DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
September 4, 1973

NHTSA -- 80-73 (HP)
Tel. 202-426-9550

The 1974 model automobiles that debut in September will have better bumpers, stronger car roofs, and improved lap and shoulder belts as a result of Federal safety standards issued by the Department of Transportation.

The emphasis will be on greatly improved restraint systems designed to protect vehicle occupants in highway crashes. Safety belts themselves will be more convenient, more comfortable and easier to wear, and they'll be linked to a starter interlock system that will prevent the car from starting unless the belts in the system are fastened after the front seat occupants are seated.

Dr. James B. Gregory, Administrator of the National Highway Traffic Safety Administration, called the safety advances vital. "Most of us know of the life-saving and injury-reducing value of safety belts. We firmly believe that the new restraint systems in automobiles will contribute greatly to reducing the tragic number of deaths and injuries suffered on our highways each year."

Almost all the 1974 models will have the new interlock system, which requires a three-step sequence before a car can be started: sit down -- buckle up -- turn the ignition key. To make this buckle-up requirement as easy and convenient as possible, the new shoulder belts feature inertial take-up reels which permit the user to make normal body movements while wearing the belts, but which lock in place and restrain the occupants in a sudden stop or collision.

-more-

Also featured are better shoulder belt locations, and a combination lap and shoulder harness which conveniently fastens at a single point.

One manufacturer, General Motors, will offer inflatable air cushions as an option in an estimated 50,000 Cadillacs, Buicks, and Oldsmobiles. These passive restraint systems work automatically, inflating to protect driver and passengers when the car is involved in a crash above 15 miles per hour.

The bumpers on the 1974 models will have to prevent damage to safety systems in front and rear crashes at 5 m.p.h. and will be at a uniform height from the pavement to correct bumper mismatch. Some cars with a 115 inch wheelbase or less are exempt from the bumper height requirement until the 1975 model year.

The new models also will have stronger roofs, which should considerably reduce the number of deaths and serious injuries in rollover accidents. The new roofs must withstand a specified force without deforming more than 5 inches.

Another safety advance in the '74s is the result of a standard that establishes requirements to avoid malfunctioning of accelerators. After the driver removes his foot from the accelerator, the throttle is returned to the idle position. If breakage or disconnection in the accelerator system occurs, the throttle is required to return to the idle position to ensure against loss of control.

Another standard, which affects 1974 model buses, establishes minimum requirements for bus window retention and release to reduce the likelihood of passenger ejection in accidents and to permit easy access to emergency exits, when needed.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
September 4, 1973

NHTSA -- 85-73 (RC)
Tel. 202-426-9550

The Department of Transportation has issued a series of motor vehicle safety standards for vehicles in use, concentrating safety inspection procedures for used vehicles on the critical areas of braking, steering, suspension, tires and wheels. Written by the National Highway Traffic Safety Administration (NHTSA), the standards are based upon research findings that proper maintenance of these systems is a key element in the prevention of traffic accidents.

The highest safety payoff for vehicles in use on the public roads can be realized from inspection standards for these specific systems, NHTSA contends. Research analysis shows that six percent of all vehicle accidents studied were definitely the direct result of mechanical failures from wear and degradation. An additional 11 percent probably involved, or were caused by, these same factors. Further analysis shows that approximately 80 percent of all these accidents involved the specific, critical components covered by the new standards, the Federal Agency said.

Adoption of the standards, effective in early October, 1973, is an important step towards the eventual establishment of uniform Federal motor vehicle safety standards applicable to all used motor vehicles, in compliance with the National Traffic and Motor Vehicle Safety Act of 1966.

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

Since the braking, steering and suspension systems, tires and wheels on vehicles with a GVWR exceeding 10,000 pounds differ materially from those on lighter vehicles, NHTSA pointed out, different criteria for these inspections will be proposed by mid-October of 1973. Inspection requirements for motorcycles and trailers, along with requirements for less critical systems on all vehicles, are now under study for future rulemaking action, NHTSA said.

Details of the criteria and inspection procedures are as follows:

Brakes: Integrity is the key word here, with inspection concentrating not only on the usual brake pad, lining, caliper and drum condition, but also on an equalization of braking pressures between left and right braking forces on the front and rear systems. This service brake test is designed to assure straight, unswerving stops within a safe distance.

Steering/suspension: Maintenance of predictable handling characteristics is sought in this phase of inspection, which emphasizes the elimination of any excessive steering wheel lash, free play, or binding that might affect the vehicle's handling and control. Wheel alignment also would be inspected, along with the condition of springs and shock absorbers.

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

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE WEDNESDAY
September 5, 1973

NHTSA -- 81-73 (HP)
Tel. 202-426-9550

The National Motor Vehicle Safety Advisory Council will hear a status report on the Department of Transportation's Experimental Safety Vehicle (ESV) program when it holds public meetings September 12 and 13 in Washington, D.C. The meetings are scheduled for the Department's headquarters building, 400 Seventh Street, S.W.

The Council advises the Secretary of Transportation on motor vehicle safety programs developed by the National Highway Traffic Safety Administration (NHTSA). Its 22 members represent a cross-section of the vehicle industry and the general public.

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79182

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
September 7, 1973

NHTSA -- 84-73 (HP)
Tel. 202-426-9550

The Department of Transportation will hold a national conference November 28-30 in Washington, D.C. to emphasize the need for States to enact mandatory safety belt usage laws.

Secretary of Transportation Claude S. Brinegar called for the conference in a move to build support for increased usage of safety belts by all vehicle occupants. He sent letters of invitation to the Nation's Governors, and to leaders of national organizations and associations concerned with reducing fatalities and injuries from traffic crashes.

Several hundred public officials and citizen leaders from throughout the United States are expected to participate in the three-day National Safety Belt Usage Conference at the Sheraton Park Hotel. Secretary Brinegar said the prime objective of the conference is to "identify key action areas and outline specific activities for State passage, implementation, and evaluation of the effectiveness of safety belt usage laws."

The Secretary, who will keynote the conference, noted:

"The Department of Transportation is in full support of activities directed toward achieving a reduction of injuries and fatalities from traffic accidents through use of safety belts by all motor vehicle occupants. Recognizing that belts will be the single most effective safety device protecting automobile occupants for at least the next 10 years, the Department is giving high priority to the adoption of mandatory safety belt use laws by the States.

-more-

"The recently-enacted Federal-Aid Highway Act of 1973 authorizes incentive payments to States which adopt such laws," the Secretary pointed out. "Thus the national conference with its emphasis on state action is particularly timely."

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79186

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

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
September 7, 1973

NHTSA 86-73 (PF)
Tel. 202-426-9550

Dr. James B. Gregory, Administrator of the Department of Transportation's National Highway Traffic Safety Administration (NHTSA), today presided at swearing-in ceremonies for members of the YOUTHS Highway Safety Advisory Committee.

YOUTHS was formed in November 1970 to advise the NHTSA on ways to generate support from young people in the battle against highway deaths and injuries. The committee is composed of 15 members between the ages of 15 to 24 years, who are appointed by the NHTSA Administrator.

The members, meeting in Washington to discuss a public education campaign on drinking while driving, adopted a resolution calling on the NHTSA to undertake a research study to investigate the problems of alcohol and drugs and the young driver.

The Committee also adopted resolutions to encourage Governors of all States to create a statewide youth highway safety program, and to review NHTSA public information and education projects that relate to youth.

Those sworn in today include:

- more -

*Mr. Angus Anson, 19; Wessington, South Dakota; South Dakota State University, Active 4-H Member holding various offices Mr. Charles L. Bryner, Jr., 17; Waynesburg, Pa. Waynesburg College; Nominated to Planning Committee for Pennsylvania Youth Traffic Highway Safety Council. *Mr. Tom R. Camp, 19; Lincoln, Nebraska, University of Nebraska; Coordinator of Nebraska Safety Council Youth Activities; Attended Kearney High School. *Mr. Charles Cates, 23, University of Arkansas Law School; New Mexico State University Graduate; White House Intern and former Congressional Intern.

*Mr. Frank P. DiBerardino III, 23; Albany, New York; Information Sepcialist, New York State Assembly, State Capitol; former U.S. Senate intern and former delegate to the White House Conference on Children. *Mr. James Dundon, 19; Portland, Oregon; Oregon State University; Majoring in Fisheries Biology. *Miss Geri G. Gonzales, 19; Las Vegas, Nevada; University of Nevada; Governor's Highway Safety Advisory Committee. Miss Mary Ann Hibdon; 21; Norman, Oklahoma; University of Oklahoma; First Vice-Chairman of Collegiate Young Republicans; District of Committeewoman; Precinct Chairman.

*Mr. Martin D. Kelly, 24; Miami, Florida; Graduate, University of Miami; Chairman of Florida State Republicans, Statewide. Miss Pamela W. Kneller, 17; West Hartford, Connecticut; William H. Hall High School; Chairman, YIELD (Youth Investigation of Evading Lethal Driving.). Miss Tara Lutz, 17; Burke, Virginia; Robinson Secondary School; Chairman, Highway Safety Division of Va's 1973 Youth Highway Safety Conference. Miss Rita G. McCoy, 17; Tucson, Arizona; Palo Verde High School; Member of TRAGYC's (Traffic Representatives of Arizona's Governor's Youth Council) Interim Committee and Executive Board.

Miss Vicki L. McDaniel, 18; Sparta, Illinois; Graduate of Sparta High School; will attend Emmaus Bible College, Oak Park, Illinois V-P, Illinois Governor's Youth Traffic Safety Committee. Mr. Robert Singer, 21; Salisbury, N.C., University of North Carolina, elected to Campus Governing Council; employed by Division of Highways, State of N.C. during summer. *Mr. Steven F. Wakefield, 20; Milwaukee, Wisconsin, graduated-University of Illinois; retail Management trainee; Volunteer in Youth Programs.

*Members reappointed to a second term on the Youths Highway Safety Advisory Committee.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
September 20, 1973

NHTSA 89-73(HP)
Tel. 202-426-9550

Secretary of Transportation Claude S. Brinegar has announced the appointment of Robert D. Knoll of Consumers Union to the National Motor Vehicle Safety Advisory Council. Mr. Knoll was appointed for a term expiring December 31, 1975.

The 22-member Advisory Council was mandated by the National Traffic and Motor Vehicle Safety Act of 1966 to consult with the Secretary on the Federal motor vehicle safety standards. Its members represent a cross-section of the vehicle industry with a majority representing the general public.

Mr. Knoll, 42, is the Chief of the Auto Test Center at Consumers Union and has broad engineering and technical experience in the auto industry.

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79215

DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE FRIDAY
September 21, 1973

NHTSA -- 87-73 (PF)
Tel. 202-426-9550

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a Public Advisory today to alert truck drivers and truck service personnel to the potential dangers encountered in careless servicing or repair work on multipiece truck wheels. Such wheels consist of two pieces (a rim base and a side ring) or of three pieces (rim base, side ring, and lock ring). The warning applies to all multipiece wheels used on one-ton or heavier trucks.

NHTSA officials pointed out that, of a total of 129 reported accidents involving the handling of all types of multipiece wheels, 104 resulted in crippling or fatal injuries. Investigation of these accidents indicates that they occurred in most cases because tires were inflated before side rings, or lock rings, were fully seated. As a result the wheel parts were blown apart with explosive force, inflicting serious injury to nearby service employees or bystanders.

-more-

To avoid such accidents, the NHTSA urges that all truck drivers and tire repairmen follow a list of precautions when servicing multipiece wheels. Failure to do so could result in an explosive separation of the side ring, or lock ring.

The Safety Agency recommended these precautions:

o Always deflate tires completely before removing wheel lock or side rings.

o Always inspect and clean all wheel parts before assembly.

o Always inflate tires in a safety cage or other restraint device.

o Always use a "clip-on" air chuck with a remote valve to inflate tires.

o Never mix parts of different manufacturer, type, or size. (Unless approved by manufacturer).

o Never use cracked, bent or badly rusted parts.

o Never reinflate a flat tire on a vehicle - use the spare.

o Never add air until certain each side or lock ring is fully seated.

The NHTSA also announced the availability of two multipiece wheel posters which dramatize the safety precautions for service personnel working with multipiece wheels. The posters are suitable for placing on the walls of tire repair and service shops and will be disseminated soon to shops throughout the country. Shop owners may also write to the General Services Division, National Highway Traffic Safety Administration, Attention: N48-51, 400 Seventh Street, S.W., Washington, D.C. 20590, for free copies of the posters. Copies are also available to State Governments for appropriate distribution.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
September 25, 1973

NHTSA -- 93-73 (HP)
Tel. 202-426-9550

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced today it has made an initial determination that a safety defect exists in the steering pitman arms of General Motors Corporation 1959-60 model year Cadillac automobiles.

The pitman arm is a critical component of the steering system, connecting the steering shaft to the steering linkage. Its failure causes total loss of vehicle directional control and could result in serious vehicle crashes.

The NHTSA said it based its finding on a defect investigation into steering pitman arm failures occurring in 1959-60 Cadillacs. General Motors has been notified of the preliminary determination and will be given an opportunity to present its views and evidence to establish that the alleged defect does not affect motor vehicle safety before a final determination is made.

The investigative report indicates that the cause of pitman arm failures in the Cadillac models in question is metal fatigue from repetitive stresses induced into the arm during low speed turns and parking maneuvers during normal usage. The report estimates the 1959-1960 Cadillac population to be 60,000 and indicates that the arms fail frequently and without warning, causing complete steering loss, which is considered to represent a potential safety hazard.

