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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
April 12, 1974

NHTSA 48-74 (GLW)
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY CASES REPORT

JANUARY - FEBRUARY
1974

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular monthly Defect Investigatory Cases Report today, combining January and February into a single report.

The two-month listing shows no new investigations opened and none placed in the "suspended" category since the December report. Two cases were terminated by the Federal Safety Agency; namely an investigation of alleged seat-track failures in certain Volkswagen models, and an investigation of rim or wheel failures in the multi-piece RH5° truck wheel. In neither case did the NHTSA determine the presence of a safety-related defect but in the latter, truck wheel case, a national poster campaign and public advisory was employed to advise service personnel of safe procedures in handling this type of wheel.

The NHTSA report series was started last year. It provides American motorists with the earliest possible warning of safety related problems in automobiles. By including announcements of all investigations newly opened and newly terminated -- in addition to a full listing of investigations in progress -- consumers as well as auto manufacturers receive immediate notice of NHTSA's findings.

-more-

Today's report lists 76 investigations in progress. Interested persons, including those with information bearing on current investigations, are invited to write 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. Please indicate in such reports the make, model, year, and serial number (VIN) of the vehicle and all pertinent facts relating to the failure.

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 Library, Room 5108, of the NHTSA at the above address.

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PLEASE NOTE:

These monthly reports are furnished to the Consumer Product Information Center, Pueblo, Colorado, 81009, for distribution in single copies, free upon written request. Since it is impossible to maintain a monthly mailout listing, persons wishing to receive copies must request them each month from the above address.

SPECIAL PUBLIC ATTENTION IS DIRECTED TO THE SUSPENDED INVESTIGATORY CASES LISTED BELOW, SO THAT PERSONS WITH EXPERIENCE OR INFORMATION THEY CONSIDER VITAL TO THESE INVESTIGATIONS 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 through 1973
Possible Problems:	Alleged low torque or looseness of critical fasteners in vehicle front end suspension.
Status:	Suspended in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	209
Manufacturer:	General Motors Corporation
Make:	Chevrolet
Model:	Biscayne
Year(s):	1969
Possible Problems:	Alleged failure of the rear suspension tie rod, causing loss of vehicle control.
Status:	Suspended in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	C3-15
Manufacturer:	Chrysler Corporation
Make:	Plymouth
Model:	Valiant
Year(s):	1973
Possible Problems:	Alleged low torque or looseness of fasteners retaining the front suspension upper control arms to the chassis.
Status:	Suspended in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Reporting Period: JANUARY - FEBRUARY 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

NONE

SAFETY RELATED DEFECT INVESTIGATORY CASES

TERMINATED THIS REPORTING PERIOD

Case Number:	150
Manufacturer:	Firestone Tire and Rubber Company, Kelsey-Hayes Company and Budd Company
Make:	Firestone, Kelsey-Hayes and Budd
Model:	RH5° Two-Piece Wheel
Possible Problems:	Alleged accidental explosive disassembly of wheel when tire is inflated or wheel is changed.
Conclusions:	Whatever safety implications may be involved in the assembly of multi-piece 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 multi-piece wheel assembly, with distribution by state agencies and the Department of Labor to repair shops, was undertaken as the most feasible manner of resolving this problem.

Case Number:	278
Manufacturer:	Volkswagen of America, Incorporated
Make:	Volkswagen
Model:	Type I Sedan (Beetle)
Year(s):	1947 through 1970
Possible Problems:	In the event of a rear-end collision, the front seats may separate from their seat tracks allowing the occupants to impact the rear window opening area, with resultant head and spinal injury.
Conclusions:	Investigation revealed that a defect related to motor vehicle safety does not exist with respect to the seating system.

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

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	F-250 Pick-Up Trucks	1968-1969	16 x 5.5 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
161	GM, Chrysler, AMC and Ford	All	1965-1971	Power brake vacuum check valve	No power assist with failure of valve

*New investigatory cases and audits opened this reporting period.

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 February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
190	All Manufacturers	Travel Trailers	1965-1970	Axles, wheels and tires	Overloading of suspensions
209	General Motors (Investigation Suspended 12-31-73)	Chevrolet Biscayne	1969	Rear suspension tie rod	Failure may cause loss of control
248	International Harvester	1600, 1700S, 1800	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
266	Ford	Full Size	1969	Ignition switch	Poor connection between harness plug and switch
276	International Harvester	1200 and 1200-D	1970	Front spring U-bolt	Breakage
282	Ford	Ford, Mercury	1965-1971	15 x 5.5 single-piece 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

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SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

