLUSIONS: Available evidence fails to show that a safety-related defect exists.

Interested persons are invited to review summaries of the agency's conclusions, for terminated cases listed, in the Technical Reference Room, National Highway Traffic Safety Administration, 400 7th Street, S. W., Washington, D. C. 20590. The full listing of all Investigatory and Audit Cases in progress is available for \$.25 per xerox page.

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# DEPARTMENT OF TRANSPORTATION

# NEWS

## NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE  
August 30, 1973

NHTSA -- 78-73 (PF)  
Tel. 202-426-9550

The Department of Transportation today announced a public meeting on September 13 to discuss the features of a new proposed Federal Motor Vehicle Safety Standard for bumpers on 1975 and 1976 model passenger cars. The meeting will be held in the Department's Headquarters Building, 400 Seventh Street S. W., Washington, D. C., Room 2232, at 9:30 a. m.

Officials of the Department's National Highway Traffic Safety Administration (NHTSA) said the provisions of the new proposed standard should make bumpers on 1975 and 1976 cars even more resistant to low speed crash damage than the improved bumpers on 1974 models.

The proposed standard which was published in the Federal Register on August 3, 1973, is the first under the new Motor Vehicle Information and Cost Saving Act, Public Law 92-513. The proposal deals primarily with external damage to the vehicle which would detract from its appearance and re-sale value. Main features of the proposed regulation deal with damage typified by such things as loose chrome strip or broken bumper bolts; damage to covering materials, such as paint and coatings; and distortions in the vehicle's exterior surface, such as in the sheet metal, the bumpers themselves, and in the grills and other trim.

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Persons interested in making a formal presentation at the September 13 meeting should submit their requests to the Associate Administrator for Motor Vehicle Programs, NHTSA, not later than September 6, 1973.

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79175

DEPARTMENT OF TRANSPORTATION  
NATIONAL HIGHWAY TRAFFIC SAFETY  
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# DEPARTMENT OF TRANSPORTATION

# NEWS

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

FOR IMMEDIATE RELEASE  
August 31, 1973

NHTSA -- 82-73 (HP)  
Tel. 202-426-9550

The Department of Transportation today proposed a revised definition for multipurpose passenger vehicles which would eliminate reference to features for off-road operation.

Officials at the National Highway Traffic Safety Administration (NHTSA) said the proposal is intended to "put the auto industry on notice" that the Safety Agency is intensifying its efforts to extend to other vehicles many of the Federal standards currently applicable only to passenger cars.

Typical examples of a multipurpose passenger vehicle are the Jeep, motor homes, passenger vans and chassis-mount campers.

"While we intensify this effort," said Dr. James B. Gregory, NHTSA Administrator, "we are proposing to amend the definition of a multipurpose passenger vehicle in order to halt any further growth of vehicles which may have limited off-road uses, but are essentially used for carrying passengers on the highway."

Dr. Gregory noted that the Department's purpose is not to eliminate or limit the use of multipurpose and recreational vehicles, since they have earned a recognized and popular place in our lives. "We want to make sure," he said, "that these vehicles are safe to operate and will provide protection to drivers and passengers while they are on our highways."

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Specifically mentioned in the NHTSA proposal is "The Thing" -- a product of Volkswagen which is built on a passenger-car chassis, but which because of its claimed off-road features, qualifies as a multi-purpose passenger vehicle. As a result, "The Thing" is not required to conform to certain standards that apply to passenger cars.

The Safety Agency proposes to define a multipurpose passenger vehicle as "a motor vehicle with motive power, designed to carry 10 passengers or less, that is constructed on a truck chassis."

An effective date of September 1, 1974 has been proposed, to allow Volkswagen and other interested parties sufficient time to make necessary adjustments.

Interested persons are invited to submit comments on the proposal no later than October 15, 1973.

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