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79224 5-25

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
September 28, 1973

NHTSA - 91-73
Tel. 202-426-9550

MONTHLY

COMPLIANCE REPORT

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

Reproduced copy of any page, or an entire report, may be purchased at the above address in accordance with the fee schedule prescribed by Part 7, 49 CFR (Public Availability of Information). Basically, the Fee is established at 25¢ for each page not larger than 12 X 8 inches.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - 1968 THRU 1973 VEHICLES

MONTHLY REPORT - JULY 1 - JULY 31, 1973

VEHICLE STANDARDS

FMVSS *	Standards Enforcement Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations In Progress (Cumulative)	Corrective Action Initiated by Manufacturer	Enforcement Action in the Office of Chief Counsel	Cases Forwarded to Department of Justice	Investigatory Files Released to the Public
101	0	0	0	1	0	0	0	0
102	0	0	0	0	0	0	0	0
103	0	0	0	0	0	0	0	1
104	0	0	0	0	0	0	0	0
105	0	0	0	4	0	0	0	0
110	0	0	0	3	0	0	0	0
112	0	0	0	0	0	0	0	0
113	0	0	0	0	0	0	0	0
202	0	0	0	1	0	0	0	0
203	0	0	0	0	0	0	0	0
204	3	0	0	0	0	0	0	0
207	0	0	0	6	0	0	0	0
208	0	0	0	1	0	0	0	0
210	0	0	0	0	0	0	0	0
212	3	2	0	5	0	0	0	1
215	0	2	0	3	0	0	0	0
301	3	0	0	0	0	0	0	0
Reg. 575	0	0	1	2	0	0	0	0

(Formerly Reg. 375)

* Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM REPORTS ACCEPTED

FMVSS NO. 204

STEERING CONTROL REARWARD DISPLACEMENT - PASSENGER CARS

MONTHLY REPORT - JULY 1 THROUGH JULY 31, 1973

MANUFACTURER	NHTSA NO.	YEAR/MAKE/MODEL	RESULTS	REPORT NO.	DOT HS NO.
General Motors Corp.	73107	1973 Chevrolet Corvette Coupe	Passed	204-CAL-72-006-Zp-5161-K-6	613066
British Leyland Motors	73508	1973 Triumph TR-6 2-Dr. Roadster	Passed	204-CAL-72-004-ZP-5161-K-4	613064
Bayerische Motoren Werke	73510	1973 BMW Bavarian 4-Dr. Sedan	Passed	204-CAL-72-005-ZP-5161-K-5	613065

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM REPORTS ACCEPTED

FMVSS NO. 212

WINDSHIELD MOUNTING - PASSENGER CARS

MONTHLY REPORT - JULY 1 THROUGH 31, 1973

MANUFACTURER	NHTSA NO.	YEAR/MAKE/MODEL	RESULTS	REPORT NO.	DOT HS NO.
General Motors Corp.	73107	1973 Chevrolet Corvette Coupe	Passed	212-CAL-72-006-ZP-5161-K-6	613078
British Leyland Motors	73508	1973 Triumph TR6 2 Dr. Roadster	Passed	212-CAL-72-004-ZP-5161-K-6	613076
Bayerische Motoren Werke	73510	1973 BMW Bavarian 4 Dr. Sedan	Passed	212-CAL-72-005-ZP-5161-K-6	613077

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM REPORTS ACCEPTED

FMVSS NO. 301

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

MONTHLY REPORT - JULY 1 THROUGH JULY 31, 1973

MANUFACTURER	NHTSA NO.	YEAR/MAKE/MODEL	RESULTS	REPORT NO.	DOT HS NO.
General Motors Corp.	73107	1973 Chevrolet Corvette Coupe	Passed	301-CAL-72-006-ZP-5161-K-6	613081
British Leyland Motors	73508	1973 Triumph TR-6 2 Dr. Roadster	Passed	301-CAL-72-004-ZP-5161-K-6	613079
Bayerische Motoren Werke	73510	1973 BMW Bavarian 4 Dr. Sedan	Passed	301-CAL-72-005-ZP-5161-K-6	613080

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS INITIATED

MONTHLY REPORT - July1 through July 31, 1973

FMVSS	MANUFACTURER
212	General Motors (2)
215	Ford Motor Company
215	British Leyland Motors

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - JULY 1 THROUGH JULY 31, 1973

INVESTIGATION CLOSED

VEHICLE STANDARDS

FMVSR	MANUFACTURER
575	Bayerische Motoren Werke
(formerly Reg. 375)	

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

MONTHLY REPORT - July 1 Through July 31, 1973

FMVSR	MANUFACTURER
575	Peugot, Inc.
575	Volvo, Inc.

FMVSS	MANUFACTURER
101	Wayne
105	General Motors
105	Nissan
105	Volkswagen
105	British Leyland Motors
110	Volkswagen
110	Chrysler Corporation
110	American Motors
202	General Motors
207	Checker Motors
207	American Motors
207	Toyota Motors
207	Ford Motor Company
207	General Motors (2)
208	Ford Motor Company
212	Trans-World
212	Chrysler Corporation
212	General Motors (2)
212	Volvo
215	Chrysler Corporation
215	Ford Motor Company
215	British Leyland Motors

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - JULY 1 THROUGH JULY 31, 1973

INVESTIGATORY FILES RELEASED TO PUBLIC

VEHICLE STANDARDS

FMVSS	MANUFACTURER
103	British Leyland Motors
212	General Motors

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - 1968 THRU 1973 VEHICLES

MONTHLY REPORT - JULY 1 - JULY 31, 1973

EQUIPMENT STANDARDS

FMVSS *	Standards Enforcement Test Reports Accepted	Investigations Initiated	Investigations Closed	Investigations In Progress (Cumulative)	Corrective Action Initiated By Manufacturer	Enforcement Action In Office Of Chief Counsel	Cases Forwarded To Department Of Justice	Investigatory Files Released To Public	Actions Closed
106	0	0	0	1	0	1	0	0	0
107	0	0	0	0	0	0	0	0	0
108	1	0	0	25	0	20	0	0	0
109	229	7	7	22	0	11	1	0	0
116	9	1	1	3	0	1	0	1	0
205	0	0	0	0	0	0	0	0	0
206	8	1	0	6	0	0	0	0	0
209	0	0	2	18	0	9	0	2	0
213	0	1	0	4	0	2	0	0	0
302	0	0	0	0	0	0	0	0	0
Part 567	0	0	0	0	0	0	0	0	0

Some Investigations cover more than one Standards Enforcement Test Failure.

* Federal Motor Vehicle Safety Standard

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED - FY - 72

MONTHLY REPORT - JULY 1 - JULY 31, 1973

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

MANUFACTURER	COMPONENT	VEHICLE MFG. PART No.	DOT/HS No.	RESULTS	REPORT No.
American Motors Corporation	Front Turn Signal and Parking Lamp	SF3636400	613105	Failed (Lens Warpage)	108-ETL-72-208-TR-422161

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: ALLIANCE

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
ALLIANCE	GRAND PRIX RADIAL	613082	205R15	FAILED - H SPEED	E3S3411
ALLIANCE	GRAND PRIX RADIAL	613093-01	205R15	PASSED	E3S3412
ALLIANCE	GRAND PRIX RADIAL	" -02	205R15	PASSED	E3S3413
ALLIANCE	GRAND PRIX RADIAL	613112-01	205R15	PASSED	E3S3414
ALLIANCE	GRAND PRIX RADIAL	" -02	205R15	PASSED	E3S3415
ALLIANCE	GRAND PRIX RADIAL	613093-03	205R15	PASSED	E3S3416
ALLIANCE	GRAND PRIX RADIAL	613112-03	215R15	PASSED	03S6201
ALLIANCE	GRAMD PRIX RADIAL	" -04	215R15	PASSED	03S6202

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: ARMSTRONG

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
BILT-MOR	CUSTOM SST BELTED	613113-01	F7814	PASSED	C3S8091 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -02	F7814	PASSED	C3S8098 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	613083-01	H7815	PASSED	C3S8191 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -02	H7815	PASSED	C3S8192 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -03	H7815	PASSED	C3S8193 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -04	H7815	PASSED	C3S8194 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -05	H7815	FAILED ENDUR.	C3S8195 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -06	H7815	PASSED	C3S8196 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -07	F7814	PASSED	C3S8197 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -08	F7814	PASSED	C3S8198 TIRE B.C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: ARMSTRONG

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
BILT-MOR	CUSTOM SST BELTED	613083-09	F7814	PASSED	C3S8199 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -10	F7814	PASSED	C3S8200 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -11	F7814	PASSED	G3S4057 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -12	F7814	PASSED	G3S4058 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -13	F7814	PASSED	G3S4059 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -14	F7814	PASSED	G3S4060 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -15	H7815	PASSED	G3S4061 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -16	H7815	PASSED	G3S4062 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	613094-01	H7815	FAILED ENDUR.	G3S4063 TIRE B.C
BILT-MOR	CUSTOM SST BELTED	" -02	H7815	PASSED	G3S4064 TIRE B.C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: B.F. GOODRICH

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
MILLER	IMPERIAL 78 BELTED	613099-01	H7815	PASSED	D3S2121 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -02	H7815	PASSED	D3S2122 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -03	H7815	PASSED	D3S2123 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -04	H7815	PASSED	D3S2124 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -05	H7815	PASSED	D3S2125 TIRE B.C
MILLER	IMPERIAL 78 BELTED	613106-01	H7815	PASSED	D3S2126 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -02	H7815	PASSED	D3S2127 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -03	H7815	PASSED	D3S2128 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -04	H7815	PASSED	D3S2129 TIRE B.C
MILLER	IMPERIAL 78 BELTED	613114-01	H7815	PASSED	D3S2130 TIRE B.C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: B.F. GOODRICH

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
MILLER	IMPERIAL 78 BELTED	613099-06	F7814	PASSED	D3S2131 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -07	F7814	PASSED	D3S2132 TIRE B.C
MILLER	IMPERIAL 78 BELTED	613106-05	F7814	PASSED	D3S2133 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -06	F7814	PASSED	D3S2134 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -07	F7814	PASSED	D3S2135 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -08	F7814	PASSED	D3S2136 TIRE B.C
MILLER	IMPERIAL 78 BELTED	613099-08	F7814	PASSED	D3S2137 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -09	F7814	PASSED	D3S2138 TIRE B.C
MILLER	IMPERIAL 78 BELTED	613106-09	F7814	PASSED	D3S2139 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -10	F7814	PASSED	D3S2140 TIRE B.C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: B.F. GOODRICH

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
MILLER	IMPERIAL 78 BELTED	613087-05	F7814	PASSED	G3S4037 TIRE B.C
MILLER	IMPERIAL 78 BELTED	613099-10	F7814	PASSED	G3S4038 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -11	F7814	PASSED	G3S4039 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -12	H7815	PASSED	G3S4040 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -13	H7815	PASSED	G3S4041 TIRE B.C
MILLER	IMPERIAL 78 BELTED	" -14	H7815	PASSED	G3S4042 TIRE B.C
GULF	CROWN MINI	" -15	C7814	PASSED	E3S3007
GULF	CROWN MINI	" -16	C7814	PASSED	E3S3009
GULF	CROWN MINI	613087-01	60015	PASSED	E3S3011
GULF	CROWN MINI	613106-11	60015	PASSED	E3S3018
GULF	CROWN MINI	613087-02	60015	PASSED	E3S3023
GULF	CROWN MINI	" -03	60015	PASSED	E3S3025

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: B.F. GOODRICH

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
GULF	CROWN MINI	613106-12	60015	PASSED	E3S3028
GULF	CROWN MINI	" -13	60015	PASSED	E3S3030
B.F. GOODRICH	SILVERTOWN HT	613099-17	H7815	PASSED	E3S3031
B.F. GOODRICH	SILVERTOWN HT	" -18	H7815	PASSED	E3S3041
B.F. GOODRICH	SILVERTOWN HT	" -19	H7815	PASSED	E3S3042
B.F. GOODRICH	SILVERTOWN HT	" -20	H7815	PASSED	E3S3043
B.F. GOODRICH	SILVERTOWN HT	613114-02	H7815	PASSED	E3S3046
B.F. GOODRICH	SILVERTOWN HT	613099-21	F7814	PASSED	E3S3048
B.F. GOODRICH	SILVERTOWN HT	613114-03	H7815	PASSED	E3S3049
B.F. GOODRICH	SILVERTOWN HT	613099-22	F7814	PASSED	E3S3050
B.F. GOODRICH	SILVERTOWN HT	" -23	F7814	PASSED	E3S3051

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: B.F. GOODRICH

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
B.F. GOODRICH	SILVERTOWN HT	613099-24	F7814	PASSED	E3S3054
B.F. GOODRICH	SILVERTOWN HT	613087-04	F7814	PASSED	E3S3060
B.F. GOODRICH	SILVERTOWN BELTED	613099-25	F7814	PASSED	G3S4079 TIRE B.C
B.F. GOODRICH	SILVERTOWN BELTED	" -26	F7814	PASSED	G3S4080 TIRE B.C
B.F. GOODRICH	SILVERTOWN BELTED	613114-04	F7814	PASSED	G3S4081 TIRE B.C
B.F. GOODRICH	SILVERTOWN BELTED	613099-27	F7814	PASSED	G3S4082 TIRE B.C
B.F. GOODRICH	SILVERTOWN BELTED	613106-14	H7815	PASSED	G3S4083 TIRE B.C
B.F. GOODRICH	SILVERTOWN BELTED	613099-28	H7815	PASSED	G3S4084 TIRE B.C
B.F. GOODRICH	SILVERTOWN BELTED	" -29	H7815	PASSED	G3S4085 TIRE B.C
B.F. GOODRICH	SILVERTOWN BELTED	" -30	H7815	PASSED	G3S4086 TIRE B.C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: COOPER

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
AGWAY	1190 BELTER	613095-01	F7814	PASSED	G3S4071 TIRE B.C
AGWAY	1190 BELTER	" -02	F7814	PASSED	G3S4072 TIRE B.C
AGWAY	1190 BELTER	" -03	F7814	PASSED	G3S4073 TIRE B.C
AGWAY	1190 BELTER	" -04	F7814	PASSED	G3S4074 TIRE B.C
AGWAY	1190 BELTER	" -05	G7815	PASSED	G3S4075 TIRE B.C
AGWAY	1190 BELTER	" -06	G7815	PASSED	G3S4076 TIRE B.C
AGWAY	1190 BELTER	" -07	G7815	PASSED	G3S4077 TIRE B.C
AGWAY	1190 BELTER	" -08	G7815	PASSED	G3S4078 TIRE B.C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: DUNLOP

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
REMINGTON	CUSHION AIRE 78 DUAL BELT	613084-01	F7814	PASSED	G3S4031 TIRE B.C
REMINGTON	CUSHION AIRE 78 DUAL BELT	" -02	F7814	PASSED	G3S4032 TIRE B.C
REMINGTON	CUSHION AIRE 78 DUAL BELT	613096-01	F7814	PASSED	G3S4033 TIRE B.C
REMINGTON	CUSHION AIRE 78 DUAL BELT	613084-03	H7815	PASSED	G3S4034 TIRE B.C
REMINGTON	CUSHION AIRE 78 DUAL BELT	613096-02	H7815	PASSED	G3S4035 TIRE B.C
REMINGTON	CUSHION AIRE 78 DUAL BELT	" -03	H7815	PASSED	G3S4036 TIRE B.C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GATES

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
GATES	XT COMMANDO	613085-01	H7015	PASSED	E3S3344
GATES	XT COMMANDO	" -02	H7015	PASSED	E3S3349
GATES	XT COMMANDO	" -03	G7014	PASSED	03S6192
GATES	XT COMMANDO	613097-01	G7014	PASSED	03S6196
GATES	XT COMMANDO	" -02	H7015	PASSED	03S6197
GATES	XT COMMANDO	613115	H7015	PASSED	03S6198
GATES	XT COMMANDO	613097-03	H7015	PASSED	03S6199
GATES	XT COMMANDO	" -04	H7015	PASSED	03S6200
FORMULA 1	SUPER STOCK	613085-04	L6015	PASSED	G3S4023 TIRE B.C
FORMULA 1	SUPER STOCK	" -05	L6015	PASSED	G3S4024 TIRE B.C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GENERAL TIRE CO.