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	1971	Service brakes	Rear brake lock-up
C2-09	All Manufacturers	All	All	Motorcycle helmets	Units providing inadequate protection
C2-25	Ford, Chrysler, GM and International	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
C2-60	Volkswagen	All	Pre-1963	Heater	Engine fume intrusion into passenger compartment
C2-61	Ford	Ford, Mercury	1970	15 x 6.5 single-piece 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 24, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead electrical connector	Becomes disconnected
C3-08	American Motors (Investigation Suspended 10-31-73)	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 vehicle control
C3-15	Chrysler (Investigation Suspended 12-31-73)	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
C3-22	Volkswagen	Type I	1967-1973	Seat belt and shoulder harness	Degradation caused by battery acid contamination

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-27	General Motors	Chevrolet Vega	1967-1973	Steering relay rod	Lock-up due to foreign objects
C3-28	International Harvester	Scout 800A and 800B	1970-1973	Clutch cable	Breakage due to bending fatigue
C3-29	Ford	Mercury Capri	1971-1973	Windshield wiper arm, shaft and motor	Arm detaches from drive shaft/ motor fails due to underpower
C3-30	Harley Davidson	Model 74	Various	Gas tank	Leakage
C3-33	Ford	Mercury Capri	1971-1972	Seat belt and seat latch	Inboard seat belt abrasion by seat latch
C3-34	General Motors	Chevrolet Series 10 Truck	1969-1971	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 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-42	Ford	B and F-500 thru 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	Questor	Kantwet	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, 1700S 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-12	Champion Home Builders	24 Foot Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-13	Boise Cascade	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
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 Motorhome	1970	Front tires, wheels, springs and axles	See C4-10
C4-20	Toyota	Corona and Corolla	1971	Hood latch	Failure of secondary latch
C4-22	Ford	Pinto	1972-1973	Assembly aid tab on rear wheel well	Tab may contact tire, cutting tire

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SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-23	General Motors	Buick Opel	1964-1971	Fuel tank and system	Fuel system integrity
C4-26	General Motors	Cadillac	1969-1973	Power steering gear	Binding spool valve
C4-27	Champion Home Builders	Concord 28 Foot Motorhome	1973	Gas tank	Location and installation of gas tank may cause overloading
C4-28	Ford	Pinto	1971-1974	Rack and pinion steering	Bending of steering assembly on wheel impact causes binding
C4-29	Ford	All with 4-Barrel Carburetor	1968-1974	Non-metallic fast idle cam	Breakage causes jamming of throttle in open position
C4-30	Ford	School Bus	1966-1974	Brake drum	Breakage causes loss of brakes

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE February 28, 1974

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 (S2-16)	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
A2-58	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
A3-24	Chrysler	Dodge Light Trucks	1972	Brake pedal shaft nut	Recall #72-0193
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	1972-1974	Front axle steering arm mounting bolts	Recall #73-0127
A4-21	Ford	Torino and Ranchero, Mercury Montego	1972	Rear axle assembly	Recall #72-0095

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II. SURVEYS AND AUDITS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-25	Ford	B-700-750-7000 Bus Chassis	1973	Air brake nylon tubes	Recall #73-0210
A4-31	General Motors	GMC and Chevrolet C and G Series Trucks with Dual Rear Wheels	1973	Wheel clamp rings	Recall #73-0212
A4-32	Chrysler	Dodge D-500-600, S-600, W-600 Medium Trucks	1972-1973	Vacuum reserve tank hose	Recall #73-0142
A4-33*	Gillig Bros.	All with Power Steering	1962-1973	Lower steering shaft bearing	Recall #73-0247

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

Case Number:	209
Manufacturer:	General Motors Corporation
Make:	Chevrolet
Model:	Biscayne
Year(s):	1969
Possible Problems:	Alleged failure of the rear suspension tie rod, causing loss of vehicle control.
Status:	Suspended in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	C3-15
Manufacturer:	Chrysler Corporation
Make:	Plymouth
Model:	Valiant
Year(s):	1973
Possible Problems:	Alleged low torque or looseness of fasteners retaining the front suspension upper control arms to the chassis.
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SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

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SAFETY RELATED DEFECT INVESTIGATORY CASES

TERMINATED THIS REPORTING PERIOD

Case Number:	150
Manufacturer:	Firestone Tire and Rubber Company, Kelsey-Hayes Company and Budd Company
Make:	Firestone, Kelsey-Hayes and Budd
Model:	RH5° Two-Piece Wheel
Possible Problems:	Alleged accidental explosive disassembly of wheel when tire is inflated or wheel is changed.
Conclusions:	Whatever safety implications may be involved in the assembly of multi-piece 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 multi-piece wheel assembly, with distribution by state agencies and the Department of Labor to repair shops, was undertaken as the most feasible manner of resolving this problem.

Case Number:	278
Manufacturer:	Volkswagen of America, Incorporated
Make:	Volkswagen
Model:	Type I Sedan (Beetle)
Year(s):	1947 through 1970
Possible Problems:	In the event of a rear-end collision, the front seats may separate from their seat tracks allowing the occupants to impact the rear window opening area, with resultant head and spinal injury.
Conclusions:	Investigation revealed that a defect related to motor vehicle safety does not exist with respect to the seating system.

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

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	F-250 Pick-Up Trucks	1968-1969	16 x 5.5 two-piece wheel	Lock ring gutter failure
132	General Motors	All	1965-1966	Quadrajet carburetor	Fuel leakage at plug, resulting in fire potential
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161	GM, Chrysler, AMC and Ford	All	1965-1971	Power brake vacuum check valve	No power assist with failure of valve

*New investigatory cases and audits opened this reporting period.

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.

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209	General Motors (Investigation Suspended 12-31-73)	Chevrolet Biscayne	1969	Rear suspension tie rod	Failure may cause loss of control
248	International Harvester	1600, 1700S, 1800	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
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282	Ford	Ford, Mercury	1965-1971	15 x 5.5 single-piece 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

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C2-09	All Manufacturers	All	All	Motorcycle helmets	Units providing inadequate protection
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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
C2-60	Volkswagen	All	Pre-1963	Heater	Engine fume intrusion into passenger compartment
C2-61	Ford	Ford, Mercury	1970	15 x 6.5 single-piece 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

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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 vehicle control
C3-15	Chrysler (Investigation Suspended 12-31-73)	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
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C3-29	Ford	Mercury Capri	1971-1973	Windshield wiper arm, shaft and motor	Arm detaches from drive shaft/ motor fails due to underpower
C3-30	Harley Davidson	Model 74	Various	Gas tank	Leakage
C3-33	Ford	Mercury Capri	1971-1972	Seat belt and seat latch	Inboard seat belt abrasion by seat latch
C3-34	General Motors	Chevrolet Series 10 Truck	1969-1971	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 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-42	Ford	B and F-500 thru 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	Questor	Kantwet	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, 1700S 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-12	Champion Home Builders	24 Foot Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-13	Boise Cascade	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
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 Motorhome	1970	Front tires, wheels, springs and axles	See C4-10
C4-20	Toyota	Corona and Corolla	1971	Hood latch	Failure of secondary latch
C4-22	Ford	Pinto	1972-1973	Assembly aid tab on rear wheel well	Tab may contact tire, cutting tire

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-23	General Motors	Buick Opel	1964-1971	Fuel tank and system	Fuel system integrity
C4-26	General Motors	Cadillac	1969-1973	Power steering gear	Binding spool valve
C4-27	Champion Home Builders	Concord 28 Foot Motorhome	1973	Gas tank	Location and installation of gas tank may cause overloading
C4-28	Ford	Pinto	1971-1974	Rack and pinion steering	Bending of steering assembly on wheel impact causes binding
C4-29	Ford	All with 4-Barrel Carburetor	1968-1974	Non-metallic fast idle cam	Breakage causes jamming of throttle in open position
C4-30	Ford	School Bus	1966-1974	Brake drum	Breakage causes loss of brakes

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE February 28, 1974

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 (S2-16)	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
A2-58	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
A3-24	Chrysler	Dodge Light Trucks	1972	Brake pedal shaft nut	Recall #72-0193
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	1972-1974	Front axle steering arm mounting bolts	Recall #73-0127
A4-21	Ford	Torino and Ranchero, Mercury Montego	1972	Rear axle assembly	Recall #72-0095

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-25	Ford	B-700-750-7000 Bus Chassis	1973	Air brake nylon tubes	Recall #73-0210
A4-31	General Motors	GMC and Chevrolet C and G Series Trucks with Dual Rear Wheels	1973	Wheel clamp rings	Recall #73-0212
A4-32	Chrysler	Dodge D-500-600, S-600, W-600 Medium Trucks	1972-1973	Vacuum reserve tank hose	Recall #73-0142
A4-33*	Gillig Bros.	All with Power Steering	1962-1973	Lower steering shaft bearing	Recall #73-0247

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE FRIDAY
April 12, 1974

NHTSA 48-74 (GLW)
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY CASES REPORT

JANUARY - FEBRUARY
1974

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular monthly Defect Investigatory Cases Report today, combining January and February into a single report.

The two-month listing shows no new investigations opened and none placed in the "suspended" category since the December report. Two cases were terminated by the Federal Safety Agency; namely an investigation of alleged seat-track failures in certain Volkswagen models, and an investigation of rim or wheel failures in the multi-piece RH5° truck wheel. In neither case did the NHTSA determine the presence of a safety-related defect but in the latter, truck wheel case, a national poster campaign and public advisory was employed to advise service personnel of safe procedures in handling this type of wheel.