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
AMOCO	CXV	613086-01	H7015	PASSED	D3S2274 TIRE B.C
AMOCO	CXV	" -02	H7015	PASSED	D3S2275 TIRE B.C
AMOCO	CXV	" -03	H7015	PASSED	D3S2276 TIRE B.C
AMOCO	CXV	" -04	H7015	PASSED	D3S2277 TIRE B.C
AMOCO	CXV	" -05	H7015	PASSED	D3S2278 TIRE B.C
AMOCO	CXV	" -06	H7015	PASSED	D3S2279 TIRE B.C
AMOCO	CXV	" -07	H7015	PASSED	D3S2280 TIRE B.C
AMOCO	CXV	613098-05	F7014	PASSED	G3S4065 TIRE B.C
AMOCO	CXV	" -06	F7014	PASSED	G3S4066 TIRE B.C
AMOCO	CXV	" -07	F7014	PASSED	G3S4067 TIRE B.C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GENERAL TIRE CO.

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
AMOCO	CXV	613098-08	H7015	PASSED	G3S4068 TIRE B,C
AMOCO	CXV	" -09	H7015	PASSED	G3S4069 TIRE B,C
AMOCO	CXV	" -10	H7015	PASSED	G3S4070 TIRE B,C
GENERAL	SCRAMBLER GT	" -01	F7014	PASSED	E3S3292
GENERAL	SCRAMBLER GT	613086-08	G7015	PASSED	E3S3403
GENERAL	SCRAMBLER GT	" -09	G7015	PASSED	E3S3404
GENERAL	SCRAMBLER GT	613107	G7015	PASSED	E3S3405
GENERAL	SCRAMBLER GT	613098-02	G7015	PASSED	E3S3406
GENERAL	SCRAMBLER GT	613086-10	G7015	PASSED	E3S3407
GENERAL	SCRAMBLER GT	" -11	G7015	PASSED	E3S3408
GENERAL	SCRAMBLER GT	" -12	G7015	PASSED	E3S3409
GENERAL	SCRAMBLER GT	613098-03	G7015	PASSED	E3S3410
GENERAL	SCRAMBLER GT	613116	G7015	PASSED	03S6189

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: GENERAL TIRE CO.

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
GENERAL	SCRAMBLER GT	613098-04	G7015	PASSED	03S6190

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: KELLYSPRINGFIELD

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
ARGYLE	PGB 78	613088-01	H7815	PASSED	C3S8177 TIRE B,C
ARGYLE	PGB 78	" -02	H7815	PASSED	C3S8178 TIRE B,C
ARGYLE	PGB 78	" -03	H7815	PASSED	C3S8179 TIRE B,C
ARGYLE	PGB 78	" -04	H7815	PASSED	C3S8180 TIRE B,C
ARGYLE	PGB 78	613108-01	H7815	PASSED	C3S8181 TIRE B,C
ARGYLE	PGB 78	613088-05	H7815	PASSED	C3S8182 TIRE B,C
ARGYLE	PGB 78	" -06	H7815	PASSED	C3S8183 TIRE B,C
ARGYLE	PGB 78	" -07	F7814	PASSED	C3S8184 TIRE B,C
ARGYLE	PGB 78	" -08	F7814	PASSED	C3S8185 TIRE B,C
ARGYLE	PGB 78	" -09	F7814	PASSED	C3S8186 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: KELLYSPRINGFIELD

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
ARGYLE	PGB 78	613088-10	F7814	PASSED	C3S8187 TIRE B.C
ARGYLE	PGB 78	" -11	F7814	PASSED	C3S8188 TIRE B.C
ARGYLE	PGB 78	" -12	F7814	PASSED	C3S8189 TIRE B.C
ARGYLE	PGB 78	" -13	F7814	PASSED	C3S8190 TIRE B,C
ARGYLE	PGB 78	613100-07	F7814	PASSED	G3S4087 TIRE B.C
ARGYLE	PGB 78	" -08	F7814	PASSED	G3S4088 TIRE B.C
ARGYLE	PGB 78	" -09	F7814	PASSED	G3S4089 TIRE B.C
ARGYLE	PGB 78	613117	H7815	FAILED ENDUR.	G3S4090 TIRE B.C
ARGYLE	PGB 78	613100-10	H7815	PASSED	G3S4091 TIRE B.C
ARGYLE	PGB 78	" -11	H7815	PASSED	G3S4092 TIRE B,C

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MANUFACTURER: KELLYSPRINGFIELD

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
ASTROSTAR	SUPER SNOW "78"	613100-01	F7814	PASSED	E3S3064
ASTROSTAR	SUPER SNOW "78"	" -02	F7814	PASSED	E3S3065
ASTROSTAR	SUPER SNOW "78"	" -03	F7814	PASSED	E3S3066
ASTROSTAR	SUPER SNOW "78"	" -04	F7814	PASSED	E3S3075
ASTROSTAR	SUPER SNOW "78"	" -05	H7815	PASSED	E3S3078
ASTROSTAR	SUPER SNOW "78"	" -06	H7815	PASSED	E3S3087
ASTROSTAR	SUPER SNOW "78"	613108-02	H7815	PASSED	E3S3090
AUTOFLITE	SUPER SIX	613088-14	H7815	PASSED	G3S4027 TIRE B,C
AUTOFLITE	SUPER SIX	" -15	F7814	PASSED	G3S4029 TIRE B,C
AUTOFLITE	SUPER SIX	" -16	F7814	PASSED	G3S4030 TIRE B,C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: LEE

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
LARAMIE	PREMIUM BELTED	613109	F7814	PASSED	E3S3191
LARAMIE	PREMIUM BELTED	613101-01	F7814	PASSED	E3S3202
LARAMIE	PREMIUM BELTED	" -02	H7815	PASSED	E3S3216
SAXON	POLYRIDE 78-N HIGH PERFORMANCE	" -03	F7814	PASSED	G3S4043 TIRE B.C
SAXON	POLYRIDE 78-N HIGH PERFORMANCE	" -04	F7814	PASSED	G3S4044 TIRE B.C
SAXON	POLYRIDE 78-N HIGH PERFORMANCE	" -05	F7814	PASSED	G3S4045 TIRE B.C
SAXON	POLYRIDE 78-N HIGH PERFORMANCE	" -06	H7815	PASSED	G3S4046 TIRE B.C
SAXON	POLYRIDE 78-N HIGH PERFORMANCE	" -07	H7815	PASSED	G3S4047 TIRE B.C
SAXON	POLYRIDE 78-N HIGH PERFORMANCE	" -08	H7815	PASSED	G3S4048 TIRE B.C

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NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: MOHAWK

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
MEDALLION	MARAUDER	613089-01	F7014	PASSED	C3S8168 TIRE B.C
MEDALLION	MARAUDER	" -02	F7014	PASSED	C3S8170 TIRE B.C
MEDALLION	MARAUDER	" -03	H7015	PASSED	C3S8176 TIRE B.C
MEDALLION	MARAUDER	" -04	F7014	PASSED	D3S2281 TIRE B.C
MEDALLION	MARAUDER	" -05	F7014	PASSED	D3S2282 TIRE B.C
MEDALLION	MARAUDER	613102-01	F7014	PASSED	D3S2283 TIRE B.C
MEDALLION	MARAUDER	" -02	F7014	PASSED	D3S2284 TIRE B.C
MEDALLION	MARAUDER	" -03	F7014	PASSED	D3S2285 TIRE B.C
MEDALLION	MARAUDER	" -04	F7014	PASSED	D3S2286 TIRE B.C
MEDALLION	MARAUDER	" -05	F7014	PASSED	D3S2287 TIRE B.C

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MANUFACTURER: MOHAWK

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
MEDALLION	MARAUDER	613102-06	F7014	PASSED	D3S2288 TIRE B,C
MEDALLION	MARAUDER	" -07	F7014	PASSED	D3S2289 TIRE B,C
MEDALLION	MARAUDER	" -08	F7014	PASSED	D3S2290 TIRE B,C
MEDALLION	MARAUDER	" -09	H7015	PASSED	D3S2291 TIRE B,C
MEDALLION	MARAUDER	" -10	H7015	PASSED	D3S2292 TIRE B,C
MEDALLION	MARAUDER	" -11	H7015	PASSED	D3S2293 TIRE B,C
MEDALLION	MARAUDER	" -12	H7015	PASSED	D3S2294 TIRE B,C
MEDALLION	MARAUDER	" -13	H7015	PASSED	D3S2295 TIRE B,C
MEDALLION	MARAUDER	" -14	H7015	PASSED	D3S2296 TIRE B,C
MEDALLION	MARAUDER	613110-01	H7015	PASSED	D3S2297 TIRE B,C

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MANUFACTURER: MOHAWK

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
MEDALLION	MARAUDER	613102-15	H7015	PASSED	D3S2298 TIRE B.C
MEDALLION	MARAUDER	" -16	H7015	PASSED	D3S2299 TIRE B.C
MEDALLION	MARAUDER	" -17	H7015	PASSED	D3S2300 TIRE B.C
MEDALLION	MARAUDER	613110-02	F7014	PASSED	G3S4093 TIRE B.C
MEDALLION	MARAUDER	" -03	F7014	PASSED	G3S4094 TIRE B.C
MEDALLION	MARAUDER	" -04	F7014	PASSED	G3S4095 TIRE B.C
MEDALLION	MARAUDER	" -05	F7014	PASSED	G3S4096 TIRE B.C
MEDALLION	MARAUDER	" -06	H7015	PASSED	G3S4097 TIRE B.C
MEDALLION	MARAUDER	" -07	H7015	PASSED	G3S4098 TIRE B.C
FLEETWOOD	MARAUDER	" -08	H7015	PASSED	G3S4099 TIRE B.C

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MANUFACTURER: MOHAWK

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
FLEETWOOD	MARAUDER	613110-09	H7015	PASSED	G3S4100 TIRE B,C

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FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: OHTSU

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
OHTSU	CAR PET-S	613090-01	60012	PASSED	E3S3366
OHTSU	CAR PET-S	613118	60012	PASSED	E3S3367
OHTSU	CAR PET-S	613090-02	60012	PASSED	E3S3369
OHTSU	CAR PET-S	" -03	60012	PASSED	E3S3370
OHTSU	CAR PET-S	" -04	60012	PASSED	E3S3371
OHTSU	CAR PET-S	" -05	60012	PASSED	E3S3372
OHTSU	CAR PET-S	" -06	60012	PASSED	E3S3373
OHTSU	CAR PET-S	613111-01	60012	PASSED	E3S3374
OHTSU	CAR PET-S	613090-07	60012	PASSED	E3S3375
OHTSU	CAR PET-S	" -08	60012	PASSED	E3S3376
OHTSU	CAR PET-S	" -09	60012	PASSED	E3S3377
OHTSU	CAR PET-S	" -10	60012	PASSED	E3S3378
OHTSU	CAR PET-S	" -11	60012	PASSED	E3S3379
OHTSU	CAR PET-S	" -12	73514	PASSED	E3S3390
OHTSU	CAR PET-S	613111-02	73514	PASSED	E3S3391

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: OHTSU

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
OHTSU	CAR PET-S	613103	60012	PASSED	E3S3395

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: PENNSYLVANIA

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
PENNSYLVANIA	TURNPIKE POLY 780	613104-01	F7814	PASSED	G3S4049 TIRE B,C
PENNSYLVANIA	TURNPIKE POLY 780	" -02	F7814	PASSED	G3S4050 TIRE B,C
PENNSYLVANIA	TURNPIKE POLY 780	" -03	F7814	PASSED	G3S4051 TIRE B,C
PENNSYLVANIA	TURNPIKE POLY 780	" -04	F7814	PASSED	G3S4052 TIRE B,C
PENNSYLVANIA	TURNPIKE POLY 780	" -05	H7815	PASSED	G3S4053 TIRE B,C
PENNSYLVANIA	TURNPIKE POLY 780	" -06	H7815	PASSED	G3S4054 TIRE B,C
PENNSYLVANIA	TURNPIKE POLY 780	" -07	H7815	PASSED	G3S4055 TIRE B,C
PENNSYLVANIA	TURNPIKE POLY 780	613119	H7815	PASSED	G3S4056 TIRE B,C

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: SEIBERLING

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
LEMANS	SS WIDE TRAC	613091-01	G7015	PASSED	E3S3325
LEMANS	SS WIDE TRAC	" -02	G7015	PASSED	E3S3329
LEMANS	SS WIDE TRAC	" -03	G7015	PASSED	E3S3334

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

COMPLIANCE TEST PROGRAM - REPORTS ACCEPTED

MONTHLY RECAP - JULY 1973

FMVSS 109

NEW PNEUMATIC TIRES - PASSENGER CARS

MANUFACTURER: UNIROYAL

REPORTS SUB.: FROM JUL 1 TO JUL 31

BRAND NAME	TIRE NAME	DOT/HS No.	SIZE	RESULTS	TEST NUMBER
PEERLESS	SPRINT GT ARMOR BELTED	613092-01	H7015	PASSED	E3S3276
PEERLESS	SPRINT GT ARMOR BELTED	" -02	H7015	PASSED	03S6175
GILLETTE	EXECUTIVE PREMIUM	" -03	85515	PASSED	E3S3300

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - JULY 1 - JULY 31, 1973

FMVSS No. 116 - HYDRAULIC BRAKE FLUID

	MANUFACTURER	MODEL/PART No.	DOT/HS No.	RESULTS	REPORT No.
1.	General Motors Corporation	DOT-3	613055	Passed	116-SRI-72-028
2.	General Motors Corporation (Opel) Deutsche Pentosin	DOT-3 (Lot D15013)	613056	Passed	116-SRI-72-029
3.	Warwick Laboratory Co., Inc.	DOT-3	613057	Passed	116-SRI-72-030
4.	Mercedes Benz/Alfred Teves GmbH	DOT-3 (ATe Blue Type-S)	613058	Passed	116-SRI-72-031
5.	Warwick Laboratory Co., Inc.	DOT-4 (Lot 734)	613059	Passed	116-SRI-72-032
6.	Chuo Chemical Industries, Inc.	DOT-3 (Lot 721221)	613060	Passed	116-SRI-72-033
7.	Alfred Teves GmbH	DOT-3 (Lot 49)	613061	Passed	116-SRI-72-034
8.	Toyota SH-F	DOT-3	613062	Passed	116-SRI-72-035
9.	Renault/Lockheed 55	DOT	613063	Passed	116-SRI-72-036

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - REPORTS ACCEPTED

MONTHLY REPORT - JULY 1 - JULY 31, 1973

FMVSS No. 206 - DOOR HINGES AND LATCHES

	MANUFACTURER	MODEL/PART No.	DOT/HS No.	RESULTS	REPORT No.
1.	Volkswagen	Beetle	613070	Passed	206-DTL-73-022-303081E
2.	Chrysler Corporation	Dodge Sportvan	613068	Passed	206-DTL-73-016-303081E
3.	Chrysler Corporation	Colt	613069	Passed	206-DTL-73-018-303081E
4.	White Motors	Truck	613073	Passed	206-DTL-72-042-204069E
5.	Travel Equipment Corporation/	Motor Home - Challenger	613071	Passed	206-DTL-72-028-204069E
6.	Citroen	Model D	613072	Failed	206-DTL-72-040-204069E
7.	Winnebago	Motor Home	613075	Failed	206-VPI-72-022-808390
8.	BMW	2000	613074	Passed	206-VPI-72-018-808390