The NHTSA report series was started last year. It provides American motorists with the earliest possible warning of safety related problems in automobiles. By including announcements of all investigations newly opened and newly terminated -- in addition to a full listing of investigations in progress -- consumers as well as auto manufacturers receive immediate notice of NHTSA's findings.

-more-

Today's report lists 76 investigations in progress. Interested persons, including those with information bearing on current investigations, are invited to write 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. Please indicate in such reports the make, model, year, and serial number (VIN) of the vehicle and all pertinent facts relating to the failure.

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 Library, Room 5108, of the NHTSA at the above address.

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PLEASE NOTE:

These monthly reports are furnished to the Consumer Product Information Center, Pueblo, Colorado, 81009, for distribution in single copies, free upon written request. Since it is impossible to maintain a monthly mailout listing, persons wishing to receive copies must request them each month from the above address.

SPECIAL PUBLIC ATTENTION IS DIRECTED TO THE SUSPENDED INVESTIGATORY CASES LISTED BELOW, SO THAT PERSONS WITH EXPERIENCE OR INFORMATION THEY CONSIDER VITAL TO THESE INVESTIGATIONS 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 through 1973
Possible Problems:	Alleged low torque or looseness of critical fasteners in vehicle front end suspension.
Status:	Suspended in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	209
Manufacturer:	General Motors Corporation
Make:	Chevrolet
Model:	Biscayne
Year(s):	1969
Possible Problems:	Alleged failure of the rear suspension tie rod, causing loss of vehicle control.
Status:	Suspended in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	C3-15
Manufacturer:	Chrysler Corporation
Make:	Plymouth
Model:	Valiant
Year(s):	1973
Possible Problems:	Alleged low torque or looseness of fasteners retaining the front suspension upper control arms to the chassis.
Status:	Suspended in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Reporting Period: JANUARY - FEBRUARY 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

NONE

SAFETY RELATED DEFECT INVESTIGATORY CASES

TERMINATED THIS REPORTING PERIOD

Case Number:	150
Manufacturer:	Firestone Tire and Rubber Company, Kelsey-Hayes Company and Budd Company
Make:	Firestone, Kelsey-Hayes and Budd
Model:	RH5° Two-Piece Wheel
Possible Problems:	Alleged accidental explosive disassembly of wheel when tire is inflated or wheel is changed.
Conclusions:	Whatever safety implications may be involved in the assembly of multi-piece 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 multi-piece wheel assembly, with distribution by state agencies and the Department of Labor to repair shops, was undertaken as the most feasible manner of resolving this problem.

Case Number:	278
Manufacturer:	Volkswagen of America, Incorporated
Make:	Volkswagen
Model:	Type I Sedan (Beetle)
Year(s):	1947 through 1970
Possible Problems:	In the event of a rear-end collision, the front seats may separate from their seat tracks allowing the occupants to impact the rear window opening area, with resultant head and spinal injury.
Conclusions:	Investigation revealed that a defect related to motor vehicle safety does not exist with respect to the seating system.

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

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	F-250 Pick-Up Trucks	1968-1969	16 x 5.5 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
161	GM, Chrysler, AMC and Ford	All	1965-1971	Power brake vacuum check valve	No power assist with failure of valve

*New investigatory cases and audits opened this reporting period.

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 February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
190	All Manufacturers	Travel Trailers	1965-1970	Axles, wheels and tires	Overloading of suspensions
209	General Motors (Investigation Suspended 12-31-73)	Chevrolet Biscayne	1969	Rear suspension tie rod	Failure may cause loss of control
248	International Harvester	1600, 1700S, 1800	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
266	Ford	Full Size	1969	Ignition switch	Poor connection between harness plug and switch
276	International Harvester	1200 and 1200-D	1970	Front spring U-bolt	Breakage
282	Ford	Ford, Mercury	1965-1971	15 x 5.5 single-piece 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 February 28, 1974

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	1971	Service brakes	Rear brake lock-up
C2-09	All Manufacturers	All	All	Motorcycle helmets	Units providing inadequate protection
C2-25	Ford, Chrysler, GM and International	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
C2-60	Volkswagen	All	Pre-1963	Heater	Engine fume intrusion into passenger compartment
C2-61	Ford	Ford, Mercury	1970	15 x 6.5 single-piece 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 24, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead electrical connector	Becomes disconnected
C3-08	American Motors (Investigation Suspended 10-31-73)	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 vehicle control
C3-15	Chrysler (Investigation Suspended 12-31-73)	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
C3-22	Volkswagen	Type I	1967-1973	Seat belt and shoulder harness	Degradation caused by battery acid contamination

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-27	General Motors	Chevrolet Vega	1967-1973	Steering relay rod	Lock-up due to foreign objects
C3-28	International Harvester	Scout 800A and 800B	1970-1973	Clutch cable	Breakage due to bending fatigue
C3-29	Ford	Mercury Capri	1971-1973	Windshield wiper arm, shaft and motor	Arm detaches from drive shaft/ motor fails due to underpower
C3-30	Harley Davidson	Model 74	Various	Gas tank	Leakage
C3-33	Ford	Mercury Capri	1971-1972	Seat belt and seat latch	Inboard seat belt abrasion by seat latch
C3-34	General Motors	Chevrolet Series 10 Truck	1969-1971	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 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-42	Ford	B and F-500 thru 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	Questor	Kantwet	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, 1700S 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-12	Champion Home Builders	24 Foot Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-13	Boise Cascade	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
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 and Corolla	1971	Hood latch	Failure of secondary latch
C4-22	Ford	Pinto	1972-1973	Assembly aid tab on rear wheel well	Tab may contact tire, cutting tire

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-23	General Motors	Buick Opel	1964-1971	Fuel tank and system	Fuel system integrity
C4-26	General Motors	Cadillac	1969-1973	Power steering gear	Binding spool valve
C4-27	Champion Home Builders	Concord 28 Foot Motorhome	1973	Gas tank	Location and installation of gas tank may cause overloading
C4-28	Ford	Pinto	1971-1974	Rack and pinion steering	Bending of steering assembly on wheel impact causes binding
C4-29	Ford	All with 4-Barrel Carburetor	1968-1974	Non-metallic fast idle cam	Breakage causes jamming of throttle in open position
C4-30	Ford	School Bus	1966-1974	Brake drum	Breakage causes loss of brakes

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE February 28, 1974

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 (S2-16)	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
A2-58	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
A3-24	Chrysler	Dodge Light Trucks	1972	Brake pedal shaft nut	Recall #72-0193
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	1972-1974	Front axle steering arm mounting bolts	Recall #73-0127
A4-21	Ford	Torino and Ranchero, Mercury Montego	1972	Rear axle assembly	Recall #72-0095

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE February 28, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-25	Ford	B-700-750-7000 Bus Chassis	1973	Air brake nylon tubes	Recall #73-0210
A4-31	General Motors	GMC and Chevrolet C and G Series Trucks with Dual Rear Wheels	1973	Wheel clamp rings	Recall #73-0212
A4-32	Chrysler	Dodge D-500-600, S-600, W-600 Medium Trucks	1972-1973	Vacuum reserve tank hose	Recall #73-0142
A4-33*	Gillig Bros.	All with Power Steering	1962-1973	Lower steering shaft bearing	Recall #73-0247

79859

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

SUBJECT : Report No. FHWA-RD-77-101, "Determination of Consistency Characteristics of Soils"	FHWA BULLETIN December 27,1977

Distributed with this bulletin is the subject research report describing a practical automated method for measuring soil and soil-aggregate response to moisture changes. The test is run by subjecting specimens compacted for standard moisture density testing to vertical pressures and recording axial and lateral stresses. The test can be done in a few minutes and develops quantitative data which can be used for both soil classification and earthwork design.

Questions concerning this research effort should be directed to Materials Division, Federal Highway Administration, HRS-21, Washington, D.C. 20590.

Sufficient copies of the report are being distributed to provide a minimum of two copies to each regional office, one copy to each division office, and two copies for each State highway department. Direct distribution is being made to the division offices.

Additional copies for the public are available from the National Technical Information Service, Department of Commerce, 5285 Port Royal Road, Springfield, Virginia 22161. A small charge will be imposed for each copy ordered from NTIS.

G. D. Love
Associate Administrator for
Research and Development

Attachment

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
April 15, 1974

NHTSA -- 49-74 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today announced the acceptance of three Experimental Safety Vehicles (ESV) from the Italian government. Designed and manufactured by the Fiat S. P. A. of Torino, Italy, the prototype safety cars will undergo testing by the Department's National Highway Traffic Safety Administration (NHTSA) at Phoenix, Arizona.

The delivery marks the second for the Italian government/ industrial effort which delivered it's first 1,500 pound ESV for testing by the United States in February of last year. The ESVs just received include one in the 2,000 pound weight class and two in the 2,500 pound class. The cars reflect the completion of the first stage of Fiat's ESV development program, which has emphasized structural design. One of the larger weight vehicles incorporates a restraint system, marking the initiation of the company's second stage development.