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM - INVESTIGATIONS CLOSED

MONTHLY REPORT - JULY 1 - JULY 31, 1973

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
109	DAYTON - Cornell Deluxe
109	SEMPERIT - Favorit
109	CONTINENTAL - Super Record
109	FIRESTONE - Deluxe Champion Sup-R-Belt (2)
109	UNIROYAL - Co-op Hi Level SPD
109	GENERAL - Winter Cleat Radan
116	Alfa Romeo
209	British Leyland/Britax
209	Audi/Klippan

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - JULY 1 - JULY 31, 1973

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
106	Airtex Products
108	American Motors Corporation (4)
108	Chevrolet (3)
108	Chrysler
108	Divco (2)
108	Dodge (4)
108	Ford Motor Company (6)
108	Opel
108	Plymouth (2)
108	Pontiac
108	Volvo
109 *	Alliance
109 *	Armstrong
109	Cooper (3)
109	Gates (4)
109	General
109 *	Goodrich (2) (1 this period)
109 *	Kelly-Springfield
109	Mansfield (2)
109 *	Pennsylvania (3) (1 this period)
109 *	Seiberling (2) (1 this period)
109 *	Uniroyal (2) (1 this period)
116 *	Warwick Laboratories (2) (1 this period)
116	Geon/ATE
206	Peterbilt
206	Renault
206	Winnebago Industries
206	General Motors Corporation
206 *	Citroen Cars Corporation
206	Kayot
209	British-Leyland (Britax)
209	British-Leyland (Kangol) (3)

MONTHLY REPORT - JULY 1 - JULY 31, 1973

INVESTIGATIONS IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS		MANUFACTURER
209		C & W Manufacturing
209		Chrysler (American Safety)
209		Fiat (Kangol)
209		Ford (Wingard)
209		General Motors (Hamill)
209		Hankscraft Company
209		Mercedes-Benz (Kangol)
209		Porsche (Repa)
209		Rose Manufacturing (3)
209		U. S. Safety Weave Corporation
209		Volkswagen (Repa)
209		Volvo
213		Babyhood, Industries
213		Stobar Die Storchenmuhle
213		Rex Stroll-O-Chair
213	*	Collier-Keyworth Company

* Denotes Investigations initiated this period.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - JULY 1 - JULY 31, 1973

INVESTIGATORY FILES RELEASED TO THE PUBLIC

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
116	Renault (CIR-819)
209	Porsche/Audi (CIR-610)
209	Irvin Industries (CIR-975)

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE TUESDAY
October 2, 1973

NHTSA -- 95-73 (RC)
Tel. 202-426-9550

The National Motor Vehicle Safety Advisory Council is sponsoring a two-day public conference in Washington, D.C., October 9-10 on the technical and legal aspects of defining automobile "safety-related defects."

The Safety Defects Conference will be chaired by Dale Curtis Hogue, a Washington attorney and member of the Council, and will begin at 9:00 a.m. daily in room 2232, Department of Transportation (DOT) headquarters building, 400 Seventh Street, S.W.

Presentations are scheduled from 16 organizations representing motor vehicle manufacturers, the aftermarket industry, insurance companies, standard-setting organizations, and consumer groups. Participants will include the General Motors Corporation, Motor and Equipment Manufacturers Association, State Farm Insurance, Insurance Institute for Highway Safety, Automobile Importers of America, Consumer Union, Vehicle Equipment Safety Commission, the Center for Auto Safety, the Automobile Club of Missouri and staff from the United States Senate Subcommittee on Antitrust and Monopoly.

Chairman Hogue has underscored the importance of the conference, calling attention to the Government's role in automobile recall campaigns and pending legislation in Congress on mandatory recall authority and the remedy of defective vehicles.

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The 22-member Council was established under the National Traffic and Motor Vehicle Safety Act of 1966 to advise the Secretary of Transportation on the development of Federal motor vehicle safety standards. It is chaired by Judson Branch, Chairman of the Board of the Allstate Insurance Company.

The meeting is open to the general public, and additional information can be obtained from the Executive Secretary, National Highway Traffic Safety Administration, Department of Transportation, Washington, D.C., Area Code 202, 426-2872.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE FRIDAY
October 5, 1973

NHTSA -- 94-73 (HP)
Tel. 202-426-9550

Secretary of Transportation Claude S. Brinegar announced today that $120 million in funds authorized by Congress have been apportioned to the States from the Highway Trust Fund in fiscal 1974 for their annual highway safety programs.

The funds are authorized by the Highway Safety Act of 1973, signed into law by President Nixon on August 13, 1973. The law provides Federal assistance for highway safety activities to all 50 States, the District of Columbia, Puerto Rico, and, for the first time, to American Samoa, Guam, the Virgin Islands, and Indian Reservations.

Forty percent of the funds, as a minimum, are available for local government expenditures on a 70/30 matching basis. The funds are to be used to implement the 18 Highway Safety Program Standards administered jointly by the National Highway Traffic Safety Administration and the Federal Highway Administration.

The attached table shows the amounts made available for the fiscal period ending June 30, 1974, for each jurisdiction:

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Alabama	2,121,229	New Hampshire	600,000
Alaska	600,000	New Jersey	3,271,133
Arizona	1,135,464	New Mexico	810,140
Arkansas	1,388,746	New York	8,526,868
California	9,657,932	North Carolina	2,822,984
Colorado	1,514,684	North Dakota	929,072
Connecticut	1,423,632	Ohio	5,349,496
Delaware	600,000	Oklahoma	1,929,191
Florida	3,632,138	Oregon	1,579,122
Georgia	2,720,779	Pennsylvania	5,866,531
Hawaii	600,000	Rhode Island	600,000
Idaho	740,091	South Carolina	1,563,845
Illinois	5,696,311	South Dakota	854,008
Indiana	2,882,296	Tennessee	2,282,545
Iowa	2,080,968	Texas	6,692,001
Kansas	1,956,176	Utah	799,392
Kentucky	1,846,915	Vermont	600,000
Louisiana	1,956,185	Virginia	2,442,498
Maine	600,000	Washington	2,039,460
Maryland	1,849,585	West Virginia	1,006,750
Massachusetts	2,627,996	Wisconsin	2,679,670
Michigan	4,647,422	Wyoming	600,000
Minnesota	2,566,607	Dist. of Col.	600,000
Mississippi	1,460,839	Puerto Rico	1,192,815
Missouri	2,879,046	Guam	600,000
Montana	830,072	American Samoa	600,000
Nebraska	1,347,366	Vir. Islands	600,000
Nevada	600,000	Sec. of Interior	600,000*

* Amount available for highway safety on Indian Reservations.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE TUESDAY A.M.
October 9, 1973

NHTSA -- 90-73 (GLW)
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY AND AUDIT CASES REPORT

AUGUST 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 August.

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.

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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Reporting Period: August 1973

SAFETY RELATED DEFECT INVESTIGATORY CASES OPENED THIS REPORTING PERIOD

CASE NUMBER:	C4-08
MANUFACTURER:	International Harvester Company
MAKE:	IHC
MODEL:	1600, 1700, 1800 Loadstar Chassis
YEAR(S):	Various
COMPONENT:	Rear Axle U-Bolt
POSSIBLE PROBLEMS:	Low torque

CASE NUMBER:	C4-09
MANUFACTURER:	Chrysler Corporation
MAKE:	Dodge and Plymouth
MODEL:	Dart and Valiant (All "A" Body)
YEAR(S):	1970-1972
COMPONENT:	Brake Proportioning Valve
POSSIBLE PROBLEMS:	Rear wheel lock-up under normal brake operation

CASE NUMBER:	C4-10
MANUFACTURER:	Winnebago Industries, Incorporated
MAKE:	Winnebago
MODEL:	D24 Motorhome
YEAR(S):	1970-1971
COMPONENT:	Front Tires, Wheels, Springs and Axles
POSSIBLE PROBLEMS:	Suspension ratings are possibly exceeded by the unloaded weights of the front ends of vehicles with standard or optional equipment, plus normal occupant and luggage loads

CASE NUMBER:	C4-11
MANUFACTURER:	Action Industries, Incorporated
MAKE:	Swinger
MODEL:	25-Foot Motorhome
YEAR(S):	1971
COMPONENT:	Front Tires, Wheels, Springs and Axles
POSSIBLE PROBLEMS:	Same as above (C4-10)

Reporting Period: August 1973

CASE NUMBER:	C4-12
MANUFACTURER:	Champion Home Builders Company
MAKE:	Champion
MODEL:	24-Foot Motorhome
YEAR(S):	1971
COMPONENT:	Front Tires, Wheels, Springs and Axles
POSSIBLE PROBLEMS:	Same as above (C4-10)

CASE NUMBER:	C4-13
MANUFACTURER:	Bendix Home Systems, Incorporated
MAKE:	Lifetime
MODEL:	Premier 23 Motorhome
YEAR(S):	1969-1971
COMPONENT:	Front Tires, Wheels, Springs and Axles
POSSIBLE PROBLEMS:	Same as above (C4-10)

CASE NUMBER:	C4-14
MANUFACTURER:	PRF Industries
MAKE:	Travco
MODEL:	220 Motorhome
YEAR(S):	1970
COMPONENT:	Front Tires, Wheels, Springs and Axles
POSSIBLE PROBLEMS:	Same as above (C4-10)

CASE NUMBER:	C4-15
MANUFACTURER:	General Motors Corporation
MAKE:	Cadillac
MODEL:	All
YEAR(S)	1969-1970
COMPONENT:	Air Conditioner Blower Relay
POSSIBLE PROBLEMS:	Failure of relay may cause overheating of electrical harness under instrument panel

SAFETY RELATED DEFECT INVESTIGATORY CASES TERMINATED THIS REPORTING PERIOD

NONE

DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE FRIDAY
October 12, 1973

NHTSA -- 97-73 (BAB)
Tel. 202-426-9550

The Department of Transportation today announced new policies and procedures for determining whether a safety-related defect exists in motor vehicles or vehicle equipment used on America's streets and highways. The new directives are designed to widen public participation in the process.

Dr. James B. Gregory, Administrator of the Department's National Highway Traffic Safety Administration (NHTSA), said the new policy directives are consistent with his previously stated goals that his agency will be vigilant, firm, and fair in its efforts to protect the consumer from defective cars.

"We have an obligation to the American motoring public," said Dr. Gregory, "to be vigilant in discovering safety-related defects. Therefore, the Agency's Office of Defects Investigations will continually invite, through every means available to it, consumer or manufacturer experience with any purported defect related to safety -- to elicit from every available source any and all information which might suggest the existence of a defect.

"We also intend to be firm in carrying out our responsibilities under the law to see that, once discovered, all information concerning defects is rapidly and adequately communicated to car owners."

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Dr. Gregory announced that each month the Safety Agency will publish a list of its current defect investigations. The list will also identify those investigations newly opened or closed within the previous month, as well as those being actively pursued. Each investigation will be identified by car make, model year, component involved, and a brief description of the problem under investigation.

A new category will also be established for those exceptional cases in which the information available to NHTSA is insufficient to warrant further determination as to the existence or non-existence of a defect. Such cases after an appropriate period will be designated as suspended, and will be so identified in the Monthly Defect Report. The investigation in suspended cases will be automatically closed 60 days after appearance in the monthly report, unless further evidence is forthcoming which warrants a different disposition.

The investigatory files of all investigations designated as suspended will be made publicly available, except for those materials exempt from disclosure by the Freedom of Information Act. All investigative files, except for exempt material, will be made public as soon as an investigation is closed. Each file will contain a closing memorandum detailing the findings and conclusions in support of the decision to close.

In those cases in which investigation warrants, an initial determination of defect will be made, and proceedings will be started as provided in Section 113 of the National Traffic and Motor Vehicle Safety Act of 1966. The manufacturer will be notified of the initial determination, and will be provided with all the information on which the determination is based. He will then be given an opportunity to present his views and evidence to establish that the alleged defect does not affect motor vehicle safety.

The notice of these "113 Proceedings" will be published in the Federal Register, announcing the time and place for the proceedings and inviting the participation of any interested persons. Evidence may be submitted in either oral or written presention, however there will be no cross-examination of witnesses. A transcript of the proceedings will be kept and added to the investigative file to enable the Administrator to make a final determination as to the existence of a defect.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
October 16, 1973

NHTSA -- 96-73(HP)
Tel. 202-426-9550

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a public advisory today to alert motorists to the proper selection of deep-tread, winter type tires (snow treads) for use on passenger cars equipped with radial ply constructed tires.

NHTSA Administrator, Dr. James B. Gregory, said approximately 12 percent of the 1973 model year production of passenger cars were equipped with radial ply tires as original equipment, and the 1974 model year should have a higher percentage. "For the American motorist who has purchased one of these cars, or the motorist who, within the past year, has equipped his car with radial ply tires, he should be warned not to use his old snow treads, unless he is sure they are of radial construction."

Previous advisories issued by the Safety Administration noted that there are vast differences in tire construction that affect tire performance. The performance of different tires under similar load, side slip, as well as braking conditions, may differ considerably. For these reasons, a vehicle's basic handling characteristics may be seriously affected when tires of different construction are intermixed. Intermixing of tires can, and often does, change the vehicle's handling characteristics from a stable condition to an unstable condition, including wandering and fishtailing.

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The Safety Administration stresses the following precautions and guidelines when purchasing deep-tread, winter type tires (snow treads) for your car.

1. Follow the recommendation of the automobile manufacturer in the owner's manual or a reputable tire service store or dealer.

2. If your car is equipped with radial ply tires, it is essential that radial ply constructed snow treads be purchased. Radial ply tires should never be mixed with bias or belted-bias constructed tires.

Many motorists consider radial tires to be equal in traction to snow tires in snow or icy conditions. However, most States do not recognize radial ply tires as snow tires. When the motorist has doubts, he should check with his State, county or city jurisdiction.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
October 26, 1973

NHTSA -- 99-73 (HP)
Tel. 202-426-9550

Federal highway traffic safety specialists from Washington, D.C. and eight regional areas will meet with analysts from 50 States and Puerto Rico in St. Louis, Missouri, October 30-November 1 to exchange ideas on methods for reporting and recording highway traffic fatalities.

The three-day workshop conference, sponsored by the Department of Transportation's National Highway Traffic Safety Administration (NHTSA), will evaluate accomplishments to date of a computerized program that records auto fatality statistics on a nationwide basis.

The program, known as the "Fatality Analysis File," is administered by the NHTSA in an effort to learn from the comprehensive data submitted by participating States the possible causes and potential prevention of motor vehicle crashes that result in fatalities.

Ranging far beyond the usual accident report statistics, the program provides for the reporting of the various accident causation factors; Driver, Vehicle, Roadway, and Environmental data in a single report for a more detailed analysis of possible causes of fatal accidents. Information that can be obtained from these accurate and timely reports could be utilized to answer such questions as the distribution of blood alcohol levels among the drivers killed; the number of fatally injured occupants who were wearing lap and/or shoulder harnesses; how many of the fatalities were ejected from the vehicle; the type and degree of crash injuries, and the type of vehicles involved, by make, model and year.