Italy was the first foreign participant in the International ESV Program to deliver a prototype model for testing by the United

- more -

States. Japan was second, with the delivery of prototypes by Nissan and Toyota on February 15 of this year.

The international program has stressed the development of compact sized ESVs. Other foreign nations involved in the program, at the urging of President Nixon, include the Federal Republic of Germany, France, the United Kingdom, and Sweden.

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

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE MONDAY
April 15, 1974

NHTSA -- 51-74 (HP)
Tel. 202-426-9550

The growing highway safety problem resulting from increased bicycle usage will be reviewed in Washington, D.C. when a subcommittee of the National Highway Safety Advisory Committee to the U. S. Department of Transportation meets April 18-19.

The two-day public meeting by the Subcommittee on Research and Program Development will be held in Room 3200 of the Transportation Headquarters Building at 400 Seventh Street, S.W., Washington, D.C.

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

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
April 15, 1974

NHTSA -- 52-74 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today presented a special award for heroism to an 18-year-old Crow Indian youth.

Darrell Thomas Pretty Weasel was awarded the Department's Meritorious Service Award for rescuing two high school students from a burning car near Billings, Montana, on September 28, 1972. An athlete at Hardin High School, on the Crow Indian Reservation, Darrell and six young friends were trapped in a car which skidded on an icy road, struck a power pole and burst into flames. Four of the youths managed to free themselves. Darrell and two girls were still in the rear seat. He first managed to drag one girl outside to safety, then immediately returned, plunged into the flames and rescued the other.

Six weeks later the young hero was released from the Crow Agency Hospital after treatment for third degree burns to his left arm and face, severe enough to require several skin grafts. In that time, his once robust 160 pound body shrank to only 102 pounds.

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Since then, Darrell has undergone several plastic surgery operations, but needs many more to restore the full use of his left arm and badly scarred face. The entire process could take more than a year.

Dr. James B. Gregory, Administrator of the National Highway Traffic Safety Administration, presented the award before a distinguished gathering of Congressional representatives, top government leaders, and proud relatives of the honored youth from the Crow Reservation. Signed by Secretary of Transportation Claude S. Brinegar, the award underscores "personal courage and gallantry" which Dr. Gregory cited as "particularly appropriate to describe the unquestioned heroism of a man who did not hesitate to endanger his own life so that others might be saved. Because of his personal sacrifice, a greater tragedy was averted and two young companions are alive. His honor and courage are respected and admired by all who know him and are in keeping with the finest traditions of his own proud heritage."

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
April 22, 1974

NHTSA -- 54-74 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today issued details of a program that will provide incentive grants to states that adopt safety belt use laws.

Administered by the Department's National Highway Traffic Safety Administration (NHTSA) under the 1973 Highway Safety Act, the incentive program will give states grants equal to as much as 25 per cent of their apportionment of federal highway safety funds. Such grants will be given for the fiscal year in which the safety belt use laws are enacted and in each subsequent year through fiscal 1976.

Dr. James B. Gregory, NHTSA Administrator, said the program provides an outstanding opportunity for the states to

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"save 10,000 to 15,000 lives annually" and reduce injuries and their severity manyfold. "Belt use laws are the most cost-effective way for states to make immediate, substantial improvement in highway safety," he said.

Dr. Gregory also cited the Australian success with belt use laws. With minimal enforcement, their laws increased belt usage from a level of 25 per cent to 80 per cent. As a direct result, highway fatalities dropped approximately 20 per cent and serious injuries 30 per cent. France, Israel and New Zealand also have enacted belt use laws, and numerous other countries are considering doing so.

Puerto Rico, one of the 55 U.S. jurisdictions which qualifies for the incentive grant program, has already adopted a safety belt use law.

The amount of a state's grant will depend on its choice among three different levels of belt use requirements: 10 per cent for lap belt use by all front seat occupants; 15 per cent for lap belt use by all front and rear seat occupants; and the maximum 25 per cent for use of all available belts, including shoulder belts, by all front and rear seat occupants.

-more-

The program requirements provide that each motor vehicle operated on a state's highways must be equipped with the same number of lap and shoulder belts as required by federal law at the time of the vehicle's manufacture. There are also requirements for belt installation and retention, and medical and occupational exemptions. (For violations of the belt use requirement, NHTSA recommends a fine of from $10 to $35.)

Emphasizing the need for this legislation, NHTSA pointed out that belt use helps prevent vehicle occupants from being thrown against the windshields or dashboards of their vehicles and from being ejected onto the road -- the causes of most deaths and serious injuries to vehicle occupants. Belt use also reduces the hazard of one occupant of a vehicle injuring another occupant by being hurled into him during a crash, and gives the driver better control during emergency maneuvers and minor collisions which might otherwise lead to more serious accidents.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE TUESDAY
April 23, 1974

NHTSA 50-74(HP)
Tel. 202-426-9550

Amendments that would modify current requirements of federal safety standards applicable to motor-powered cycles have been proposed by the U. S. Department of Transportation.

Vehicles affected by the proposed amendments included so-called "Mopeds" and bicycles equipped with low-powered motors, as found in many European countries.

The proposal, which is a result of a number of petitions by manufacturers and dealers of such low-powered cycles, deals with lighting, stopping distances, and controls.

Several petitioners asked the National Highway Traffic Safety Administration (NHTSA) to establish a separate vehicle category, and separate safety standards, for motor-driven cycles. NHTSA denied these petitions, since performance requirements of

low-powered cycles do not differ sufficiently from those of regular motorcycles to warrant a separate category.

The announced proposal recommends amendment of Federal Motor Vehicle Safety Standard No. 108, to delete the requirements for turn signals for low-powered motorcycles whose top speed does not exceed 30 mph. It also proposes that the minimum required stop-lamp photometric output be reduced to one-half of that for regular motorcycles.

Standard No. 122 would be amended to establish maximum stopping distance values from speeds of 15, 20, and 25 miles per hour. Standard No. 123 would be amended to permit the rear brake control to be mounted on the left handlebar.

Interested parties are invited to submit comments by writing to: National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street, S.W., Washington, D.C. 20590. The comment period closes on May 13, 1974.

The proposed effective date for the amendments is 30 days after publication of the final rule in the Federal Register.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
April 25, 1974

NHTSA -- 60-74 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced today it has extended the comment period for 30 days on a proposal that would amend Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection.

Last March 18, the safety agency proposed requirements calling for mandatory passive restraint systems, such as air cushions, in the front seats of all passenger cars manufactured on or after September 1, 1976. Lap belts would continue to be required for rear seats.

The comment period on the proposal was scheduled to close on May 3 but now is extended to June 3. Comments should be submitted to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street, S.W., Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
April 26, 1974

NHTSA-74-55 (GLW)
Tel. 202-426-0670

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today announced a manufacturer's recall of all "Daytona 500" motorcycle helmets manufactured prior to May 1967.

The announcement said the manufacturer -- Daytona Sports Company of Reseda, California -- has acknowledged in reports filed with the agency that the helmets are defective in that they provide a level of crash protection less than desired. Daytona is advising all retail outlets and the public that the pre-May 1967 "Daytona 500" models will be replaced, free, if returned to the firm's Reseda offices.

Dr. James B. Gregory, NHTSA Administrator, said he applauds the manufacturer's action, taken for the public's benefit and safety. He pointed out that the products being recalled and replaced were manufactured before the present management purchased the firm. "These early helmets are not subject to the federal safety standard

now in effect," Gregory pointed out, "But because they do not meet the requirements of the manufacturer's own standards today, and do not provide the desired crash protection, we want to warn all those who may still be using these helmets."

According to the NHTSA, pre-May 1967 "Daytona 500" motorcycle helmets are distinguished by their orange colored inner liner -- a spongy (ensolite) material approximately one-half inch in thickness -- and by the helmet's exterior trim of stitched vinyl "beading". The Daytona Sports Company will replace these models with the current "Daytona 300" model, free of charge, upon delivery of the used helmet to the factory at Reseda, California, and after verification that it is a pre-May 1967 "Daytona 500" helmet.

Daytona Sports Company estimates that approximately 2500 of the early "Daytona 500" models were sold; 1000 of them in 1965 and approximately 1500 in 1966. The manufacturer has notified the NHTSA that as soon as it has identified outlets with unsold stocks of these helmets -- those which may have been warehoused for later sale or those remaining in isolated retail inventories -- letters will be sent to such firms to advise proper disposition of the recalled products. Persons still in possession of, and using, the pre-May 1967 "Daytona 500" helmets, are advised to return them for replacement. These recalled products should be sent to:

Daytona Sports Company
7030 Darby Avenue, P.O. Box 1094
Reseda, California 91335

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TAD-493

DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE MONDAY
April 29, 1974

NHTSA -- 74-56 (GLW)
Tele. 202-426-0670

A driver "alert" was issued by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today, warning motorists of the need to keep auto windshields free of the liquid car waxes used in many automatic car-wash establishments.

The federal safety agency warned that car owners should thoroughly clean this wax film from all car window surfaces in order to avoid the possibility of a dangerous loss of visibility with the first, sudden rain storm.