Trained analysts, employed by the States, build a detailed case record for each reported fatal accident, using the official police officer's report as a basic data source.

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The resultant case record is coded on special forms for monthly transmittal to NHTSA headquarters, where the information is entered into NHTSA's computer bank of accident statistics.

Such detailed and specific information is usually lacking in today's accident reporting, and there is a great need to fill the information gap on accident causation, which the Fatality Analysis File is designed to help.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
November 1, 1973

NHTSA -- 102-73 (HP)
Tel. 202-426-9550

A combination of factors, including safer vehicles, better roads, and improved State and community traffic safety programs, contributed last year to a continuing decrease in the highway fatality rate in the United States. The rate per 100 million vehicle miles declined to 4.5 in 1972, by far the lowest in the world.

Since the basic highway and motor vehicle safety laws were enacted in 1966, the reduction in the fatality rate has been substantial; from 5.6 in 1967 to 4.5 last year, or 18 percent in six years.

However, a steady increase in the number of miles driven by Americans and a continued rise in the number of new drivers on the road pushed the total killed on the nation's streets and highways to an all-time high of 57,000, or 2,300 more than died in 1971. The cost to society of deaths, injuries and property damage on the highways is enormous, estimated at approximately $50 billion in 1972.

These figures and other facts about highway safety were made public today by Secretary of Transportation Claude S. Brinegar with the release of annual reports prepared by the National Highway Traffic Safety Administration (NHTSA). The reports to the Congress are required by the Highway Safety Act and the National Traffic and Motor Vehicle Safety Act of 1966.

The reports review the causes, seriousness, and complexity of the traffic safety problem, and, of the programs and research undertaken by the Federal Government, in cooperation with the States, communities, industry, and private organizations, to control the problem.

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The reports are in three volumes. The first is a brief, general summary of the statistical gravity of the situation and the national effort to bring it firmly under control. The other two volumes, one for each law, are more detailed and technical.

The reports cite several causes as contributing to the decrease in the fatality rate. Among the most important are the highway safety programs carried out by the States and communities with Federal guidance and assistance. However, much of the credit must also go to the basic safety devices incorporated in automobiles through Federal standards since 1968, such as safety belts, energy-absorbing steering columns, safer windshields, stronger door latches, and interior padding. Nearly 60 percent of the cars now on the road have been built to these standards, and they account for nearly 70 percent of the traveled mileage.

The record death toll is largely attributed to the following factors:

- o annual vehicle miles driven continue to increase at a 5 percent pace.
- o the number of vehicles grows at a rate of 4 percent annually.
- o a growing percent of drivers are among the youngest and oldest age brackets -- the most accident-prone groups.
- o the small and large vehicles, such as motorcycles and trucks, are growing in disproportionate numbers, providing for a greater size and weight disparity, which increases the seriousness of collision consequences.
- o per capita consumption of distilled spirits, the number one highway killer, rose 23.5 percent between 1967 and 1972.

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
November 1, 1973

NHTSA -- 88-73 (HP)
Tel. 202-426-9550

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced today that suit has been filed against International Harvester Company seeking injunctive relief as well as civil penalties in the amount of $390,000.

The complaint, filed in the United States District Court for the District of Columbia, alleges that International Harvester has committed numerous and repeated violations of the National Traffic and Motor Vehicle Safety Act of 1966 and supportive regulations.

The NHTSA said the repeated violations occurred during a period when the company was conducting 16 recall campaigns. As a result, many unsuspecting motorists were not adequately warned of the existence of an admitted safety defect in the company's vehicles which could seriously affect the safety of those vehicles. The action was filed only after International Harvester had been warned repeatedly of violations.

Section 113 of the Traffic Safety Act requires manufacturers to send by certified mail safety defect notifications to first purchasers or subsequent warranty holders. Part 577 of regulations issued by the NHTSA spells out in detail what the defect notification should contain. Copies of these notifications are required to be filed with NHTSA. Part 573 of these regulations requires that a manufacturer must advise the Safety Agency within five working days of its discovery of a safety defect, and, among other things, requires that quarterly reports be filed thereafter detailing the success of the defect notification and/or recall campaign.

-more-

The Government complaint alleges, for example, that in two separate campaigns, owners were not notified of admitted defects in their vehicles as required. In one campaign, which involved at least 250 vehicles, including school buses, the owners were not notified of a brake defect for some 20 months after the discovery of this defect by International.

In another campaign, at least 119 owners were not notified within a reasonable period of time of an admitted pitman arm or steering defect in International vehicles. Other violations alleged in the complaint included: six failures to submit quarterly reports; 8 failures to submit defect information reports within five working days after discovery of the defect; six failures to submit copies of defect notifications to NHTSA, as required by regulation; and one failure to include the correct number of vehicles potentially affected by the defect in the defect reports.

It is noted that without timely receipt of these reports and copies of the defect notifications sent to purchasers, the NHTSA cannot determine whether or not the owners with defects in their vehicles have been adequately notified in order that they may have the defect corrected.

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
November 8, 1973

NHTSA 92-73(PF)
Tel. 202-426-9550

The Department of Transportation today announced a new Federal motor vehicle safety standard which establishes performance and labeling requirements for new pneumatic tires used on motor vehicles other than passenger cars.

The standard, No. 119, was written by the National Highway Traffic Safety Administration (NHTSA). It establishes minimum performance levels for tires used on multipurpose passenger vehicles, trucks, buses, trailers and motorcycles. It also requires information to be placed on tires to permit their proper selection and use.

Tire manufacturers will be required to furnish a listing of the rims that may be used with each of the tires they produce by means of a document furnished to dealers of his product, or by publicizing such listings in technical tire publications.

The standard requires that each tire have at least six treadwear indicators spaced almost equally around the circumference of the tire, so that a person inspecting the tire may be able to see whether the tire has worn to a tread depth of 1/16th of an inch. Tires with 12-inch or smaller rim diameters must have at least three such treadwear indicators. Motorcycle tires will have at least three indicators to show that the tire has worn to a tread depth of 1/32nd of an inch.

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Each tire shall be marked with the following information:

- The symbol DOT, which shall constitute a certification that the tire conforms to applicable Federal motor vehicle safety standards
- The tire identification number
- The tire size designation
- Maximum load rating and inflation pressure of the tire
- Speed restriction of the tire, if any
- Actual number of plies and the composition of the ply cord material in the sidewall and, if different, in the tread area
- The words "tubeless" or "tube type" as applicable
- The word "regroovable" if the tire is designed for regrooving
- The word "radial" if a radial tire
- The letter designating the tire load range

Effective date for the new standard is September 1, 1974.

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

FOR IMMEDIATE RELEASE
November 13, 1973

NHTSA -- 106-73 (RC)
Tel. 202-426-9550

Federal highway traffic safety specialists will meet beginning today with judiciary representatives from nine States and the District of Columbia to discuss new methods of streamlining traffic case workloads that now clog court calendars across the country.

"The serious plight of the Nation's lower criminal courts," Under Secretary of Transportation John W. Barnum said, "is largely due to their processing extensive petty offense caseloads, dominated by a high percentage of traffic cases."

The Under Secretary will deliver the opening address at the Symposium on Effective Highway Safety Adjudication conducted November 13-16 in New York City by the University of Denver College of Law in cooperation with the Department of Transportation's National Highway Traffic Safety Administration, (NHTSA).

State delegations, representing Florida, Maryland, Michigan, Missouri, New York, New Jersey, Ohio, Pennsylvania, and Rhode Island, will meet in the Roosevelt Hotel to discuss how traffic court adjudication can be more responsive to the needs of highway safety.

A key issue before the gathering will be practical methods of separating the average traffic offender from the habitual problem driver whose repeat violations contribute largely to congested court dockets.

NHTSA favors State creation of a new lower court subsystem or administrative adjudication to handle the bulk of minor traffic cases. Delegates will view such a system in action, with a tour of the New York Administrative Adjudication Program's hearing offices in Manhattan.

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Meeting speakers will include Colorado Federal District Court Judge Sherman G. Finesilver, former member of the National Highway Safety Advisory Committee, and chairman of a special Ad Hoc Task Force on Adjudication, and Vincent L. Tofany, newly named president of the National Safety Council, and former Commissioner of the New York Department of Motor Vehicles.

Special panel discussions on November 15 will include presentations by Judge Richard F. LeFevour, Supervising Judge, Cook County Traffic Court, Chicago, Illinois; Judge T. Patrick Corbett, Presiding Judge, Municipal Court of Seattle, Seattle, Washington; Traffic Trial Commissioner, Donald Rosenberg, Oakland-Piedmont Municipal Court, Oakland, California, and, Mr. Donald Bardell, Deputy Commissioner, Motor Vehicle Division, Albany, New York.

Judge Corbett will explain the Administration's Special Adjudication for Enforcement (SAFE) demonstration project which will become effective in Seattle the Spring of 1974. It provides for noncriminal case processing of the bulk of the traffic offenses and integration of adjudication with driver licensing and driver improvement programs.

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WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
November 14, 1973

NHTSA -- 100-73 (GLW)
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY AND AUDIT CASES REPORT

SEPTEMBER 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 opened and all investigations terminated by the Federal safety agency during the month of September, and all investigations in progress.

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.

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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Reporting Period: September 1973

SAFETY RELATED DEFECT INVESTIGATORY CASES OPENED THIS REPORTING PERIOD

CASE NUMBER:	C4-16
MANUFACTURER:	Daytona Sports Company
MAKE:	Daytona
MODEL:	Daytona 500
YEAR(S):	1966-1967
COMPONENT:	Motorcycle Helmet
POSSIBLE PROBLEMS:	Unit providing inadequate protection

CASE NUMBER:	C4-17
MANUFACTURER:	General Motors Corporation
MAKE:	GMC and Chevrolet
MODEL:	Pickup Trucks
YEAR(S):	1971-1972
COMPONENT:	Steering Tie Rod End
POSSIBLE PROBLEMS:	Separation of ball from socket

CASE NUMBER:	C4-18
MANUFACTURER:	Ford Motor Company
MAKE:	Ford
MODEL:	Torino
YEAR(S):	1969
COMPONENT:	Engine Mounts
POSSIBLE PROBLEMS:	Secondary effects from shearing of engine mounts

CASE NUMBER:	C4-19
MANUFACTURER:	RV Industries, Incorporated
MAKE:	Landau
MODEL:	25-Foot Motorhome
YEAR(S):	1970
COMPONENT:	Front Tires, Wheels, Springs and Axles

-more-

(Case Number C4-19 continued)

POSSIBLE PROBLEMS:	Suspension ratings are possibly exceeded by the unloaded weights of the front ends of vehicles with standard or optional equipment, plus normal occupant and luggage loads

CASE NUMBER:	C4-20
MANUFACTURER:	Toyota Motor Sales, U.S.A., Incorporated
MAKE:	Toyota
MODEL:	Corona, Corolla and Celica
YEAR(S):	1971
COMPONENT:	Hood Latch
POSSIBLE PROBLEMS:	Failure of secondary latch

Reporting Period: September 1973

SAFETY RELATED DEFECT INVESTIGATORY CASES TERMINATED THIS REPORTING PERIOD

CASE NUMBER:	C2-63
MANUFACTURER:	Lear Siegler, Incorporated (HammerBlow Company)
MAKE:	Various
MODEL:	Various
YEAR(S):	Various
COMPONENT:	Spring Eye Bolt
POSSIBLE PROBLEMS:	Spring eye bolts supplied by HammerBlow Company had not been properly tempered
CONCLUSIONS:	All known users of suspect bolts have been notified of the potential defect. This follow-up resulted in five additional safety defect recall campaigns

-more-

CASE NUMBER:	C3-12
MANUFACTURER:	Ford Motor Company
MAKE:	Ford
MODEL:	LTD Country Squire
YEAR(S):	1972
COMPONENT:	Steering Wheel Retention Nut
POSSIBLE PROBLEMS:	Alleged omission of steering wheel retention nut during assembly
CONCLUSIONS:	Investigation has failed to show that a safety-related defect exists in a group of vehicles

CASE NUMBER:	C3-14
MANUFACTURER:	Ford Motor Company
MAKE:	Ford
MODEL:	Full Size Station Wagon
YEAR(S):	1973
COMPONENT:	Rear Bumper Supports
POSSIBLE PROBLEMS:	Failure of welds in bumper isolator assembly permitted rear bumper to rotate during jacking
CONCLUSIONS:	Information developed during the course of the investigation concludes that the case of bumper support failure reported is isolated in nature. The investigation fails to find that the unique occurrence represents a safety problem

CASE NUMBER:	C3-32
MANUFACTURER:	Chrysler Corporation
MAKE:	Dodge
MODEL:	Polara
YEAR(S):	1972
COMPONENT:	Ball Joint
POSSIBLE PROBLEMS:	Alleged failure of ball joint due to improper heat treatment of retaining ring
CONCLUSIONS:	From information developed during the investigation, it appears that the ball joint separation resulted from the accident and was not the cause of it. Inquiry has failed to establish that a safety hazard exists

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SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS*

I. INVESTIGATIONS

DATE September 30, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEM
051	(In Litigation)			Three-piece wheel	
098	Ford	Mustang, Cougar	1966-1970	Drop-in fuel tank vent	Certain vents exposed to rupture by shifting luggage
128	Ford	Light Trucks	Various	16" two-piece wheel	lock ring gutter failure
132	General Motors	All	1965-1966	Quadrajet carburetor	Fuel leakage at plug, resulting in fire potential
140	Ford	Mustang, Cougar	1968-1969	Seat back pivot arm	Inboard pivot failure
150	Firestone, Kelsey-Hayes and Budd	Medium Trucks	Various	RH5° wheel	Accidental explosive disassembly
161	GM, Chrysler, AMC and Ford	All	1963-1971	Power brake vacuum check valve	No power assist with loss of valve cover

*Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a defect exists; only that a safety-related problem has been reported with sufficient indication that a problem may exist to justify a formal investigation. The aim of a formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens and an ivaluation of how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE September 30, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
190	All Manufacturers	Travel Trailers	1965-1970	Axles, wheels and tires	Overloading of suspensions
209	General Motors	Chevrolet Biscayne	1969	Rear suspension tie rod	Failure may cause loss of vehicle control
212	Ford	Full Size	1965-1969	Lower control arm	Fatigue failure
215	Goodyear	Medium and Heavy Trucks	Various	KB-KW 20" two-piece wheel	Accidental explosive disassembly
248	International Harvester	1600, 1700S, 1800 Bus	1958-1970	Brake shoe	Shoe separation from shoe web may cause brake failure
252	General Motors	Chevrolet ½-Ton Van and Passenger Cars	1969	Steering tie rod end	Suspected fatigue failure in thread section
258.5	General Motors	Cadillac, Pontiac, Oldsmobile, Buick	1965-1969	Engine mounts	Secondary effects from shearing of engine mounts
276	International Harvester	1200-D	1970	Front spring U-bolt	Breakage
278	Volkswagen	All	1965-1971	Seat and seat track	Seat track separation during accidents
282	Ford	Standard Size	1965-1970	15 x 5 wheel	Inner bead seat failure
287	Ford	Galaxie	1968-1970	Front wheel spindle	Fatigue crack in heel area

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE September 30, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
291	Ford	Mercury Capri	1971	Evaporative emission system	Underhood fires due to system malfunction
297	Firestone	GMC PD 4903 and PD 4905	1969-1970	Front tires	Excessive heat build-up fails tires
C2-05	American Motors	Jeepster	1971	Service brakes	Rear brake lock-up
C2-08	International Harvester	Step-In Van	1970-1971	Steering linkage	Wheel oscillation over rough surfaces
C2-09	All Manufacturers	All	All	Motorcycle helmets	Units providing inadequate protection
C2-25	Ford	School Bus	1966	Hydraulic brake line	Brake fluid loss from brake line due to corrosion
C2-32	General Motors	GMC, Chevrolet Pick-Up	Various	15" and 16" single-piece wheel	Inner bead seat failure
C2-51	Avco Motor Homes	Grand Lodge	1971	Gas tank	Fume intrusion into electrical circuitry box
C2-53	Ford	All	1967-1971	Brake master cylinder	Failure of cylinder due to corrosion
C2-54	Norton Villiers	Commando 750	Various	Yoke	Cracking
C2-59	Volkswagen	Karmann Ghia	1971-1972	Fuel tank	Leaks at tank guage sending unit

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE: September 30, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-60	Volkswagen	All	Pre-1963	Heater	Engine fume intrusion into passenger compartment
C2-61	Ford	Sedan	1968-1971	15 x 6.5 wheel	Rivet, weld and/or disc failure
C3-02	Honda	CB 750, CB 500 and CB 450 (K3 and K4)	All	Gas tank filler cap	Becomes dislodged, allowing gas to be ignited
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead electrical connector	Becomes disconnected
C3-06	International Harvester	DCF 400	1971-1972	Exhaust system	Exhaust leaks/engine fume intrusion into cab
C3-08	American Motors	All	1971-1973	Torque control	Insufficient control on critical fasteners
C3-09	B.F. Goodrich	Tire	1967-1971	Space Saver Tire	Insufficient instructions for mounting tire to rim
C3-10	Ford	Lincoln Continental Mark IV	1972	Tie rod sleeve	Breakage
C3-11	General Motors	Cadillac	1959-1960	Steering Pitman arm	Fatigue failure causing loss of steering control
C3-13	American Motors	Matador, Ambassador	1973	Fuel tank	Leaks from poor soldering of connections

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE September 30, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-15	Chrysler	Plymouth Valiant	1973	Upper control arm	Low or insufficient torque control
C3-17	British Leyland	Triumph TR-6	1971-1972	Fuel tank and filler neck connection	Leaks when filling tank
C3-18	General Motors	Chevrolet Impala	1969-1970	Steering wheel	Breakage at hub
C3-19	Toyota	Land Cruiser	1972	Heater hose and gas tank	Routing of hoses through vehicle interior/location of gas tank
C3-21	Renault	R-16	1969-1970	Front axle shaft	Failure may sever hydraulic brake lines
C3-22	Volkswagen	Type I	1967-1973	Seat belt and shoulder harness	Degradation caused by battery acid contamination
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering relay rod	Lock-up due to foreign objects
C3-28	International Harvester	Scout 800-A, 800-B	1970-1973	Clutch cable	Breakage due to bending fatigue
C3-29	Ford	Mercury Capri	1971-1973	Windshield wiper arm, shaft and motor	Detachment of wiper arm from drive shaft/motor failure due to underpower
C3-30	Harley Davidson	Model 74	Various	Gas tank	Leakage
C3-33	Ford	Mercury Capri	1971-1972	Seat belt/seat latch	Inboard seat belt abrasion by seat latch

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE September 30, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-34	General Motors	Chevrolet Series 10 Truck	1966-1971	Rear axle control arm	Cracking and splitting at welds
C3-35	International Harvester	Travelall 1110 4x4	1971-1973	Steering arm ball	Movement during braking may cause lessening of steering control
C3-36	Rectrans	Discoverer 22 Motorhome	1973	Windshield wiper pivots and motor	Misalignment may cause arms to break off
C3-37	BMW	BMW 2002, 2002A and 2002Tii	1972	Emergency locking retractor	Rotation of seat belt retractor may render system inoperative
C3-38	Toyota	Corona	1973	Front disc brake rotors	Corrosion and glazing encountered during shipping
C3-39	Ford	Mercury Capri	1973	Fuel and evaporative line connectors	Molded tubing connectors may crack
C3-40	Skyline Corporation	19½ Foot Nomad Travel Trailer	1971	Shackle bolt	Inadequate thread engagement with lock nut
C3-41	Chrysler	All Six-Cylinder	1971-1972	Exhaust manifold	Cracking
C3-42	Ford	B and F-500 through 700	1967-1972	Throttle linkage	Seizure of bellcrank at firewall linkage
C3-43	General Motors	Cadillac Eldorado, Oldsmobile Toronado	1967-1970	Front wheel lugs	Incorrect torque

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE September 30, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-01	Ford	B-700 School Bus Chassis	1969-1970	Right front spring	Failure of main and second leaf
C4-05	Kantwet Company	55, 56, 58	Various	Child seating system	Sharp edges may injure child
C4-06	Mack Trucks	F-700 Series	1970-1972	Tilt cab pivot lock plate	Plate breakage
C4-07	Ford	Full Size	1970-1971	Hood latch	Failure of latch mechanism
C4-08	International Harvester	1600, 1700, 1800 Loadstar Chassis	Various	Rear axle U-bolt	Low torque
C4-09	Chrysler	Dodge Dart and Plymouth Valiant ("A" Body)	1970-1972	Brake proportioning valve	Rear wheel lock-up under normal brake operation
C4-10	Winnebago	D24 Motorhome	1970-1971	Front tires, wheels, springs and axles	Suspension ratings are possibly exceeded by unloaded weights of vehicle front ends with standard or optional equipment, plus normal occupant and luggage loads
C4-11	Action Industries	25 Foot Swinger Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-12	Champion Home Builders	24 Foot Motorhome	1971	Front tires, wheels, springs and axles	See C4-10

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE September 30, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-13	Bendix Homes Systems	Lifetime Premier 23 Motorhome	1969-1971	Front tires, wheels, springs and axles	See C4-10
C4-14	PRF Industries	Travco 220 Motor-home	1970	Front tires, wheels, springs and axles	See C4-10
C4-15	General Motors	Cadillac	1969-1970	Air conditioner blower relay	Failure may cause overheating of electrical harness
C4-16	Daytona Sports	Daytona 500	1966-1967	Motorcycle helmet	Unit providing inadequate protection
C4-17	General Motors	GMC and Chevrolet Pickup	1971-1972	Steering tie rod end	Separation of ball from socket
C4-18	Ford	Torino	1969	Engine mounts	Secondary effects from shearing of engine mounts
C4-19	RV Industries	Landau 25 Foot Motor-home	1970	Front tires, wheels, springs and axles	See C4-10
C4-20	Toyota	Corona, Corolla and Celica	1971	Hood latch	Failure of secondary latch

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE September 30, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of various replaced parts that may contribute to a safety defect
326.S	All Manufacturers	Recreational Vehi-	Various	Tires, wheels, springs and axles	Overloading of suspension
249.A	General Motors	Chevrolet Corvair	1961-1969	Heater	Recall #71-0224
A2-56	White Motor	DT 1044C Reo's C150-C178	Various	Drag link ball seat	Recall #71-0156
A2-57	General Motors	Chevrolet Vega	1971-1972	Carburetor and exhaust system	Recall #72-0075
A2-58	General Motors	Chevrolet	1965-1972	Engine mount restraint	Recall #71-0235
A3-04	Toyota	1200 and 1600 cc	1970-1971	Fuel system	Recall #72-0014
A3-23	General Motors	Pontiac Grand Prix	1972	Positive battery cable	Recall #72-0198
A3-24	Chrysler	Dodge Light Trucks	1972	Brake pedal shaft nut	Recall #72-0193

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE September 30, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A3-25	Hendrickson	Various	Various	Tandem equalizer beam	Recall #72-0134 72-0150 72-0156 72-0167 72-0184 72-0187
A3-26	Superior Coach	IHC Chassis 1600, 1603, 1700	1972	Air brake hoses	Recall #72-0255
A4-02	Ford	F-100 and F-250 Truck	1973	Right front brake hose	Recall #73-0037
A4-03	Mack Trucks	FL, FS, RL and RS with RADL 5821 or R170 Rear Axle	1966-1972	Rear axle spring clamp plate	Recall #72-0259
A4-04	International Harvester	Travelall and Pick-Up 1110 4x4	1972-1973	Front axle steering arm mounting bolts	Recall #73-0127

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
November 16, 1973

NHTSA -- 101-73 (HP)
Tel. 202-426-9550

President Nixon has announced the appointment of three new members to the National Highway Safety Advisory Committee to fill existing vacancies on the 35-member committee. The Committee was created by the Highway Safety Act of 1966 to advise and consult with the Secretary of Transportation on highway safety standards and programs.

The new members are:

Joe G. Matthews, Director, Congressional Relations, AMTRAK, Washington, D.C., for a term expiring March 15, 1974.

Richard C. Tufaro, Associate Attorney, Milbank, Tweed, Hadley & McCloy, New York, New York, for a term expiring March 15, 1974.

Daumants Hazners, Chairman, Engineering & Architecture, Mercer County Community College, Trenton, New Jersey, for a term expiring March 15, 1975.

The new members will attend the full Advisory Committee meeting on November 26-27 in Washington, D.C.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 2059

FOR RELEASE FRIDAY
November 16, 1973

NHTSA -- 83-73 (PF)
Tel. 202-426-9550

The Department of Transportation today moved to establish minimum traction performance requirements for passenger car tires. In a Notice of Proposed Rulemaking, which would amend Federal Motor Vehicle Safety Standard No. 109 "New Pneumatic Tires," the proposal requires that each passenger car tire provide straight ahead traction performance equal to 90 percent of the performance of a specified control tire.

Written by the National Highway Traffic Safety Administration (NHTSA), the proposed test procedure would require the use of a 2-ply rayon tire, in sizes of 6.50 x 13, 7.75 x 14, and 8.55 x 15. This is the same tire as the control tire specified in the proposed Uniform Tire Quality regulation.

Control tires would be mounted on a two-wheel test trailer, and tested at 20, 40, and 60 miles per hour by accelerating the trailer to the specified speed, locking its wheels while maintaining speed, and measuring the friction coefficient of the tires on the wet surface. Manufacturers' tires would then be subjected to the same test. The manufacturers' tires would be required to achieve at least 90 percent of the control tire performance.

The proposal requires a modification of the proposed Uniform Tire Quality Grading regulation to eliminate the traction grade that

-more-

would have permitted a performance level of less than 90 percent of the control tire. That level of performance would no longer be permitted.

Interested parties will have 60 days to submit their comments on the proposed regulation. The proposed effective date of the amendment is September 1, 1974.

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Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE TUESDAY
November 20, 1973

NHTSA -- 104-73 (PF)
Tel. 202-426-9550

The Department of Transportation announced today that it has advised Hankscraft Company, Inc., of Reedsburg, Wisconsin, that some of its Model 700 child seat belt harnesses have failed to meet Federal safety standards.

Tests conducted by the National Highway Traffic Safety Administration (NHTSA) showed that the harnesses failed to comply with Federal Motor Vehicle Safety Standard No. 209 "Seat Belt Assemblies." The tests showed that 12 out of 12 retainer webbings, and five out of six upper torso webbings failed to meet performance requirements of this standard. Six out of 12 harnesses tested failed to meet the overall assembly strength requirements.

The Model 700 harnesses in question were manufactured by Hankscraft from 1968 to December 1971, at which time the line was discontinued. Some belts were produced for sale by Montgomery Ward. The manufacturer is asking owners to return the harnesses to Hankscraft for refund of the original purchase price.

Safety Agency officials said that they are continuing to investigate the case with a view toward possible civil penalties.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
November 22, 1973

NHTSA -- 103-73 (PF)
Tel. 202-426-9550

The Department of Transportation and the Japanese Ministry of International Trade and Industry today announced a joint testing and evaluation program for anthropomorphic crash test dummies developed in Japan.

The dummies were developed under the sponsorship of the Japan Automobile Research Institute, by the Itoh Seiki Company, of Tokyo. This dummy embodies a unique patented mechanical design for certain body joints and body segments which may provide certain performance advantages over presently available commercial designs.

Dr. James B. Gregory, Administrator of the Department's National Highway Traffic Safety Administration (NHTSA), said: "Anthropomorphic crash test dummies play an important part in measuring performance of motor vehicles in crashes. We welcome the Japanese contribution in this field."

The dummy is intended to represent the average adult American male in size and weight, to simulate his physical motions, and to reproduce the impact response of such a man in a crash situation.

The Japanese Government will furnish four such dummy models to the NHTSA, and in turn will be furnished results of the test program. The program will be conducted by the Civil Aviation Medicine Institute of the Transportation Department's Federal Aviation Administration, in Oklahoma City, Okhahoma, and by an as yet unnamed independent evaluation agency. The evaluation phase will begin this month.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE TUESDAY A.M.
November 27, 1973

NHTSA -- 107-73 (HP)
Tel. 202-426-9550

Secretary of Transportation Claude S. Brinegar today honored two citizens for their continuing work in highway safety. Certificates of Commendation were presented to Mr. Thomas C. Morrill, Vice President, State Farm Mutual Automobile Insurance Company, of Bloomington, Illinois, and Judge Sherman G. Finesilver, U. S. District Judge, Denver, Colorado.

The awards are presented under the Department's External Awards Program to persons who are not employed by the Federal Agency but who have made major contributions to transportation safety, economy or efficiency.

Mr. Morrill was honored for his distinctive leadership of the National Highway Safety Advisory Committee during the three years in which he served. Mr. Morrill was specifically commended for his work on coordinating Government and insurance industry efforts toward improved highway safety through alcohol countermeasures, automotive recall campaigns, elimination of highway hazards, and cooperative public information programs.

Judge Finesilver was honored for his pioneering work in critically reviewing the Nation's traffic court system with the goal of making traffic offense processing an effective highway safety countermeasure. As Chairman of the Advisory Committee's Ad Hoc Task Force on Adjudication, Judge Finesilver led the way for Committee adoption of a comprehensive report calling for the decriminalization of most traffic offenses, and more effective adjudication programs. His efforts and accomplishments have contributed to the massive task of traffic court reform in the United States.

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The Certificates of Commendation were presented by the Secretary of Transportation in a ceremony before a meeting of the Advisory Committee in Washington, D. C. The 35-member committee was created by the Highway Safety Act of 1966 to advise and consult with the Secretary of Transportation on highway safety standards and programs.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
November 28, 1973

NHTSA -- 108 73 (RC)
Tel. 202-426-9550

Secretary of Transportation Claude S. Brinegar today opened a three day national conference designed to underscore the need for States to enact safety belt usage laws.

Keynoting the meeting of several hundred public officials and civic leaders gathered at the Sheraton Park Hotel in Washington, D.C., he said: "We have a unique opportunity to make legislative history...to enact in each of the 50 States individual laws that collectively could save 10,000 to 15,000 lives a year on our Nation's highways. I would urge you to think of safety belt usage legislation in no lesser terms, and to weigh any objections to such legislation on the scale of human life.

"There is no longer any justifiable excuse for highway deaths in the 50 to 60 thousand magnitude range, or injuries on a scale of four to five million a year," he declared. "We have the technology to reduce those statistics significantly. All the motoring public is being asked to do is wear the restraint devices provided for passenger safety."

Dr. James B. Gregory, Administrator of the Department's National Highway Traffic Safety Administration, further underscored the need to act on safety belt use laws to reduce highway deaths and injuries.

"Despite the severity of the problem," he said, "I must say it's good for my morale to know that so many people are dedicated to the proposition that something can and must be done."

Australia's highly successful safety belt program, which slashed auto fatalities 20 percent in 1971, set the stage for the purpose of the conference...how to recognize, define, and solve the problems of passing mandatory seat belt legislation. Presentations are scheduled from key Australian government officials, and the deputy editor of the Melbourne Age, which campaigned for passage of the safety legislation.

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Puerto Rico is the first United States area to adopt such a law, effective January 1, 1974. Details of this legislation, and its implementation, will be explained by the Secretary of Transportation of Puerto Rico.

All possible facets of the question of safety belt legislation in this country will be examined by the conference delegates who include Federal and State officials, lawyers, doctors, traffic specialists and law enforcement officers. Legislation for mandatory seat belt usage has already been introduced in 22 States.

A series of special workshop sessions will be held on November 29 to discuss practical means of achieving seat belt legislation, implementing the resultant laws, and measuring their effectiveness. Reports on these sessions will be made the following day.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
November 28, 1973

NHTSA -- 109-73 (PF)
Tel. 202-426-9550

States that enact safety belt use laws may soon receive incentive grants from the Department of Transportation equal to as much as 25 percent of their apportionment of Federal highway safety funds for the fiscal year of enactment.

Pursuant to the 1973 Highway Safety Act, the Department's National Highway Traffic Safety Administration (NHTSA) today proposed criteria for awarding incentive grants to States that require the use of safety belts in motor vehicles. State participation in the three-year program would be voluntary.

Dr. James B. Gregory, Administrator of the NHTSA, said: "Enactment by all States of laws for the use of available safety belts could save 10,000 to 15,000 lives annually."

Congress" creation of the incentive program follows the success of the Australian safety belt use laws. A minimal enforcement effort there has greatly raised belt use and reduced highway fatalities by 15 to 20 percent. France, New Zealand, and Puerto Rico have also enacted belt use laws. In the United States, safety belt use legislation has been introduced in 22 State legislatures this year.

The proposed criteria would permit the States to choose among three alternative safety belt use laws. The first would require lap belt use by all front seat occupants. The second would require either all front seat occupants to use all available seat belts, or all front and rear seat occupants to use lap belts. The third alternative would require all occupants to use all available belts. States that enact the first, second, or third law would receive a grant of 10, 15, or 25 percent, respectively, of its apportionment of Federal highway safety funds for the fiscal year of enactment.

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The laws would have identical requirements for safety belt installation, retention, and maintenance; medical and occupational exemptions; and penalties. All motor vehicles operated on a State's highway would have to be equipped with the same number of lap and shoulder belts as required by Federal law at the time of the vehicle's manufacture.

A minor fine is proposed for noncompliance with the proposed belt use requirements. The NHTSA expressly advises against jail sentences for such violations.

Safety belt use helps prevent vehicle occupants from being hurled against the interior of their vehicles, or being ejected onto the roadway during crashes. A belted occupant is prevented from being thrown against fellow occupants during crashes and injuring them, perhaps fatally. Belt use by drivers helps them remain in control of their vehicles during initial crashes that do not stop their vehicles, and during emergency evasive maneuvers. Belt use also aids in reducing public expenditures and other societal losses resulting from highway deaths and injuries.

Interested parties are invited to comment on the proposed criteria by writing to: Docket Section, National Highway Traffic Safety Administration, Room 5221, 400 Seventh Street, S.W., Washington, D.C. 20590.

A 45 day comment period is provided. Final criteria should be issued in approximately two months.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 5, 1973

NHTSA -- 110-73 (HP)
Tel. 202-426-9550

The Department of Transportation said today that an investigation into the failure of front suspension lower control arms on certain Ford Motor Company vehicles found that no safety related defect exists.

The investigation, conducted by the Department's National Highway Traffic Safety Administration (NHTSA), covered 1965 through 1969 full-sized Ford and Mercury vehicles, 1967-1969 Thunderbirds, and 1969 Continental Mark III cars. These models all utilize a front wheel suspension part known as a lower control arm.

The investigative report shows that approximately 290 supported failures and some additional 120 possible failures were identified from the more than 700 reports and inquiries received by the NHTSA, out of a vehicle population of some 5.5 million. Numerous alleged cases of serious injuries or deaths attributed to lower control arm failure in such vehicles were investigated and, with one exception, appear to be without substance.

The Safety Agency said the probable cause of the failure phenomenon is cumulative damage fatigue failure due to severe impact type events during the service life of the lower control arms. Final failure, the NHTSA concluded, generally occurs at low speeds, typically while parking, approaching a stop sign, or turning into a driveway.

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The NHTSA concluded that customer notification of 5.5 million Ford Motor Company vehicle owners is not required. However, vehicles which have been involved in front end collisions or have encountered wheel impacts sufficiently severe to blow front tires or dent front wheel rims, or any other severe impact, are possible candidates for eventual control arm failure.

The investigation included extensive physical and metallurgical testing performed by various contractors in conjunction with the NHTSA. A five-man team of consultants from Syracuse University provided an overview of these investigation activities, and performed a scientific analysis of its own.

The examination was initiated in October 1970 following completion of another Safety Agency investigation which resulted in the recall of some 85,000 1965-1969 full-sized Fords used in police work. Conclusions reached in that investigation showed that failures originated in the vicinity of the ball joint rivet holes, as a result of severe impact loads of the type encountered in police pursuit work, such as crossing a median strip or a curb at a high speed.

One finding of the recently concluded investigation concerned failure of the lower control arm due to improper replacement of ball joints. All known replacement or "aftermarket" ball joint kits contain bolts and nuts for use in installing the joints to the arm. The NHTSA said satisfactory nesting of the joint to the arm may not be achieved if the fasteners are insufficiently tightened. This condition will permit the replacement joint to rock or "work" during vehicle use, inducing failure in the arm.

Owners whose vehicles have sustained front end accidents or other severe impacts are advised to seek immediate inspection and/or control arm replacement. Cracking has been determined to be progressive, and in most cases can be detected upon inspection prior to complete ball joint separation. Visual inspection with good lighting, the NHTSA said, will usually detect any significant cracking after careful cleaning around the ball joint area.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
December 14, 1973

NHTSA 111-73
Tel. 202-426-9550

MONTHLY

COMPLIANCE REPORT

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

Reproduced copy of any page, or an entire report, may be purchased at the above address in accordance with the fee schedule prescribed by Part 7, 49 CFR (Public Availability of Information). Basically, the Fee is established at 25¢ for each page not larger than 12 X 8 inches.

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
December 20, 1973

NHTSA -- 113-73 (RC)
Tel. 202-426-9550

The Department of Transportation recently concluded a three-day meeting in Washington, D.C., emphasizing the need for greater public awareness of the value of safety belts, as a prelude to State adoption of safety belt usage laws.

Reporting on the results of the conference, NHTSA Administrator James Gregory said, Federal and State officials, including 39 Governor's Highway Safety Representatives, lawyers, doctors, traffic specialists, and law enforcement officers were among the more than 500 delegates who concluded the November conference with a resolution, "That the concept of safety belt use laws, having been demonstrated to be effective in significantly reducing highway deaths and injuries, is hereby endorsed by the delegates to the Department of Transportation National Safety Belt Usage Conference."

The formal action followed a series of workshop sessions which underscored the need for extensive surveys of public opinion on the question of safety belt legislation, well in advance of State legislature convenings. Support of both public and private interest groups should be sought, participants said, through educational programs at the local level. Strong testimony on the life-saving and injury-reducing potential of safety belt systems from medical authorities, scientists, and highway safety experts would be extremely valuable in seeking such support, they noted.

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Other recommendations suggested the Department of Transportation release auto manufacturers from the present buzzer and interlock system requirements, upon passage of a safety belt usage law; insurance companies reduce premiums for casualty policies in States where the law is adopted; and that a conviction obtained for violations should not carry driver record points that would lead to license suspension or revocation.

Highlighting the conference were detailed accounts of Australia's experience with mandatory safety belt usage laws by top government officials and the deputy editor of The Melbourne Age. R. W. Barling, assistant secretary of the Australian Department of Transport, described the public support that eventually led to passage of the laws and the subsequent slashing of the country's automobile fatalities by 20 percent in 1971.

Among the most influential supporters was the Australian Medical Association, which singled out the compulsory use of safety belts as the most important factor in decreasing road deaths. Emphasizing the importance of such support, Barling pointed out that prior to adoption of the law, considerable support had been gained from the general public and, in particular, important groups such as The Royal Australasian College of Surgeons, and The Royal Automobile Club of Victoria.

Newspaper editor Gregory Taylor characterized improved communications as a key element in building support for passage of safety belt legislation. The Melbourne Age, he said, conducted a ten year campaign urging adoption of such legislation. "The task is to create community awareness of both the problem and the cure," he said. "A community that is aware of the problem is much more ready to accept the remedy."

Illustrating the effectiveness of the law, the editor said, is the fact that the number of drivers admitted to the hospital since 1970 has dropped 51 percent per 1,000 vehicles on the road, while deaths have dropped 28 percent per 1,000 vehicles registered. A recent survey indicated a 300 percent reduction in eye injuries, a 50 percent reduction in facial injuries, spinal injuries down by one third, and substantial reductions in injuries to heads, knees, hips and chests, he added.

Dr. Seymour Charles, president of Physicians for Automotive Safety called attention to the "trauma" of highway deaths and injuries. "This seat belt usage conference is to develop preventive medicine," he declared, "and the physicians view this action as a necessary emergency countermeasure in the present highway crisis. We have no doubt that a substantial increase in seat belt utilization could bring the most immediate saving of lives and prevention of bodily injuries in motor vehicle collisions." Dr. Charles also urged safety belt protection for children, noting that 1,100 children under the age of five die each year

in traffic accidents. This fatality figure, he said, exceeds the toll taken by all childhood diseases annually.

Vincent L. Tofany, president of the National Safety Council, called for adoption of safety belt use legislation as "a step that is urgently needed. The State legislators are the key to the immediate saving of lives on our Nation's highways and, quite frankly in many cases, the key really doesn't know which way to turn," he said.

"It is our job, our duty, to see that every State legislator receives all the information necessary for him to make the proper decision as to whether he will support safety belt usage legislation. If that State legislator cares for the very lives of his constituents, he cannot in good conscience not support belt-usage legislation."

Congressman William H. Harsha (R.-Ohio) termed the incentive grants provision of the Highway Safety Act of 1973 as "the missing link in the campaign to get the States to adopt safety belt use laws. This positive encouragement," he said, "coupled with the realization that when mandatory laws are on the books, there will no longer be any need for interlock systems and nuisance buzzers, should be enough to get our more forward looking States to approve such laws. Once they do, the results achieved will be so dramatic that I am confident that the rest will follow suit." He estimated that the provision could amount to over $2 million a year for California and New York, and over $1 million annually for Illinois, Ohio, Michigan, Pennsylvania and Texas. An additional 25 percent bonus is also authorized for States achieving the most dramatic reductions in their highway fatality rates. States adopting safety belt laws could thus realize an additional bonus, he pointed out.

The Honorable Dennis Hernandez, Secretary of Transportation of Puerto Rico, told the audience of his country's groundwork preparation that led to passage of mandatory seat belt legislation which becomes effective January 1, 1974. While Puerto Rico has a vehicle population of only 632,000, fatalities totaled 579 last year for a fatality rate of 8.9.

Surveys indicated that while 80 percent of more than 12,000 vehicles observed were equipped with safety belts, only 4 percent of the drivers and 2 percent of the passengers were using them. Implementation of the legislation required close cooperation between all government agencies and continuous public contact, points which Secretary Hernandez urged the conference delegates to concentrate upon.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
December 31, 1973

NHTSA 114-73(PF)
Tel. 202-426-9550

The U. S. Department of Transportation and the British Department of Environment today announced a joint testing and evaluation program for 50th percentile crash dummies developed in Great Britain.

The dummies were developed by David Ogle Limited of Letchworth, England, under the sponsorship of the Transport and Road Research Laboratory, and with technical assistance of the British Motor Industry Research Association. The dummies are designed to reproduce the dynamic behavior and reaction of an average adult male in automobile crashes, yet the design is simple enough to give reproducible results under repeated testing. The dummies play an important part in measuring occupant protection in motor vehicles in crashes.

The British Government will furnish two such test dummies to the National Highway Traffic Safety Administration (NHTSA), and in turn will receive data and results of the test program.

The program will be conducted by the Civil Aviation Medicine Institute of the Transportation Department's Federal Aviation Administration, in Oklahoma City, Oklahoma, and by an as yet unnamed independent test laboratory.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE MONDAY
December 31, 1973

NHTSA -- 115-73 (GLW)
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY REPORT CASES

OCTOBER 1973

The Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular Defect Investigatory Cases Report today, listing a special, new category of Suspended Cases along with its listing of October investigations newly opened, newly terminated, and investigations in progress.

Dr. James B. Gregory, NHTSA Administrator, drew special attention to the new listing of Suspended Cases, stating "it represents our effort to tap every possible source of information before the decision to terminate." He pointed out that cases placed in the "suspended" listing will automatically be moved to the "terminated" group in 60 days, unless new evidence is turned up which indicates they should be returned to the active group.

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SPECIAL PUBLIC ATTENTION IS DIRECTED TO THE SUSPENDED INVESTIGATORY CASE(S) LISTED BELOW, SO THAT PERSONS WITH EXPERIENCE OR INFORMATION THEY CONSIDER VITAL TO THIS INVESTIGATION MAY REPORT THE MATTER IN DETAIL TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION:

Case Number:	C3-08
Manufacturer:	American Motors Corporation
Make:	All
Model:	All
Year(s):	1970 thru 1973
Possible Problems:	Alleged low torque or looseness of critical fasteners in vehicle front suspension.
Status:	Suspended in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

The NHTSA 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 consumers and auto manufacturers, alike, prompt notice of NHTSA findings when official investigations have been prompted and subsequently concluded.

Interested persons, including those with information in connection with suspended investigations, are invited to report all information bearing upon NHTSA investigations to: The Office of Consumer Affairs, U.S. Department of Transportation, National Highway Traffic Safety Administration, 400 7th Street, S.W., Washington, D.C. 20590.

Persons wishing to review summaries of the NHTSA's findings in terminated cases, or the public file for suspended cases, may do so in the Technical Reference Room of the NHTSA at the above address.

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Reporting Period: October 1973

SAFETY RELATED DEFECT INVESTIGATORY CASES
OPENED THIS REPORTING PERIOD

CASE NUMBER:	C4-22
MANUFACTURER:	Ford Motor Company
MAKE:	Ford
MODEL:	Pinto
YEAR(S):	1972 - 1973
COMPONENT:	Assembly Aid Flange
POSSIBLE PROBLEMS:	Assembly aid flange on rear inner wheel house panel protrudes out from body, contacting tire when loaded.

CASE NUMBER:	C4-23
MANUFACTURER:	General Motors Corporation
MAKE:	Buick
MODEL:	Opel
YEAR(S):	1964 - 1971
COMPONENT:	Fuel System, Fuel Tank
POSSIBLE PROBLEMS:	Fuel system integrity

SAFETY RELATED DEFECT INVESTIGATORY CASES
TERMINATED THIS REPORTING PERIOD

CASE NUMBER:	215
MANUFACTURER:	Goodyear Tire and Rubber Company
MAKE:	Goodyear
MODEL:	KB, KW and KWX
YEAR(S):	1950 - 1972
COMPONENT:	Two-Piece Wheels
POSSIBLE PROBLEMS:	Alleged explosive disassembly of wheel during inflation of tire.
CONCLUSIONS:	Whatever safety implication may be involved in the assembly of multipiece wheels does not appear to be remediable through a manufacturer's notification campaign. Accordingly, implementation of the alternative measures, including NHTSA influence with the manufacturer to cease production of this type wheel, a public advisory and wall posters illustrating safety precautions to be used during multipiece wheel assembly, with distribution by state agencies and Department of Labor to repair shops, was undertaken as the most feasible manner of resolving this problem.

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CASE NUMBER:	C3-13
MANUFACTURER:	American Motors Corporation
MAKE:	AMC
MODEL:	Matador and Ambassador
YEAR(S):	1973
COMPONENT:	Fuel Tank
POSSIBLE PROBLEMS:	Alleged fuel leakage from solder joints in fuel tanks.
CONCLUSIONS:	Information developed during the course of this investigation failed to reveal that a safety-related defect exists.

CASE NUMBER:	C3-36
MANUFACTURER:	White Motor Corporation
MAKE:	Rectrans Division
MODEL:	Discoverer 22 Motorhome
YEAR(S):	1973
COMPONENT:	Windshield Wiper Arm and Shaft
POSSIBLE PROBLEMS:	Misalignment of windshield wiper motor and wiper arm pivots could cause arms to break off.
CONCLUSIONS:	White Motor Corporation, on behalf of its Rectrans Division, has initiated safety defect recall campaign number 73-0164.

CASE NUMBER:	C3-37
MANUFACTURER:	Bayerische Motoren Werke
MAKE:	BMW
MODEL:	2002, 2002A, 2002Tii
YEAR(S):	1972
COMPONENT:	Emergency Locking Retractor
POSSIBLE PROBLEMS:	Seat belt retractor unit may rotate away from the vertical plane, making the seat belt system inoperative.
CONCLUSIONS:	With NHTSA influence, BMW has advised their intent to initiate a safety defect recall campaign.

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SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS*

I. INVESTIGATIONS

DATE October 31, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
051	(In Litigation)			Three-piece wheel	
098	Ford	Fairlane, Mustang	1966-1970	Drop-in fuel tank	Certain vents exposed to rupture by shifting luggage
128	Ford	Light Trucks	Various	16" two-piece wheel	Lock ring gutter failure
132	General Motors	All	1965-1966	Quadrajet carburetor	Fuel leakage at plug, resulting in fire potential
140	Ford	Mustang, Cougar	1968-1969	Seat back pivot arm	Inboard pivot failure
150	Firestone, Kelsey-Hayes and Budd	Medium Trucks	Various	RH5° wheel	Accidental explosive disassembly
161	GM, Chrysler, AMC and Ford	All	1965-1971	Power brake vacuum check valve	No power assist with failure of valve

*Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a defect exists; only that a safety-related problem has been reported with sufficient indication that a problem may exist to justify a formal investigation. The aim of a formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and an evaluation of how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE October 31, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
190	All Manufacturers	Travel Trailers	1965-1970	Axles, wheels and tires	Overloading of suspensions
209	General Motors	Chevrolet Biscayne	1969	Rear suspension tie rod	Failure may cause loss of vehicle control
212	Ford	Full Size	1965-1969	Lower control arm	Fatigue failures
248	International Harvester	1600, 1700S, 1800 Bus	1958-1970	Brake shoe	Shoe separation from shoe web may cause brake failure
252	General Motors	Chevrolet ½-Ton Van and Passenger Cars	1969	Steering tie rod end	Suspected fatigue failure in thread section
258.5	General Motors	Cadillac, Pontiac, Oldsmobile, Buick	1965-1969	Engine mounts	Secondary effects from shearing of engine mounts
276	International Harvester	1200-D	1970	Front spring U-bolt	Breakage
278	Volkswagen	All	1965-1971	Seat and seat track	Seat track separation during accidents
282	Ford	Standard Size	Various	15 x 5 wheel	Bead seat failure
287	Ford	Galaxie	1968-1970	Front wheel spindle	Fatigue crack in heel area
291	Ford	Mercury Capri	1971	Evaporative emission system	Underhood fires due to system malfunction

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE October 31, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
297	Firestone	GMC PD-4903 and PD-4905	1969-1970	Front tires	Excessive heat build-up fails tires
C2-05	American Motors	Jeepster 10-31-73)	1971	Service brakes	Rear brake lock-up
C2-08	International Harvester	Step-In Van 10-31-73)	1970-1971	Steering linkage	Wheel oscillation over rough surfaces
C2-09	All Manufacturers	All	All	Motorcycle helmets	Units providing inadequate protection
C2-25	Ford, Chrysler, GM and International Harvester	School Bus	Pre-1966	Hydraulic brake line	Steel hydraulic brake line failure due to corrosion
C2-32	General Motors	GMC and Chevrolet Pick-Up	Various	15" single-piece wheel	Bead seat failure
C2-51	Avco Motor Homes	Grand Lodge	1971	Gas tank	Fume intrusion into electrical circuitry box
C2-53	Ford	All	1967-1971	Brake master cylinder	Failure of cylinder due to corrosion
C2-54	Norton Villiers	Commando 750	Various	Yoke	Cracking
C2-59	Volkswagen	Karmann Ghia	1971-1972	Fuel tank	Leaks at tank gauge sending unit

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE October 31, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-60	Volkswagen	All	Pre-1963	Heater	Engine fume intrusion into passenger compartment
C2-61	Ford	Sedan	Various	15 x 6.5 wheel	Disc failure
C3-02	Honda	CB 750, CB 500 and CB 450 (K3 and K4)	All	Gas tank filler cap	Becomes dislodged, allowing gas to be ignited
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead electrical connector	Becomes disconnected
C3-06	International Harvester	DCF-400	1971-1972	Exhaust system	Exhaust leaks/engine fume intrusion into cab
C3-08	American Motors (Investigation Suspended)	All 10-31-73)	1971-1973	Torque control	Insufficient control on critical fasteners
C3-09	B.F. Goodrich	Tire	1967-1971	Space Saver Tire	Insufficient instructions for mounting tire to rim
C3-10	Ford	Lincoln Continental Mark IV	1972	Tie rod sleeve	Breakage
C3-11	General Motors	Cadillac	1959-1960	Steering Pitman arm	Fatigue failure causing loss of steering control
C3-15	Chrysler	Plymouth Valiant 10-31-73)	1973	Upper control arm	Low or insufficient torque control

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE October 31, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-17	British Leyland	Triumph TR-6	1971-1972	Fuel tank and filler neck connection	Leaks when filling tank
C3-18	General Motors	Chevrolet Impala	1969-1970	Steering wheel	Breakage at hub
C3-19	Toyota	Land Cruiser	1972	Heater hose and gas tank	Routing of hoses through vehicle interior/location of gas tank
C3-21	Renault	R-16	1969-1970	Front axle shaft	Failure may sever hydraulic brake lines
C3-22	Volkswagen	Type I	1967-1973	Seat belt and shoulder harness	Degradation caused by battery acid contamination
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering relay rod	Lock-up due to foreign objects
C3-28	International Harvester	Scout 800-A, 800-B	1970-1973	Clutch cable	Breakage due to bending fatigue
C3-29	Ford	Mercury Capri	1971-1973	Windshield wiper arm, shaft and motor	Detachment of wiper arm from drive shaft/motor failure due to underpower
C3-30	Harley Davidson	Model 74	Various	Gas tank	Leakage
C3-33	Ford	Mercury Capri	1971-1972	Seat belt/seat latch	Inboard seat belt abrasion by seat latch
C3-34	General Motors	Chevrolet Series 10 Truck	1966-1971	Rear axle control arm	Cracking and splitting at welds

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE October 31, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-35	International Harvester	Travelall 1110 4x4	1971-1973	Steering arm ball	Movement during braking may cause loss of steering control
C3-38	Toyota	Corona	1973	Front disc brake rotors	Corrosion and glazing encountered during shipping
C3-39	Ford	Mercury Capri	1973	Fuel and evaporative line connectors	Molded tubing connectors may crack
C3-40	Skyline Corporation	19½ Foot Nomad Travel Trailer	1971	Shackle bolt	Inadequate thread engagement with lock nut
C3-41	Chrysler	All Six-Cylinder	1971-1972	Exhaust manifold	Cracking
C3-42	Ford	B and F-500 through 700	1967-1972	Throttle linkage	Seizure of bellcrank at firewall linkage
C3-43	General Motors	Cadillac Eldorado and Oldsmobile Toronado	1967-1970	Front wheel lugs	Incorrect torque
C4-01	Ford	B-700 School Bus Chassis	1969-1970	Right front spring	Failure of main and second leaf
C4-05	Kantwèt Company	55, 56, 58	Various	Child seating system	Sharp edges may injure child
C4-06	Mack Trucks	F-700 Series	1970-1972	Tilt cab pivot lock plate	Plate breakage
C4-07	Ford	Full Size	1970-1971	Hood latch	Failure of latch mechanism

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE October 31, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-08	International Harvester	1600, 1700 and 1800 Loadstar Chassis	Various	Rear axle U-bolt	Low torque
C4-09	Chrysler	Plymouth Valiant and Dodge Dart ("A" Body)	1970-1972	Brake proportioning valve	Rear wheel lock-up under normal brake operation
C4-10	Winnebago	D24 Motorhome	1970-1971	Front tires, wheels, springs and axles	Suspension ratings are possibly exceeded by unloaded weights of vehicle front ends with standard or optional equipment, plus normal occupant and luggage loads
C4-11	Action Industries	25 Foot Swinger Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-12	Champion Home Builders	24 Foot Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-13	Bendix Homes Systems	Lifetime Premier 23 Motorhome	1969-1971	Front tires, wheels, springs and axles	See C4-10
C4-14	PRF Industries	Travco 220 Motorhome	1970	Front tires, wheels, springs and axles	See C4-10
C4-15	General Motors	Cadillac	1969-1970	Air conditioner blower relay	Failure may cause overheating of electrical harness
C4-16	Daytona Sports	Daytona 500	1966-1967	Motorcycle helmet	Unit providing inadequate protection

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE October 31, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-17	General Motors	GMC and Chevrolet Pick-Up	1971-1972	Steering tie rod end	Separation of ball from socket
C4-18	Ford	Torino	1969	Engine mounts	Secondary effects from shearing of engine mounts
C4-19	RV Industries	Landau 25 Foot Motor-home	1970	Front tires, wheels, springs and axles	See C4-10
C4-20	Toyota	Corona, Corolla and Celica	1971	Hood latch	Failure of secondary latch
C4-22	Ford	Pinto	1972-1973	Assembly aid flange	Flange may contact tire when loaded
C4-23	General Motors	Buick Opel	1964-1971	Fuel tank and system	Fuel system integrity

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE October 31, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of various replaced parts that may contribute to a safety defect
326.S	All Manufacturers	Recreational Vehicles	Various	Axles, springs, wheels and tires	Loading of suspension exceeds component ratings
249.A	General Motors	Chevrolet Corvair	1961-1969	Heater	Recall #71-0224
A2-57	General Motors	Chevrolet Vega	1971-1972	Carburetor and exhaust system	Recall #72-0075
A2-58	General Motors	Chevrolet	1965-1972	Engine mount restraint	Recall #71-0235
A3-04	Toyota	1200 and 1600 cc	1970-1971	Fuel system	Recall #72-0014
A3-23	General Motors	Pontiac Grand Prix	1972	Positive battery cable	Recall #72-0198
A3-24	Chrysler	Dodge Light Trucks	1972	Brake pedal shaft nut	Recall #72-0193
A3-25	Hendrickson	Various	Various	Tandem equalizer beam	Recall #72-0134 72-0150 72-0156 72-0167 72-0184 72-0187

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE October 31, 1973

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A3-26	Superior Coach	IHC Chassis 1600, 1603, 1700	1972	Air brake hoses	Recall #72-0255
A4-02	Ford	F-100 and F-250 Truck	1973	Right front brake	Recall #73-0037
A4-03	Mack Trucks	FL, FS, RL and RS with RADL 5821 or R170 Rear Axle	1966-1972	Rear axle spring clamp plate	Recall #72-0259
A4-04	International Harvester	Travelall and Pick-Up 1110 4x4	1972-1973	Front axle steering arm mounting bolts	Recall #73-0127
A4-21	Ford	Ford Torino and Ranchero, Mercury Montego	1972	Rear axle assembly	Recall #72-0095
A4-24	Firestone	Various	Various	Radial Commander Tubeless Truck Wheel	Recall #73E-022

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
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NHTSA -118-73(RC)
Tel. 202-426-9550

School bus manufacturers will be required to improve the structural safety of their vehicles, under a new proposal published by the Department of Transportation.

Developed by the National Highway Traffic Safety Administration (NHTSA), the proposal would apply to an estimated 35,000 school buses manufactured annually, for use by nearly 20,000 school districts throughout the Nation. In addition, it would cover school buses operated by private contractors that transport students to and from school.

Specifically, the proposal is aimed at reducing a major source of school bus accident injuries ... failure of body panels and structural joints ... by requiring manufacturers to employ acceptable practices in joint construction, through the use of stronger, more closely spaced rivets, bolts, and screws.

Adoption of the proposal, NHTSA said, would improve the effectiveness of other standards designed to upgrade the crashworthiness of school buses. These include a proposed standard on bus passenger seating and crash protection, and Federal Motor Vehicle Safety Standard No. 217, "Bus Window Retention and Release," effective this past September.

The proposed new standard would apply to buses manufactured after January 1, 1976.

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