Citing reports from motorists who have experienced the problem, the NHTSA points out that a wax-covered windshield usually appears exceptionally clear in bright sunlight but can become a sudden hazard, impervious to wiper action, when rain or road grime is smeared in with the coating. Since the wipers become wax-coated as well, both glass and wipers should be cleaned to insure good visibility when it is most needed.

Dr. James B. Gregory, NHTSA Administrator, said the problem may seem minor until you experience it at a time when "good visibility means survival -- on a high-speed turnpike, perhaps, or on a dangerous roadway at night." Gregory said that windshields and wipers should be cleaned immediately after any wax application, pointing out that the wax film remains invisible until the driver meets road and weather conditions which suddenly demand the best possible visibility.

NHTSA said the wax used by automatic car-wash establishments is often a variety that is hard and has a high melting point. It is usually mixed with silicone oil or ingredients to make it spread evenly. Both the wax and the mix ingredients may render the windshield nearly opaque under rainy conditions or when road grime is added to the coating.

If car-wash attendants do not clean wax applications from window surfaces and wipers, motorists are advised that the job can be effectively done with most household window-cleaning products, or with common household detergents to which a small amount of alcohol may be added as a wax solvent. Vigorous rubbing may be necessary. The solution should be rinsed away when cleaning is complete.

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

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE TUESDAY
April 30, 1974

NHTSA -- 47-74 (GLW)
Tel. 202-426-0670

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today issued a warning to American parents -- a warning aimed at reducing the number of fatalities and significant injuries to children in automobile accidents.

Together with the NHTSA's February 25 proposal to revise and upgrade federal standards for all types of children's auto safety restraints, today's warning emphasizes the Government's increasing concern over the toll of American youngsters killed in highway crashes.

Preliminary reports indicate that more than 980 children under age 5 died in auto crashes in 1973, the NHTSA said, while an estimated 155,000 suffered significant injuries.

Dr. James B. Gregory, NHTSA Administrator, said the figures are even more alarming when viewed against a sharp decrease last year in national sales for children's car seats. "We face a tragic, inevitable rise in crippling and disfiguring injuries for our children," he said, "unless American parents take these figures to

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heart and realize that without proper crash protection their children's lives are truly at stake."

The NHTSA notes that the new, three-point belt systems required in 1974 passenger cars offer improvements for protecting some child passengers. The '74 belt systems offer a much wider range of adjustments, enabling their safe use by many youngsters who cannot safely use the shoulder belt systems found in some previous models.

Dr. Gregory said that parents have to make an intelligent choice between the purchase of a child restraint system meeting Federal safety standards or the use of the automobile's adult seat belt system. "Good protection is available," he said, "in a wide variety of child car seats, in child harnesses, and infant carriers."

Noting that a number of recent press and magazine articles "overstate the case" in warning that the new 1974 model lap and shoulder belt systems may be dangerous if used by small children, the NHTSA offers the following guidelines for parents in the use of safety belts and restraint systems for children:

(1) For children under five years of age, assuming normal weight and height, use of a child restraint is recommended. These include child seats, child harnesses, or infant carriers as appropriate.

(2) For children five years old or more, again assuming normal weight and height, either a child restraint or the three-point adult belt system may be used, <u>if a proper fit can be obtained</u>. Proper fit is defined as "positioned firmly across the chest and shoulder, and not cutting across the neck, face, or head."

The 1974 model three-point belt systems can be properly fitted to a much wider range of child sizes than many adult belt systems of earlier design. NHTSA cautions, however, that when the shoulder portion of a three-point system cannot be fitted properly on the child, better crash protection is afforded by using the lap belt alone (tucking the shoulder belt behind him or placing him in the rear seat to use the lap belt there) than by using the shoulder belt improperly fitted.

(3) The NHTSA notes that countless American youngsters are being transported every day in automobiles without the protection of any restraint at all. The adults who make this decision for their young passengers should know first that they are subjecting the youngsters to a high risk of injury in case of sudden stop or crash situations.

All vehicle passengers . . . adults and children alike -- should always use a restraint system for maximum protection when riding in any motor vehicle.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE FRIDAY
May 3, 1974---- --

NHTSA -- 59-74(GLW)
Tel. 202-426-0670

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a Consumer Advisory today, to provide a status report on its investigation of ignition problems in certain Ford Motor Company automobiles, and to find out if Ford owners can shed any more light on the problem.

The Advisory identifies 1968 and 1969 Ford autos as the focus of a continuing investigation of ignition failures caused by faulty electrical connection between the ignition switch and the connector leading to other electrical systems in the car. The federal safety agency's investigation has verified that the manufacturer furnished a large number of replacement ignition switches to Ford dealers early in the normal life of these models, but it is not known how many actual replacements were necessary, nor whether the rapid decline of reported failures indicates that the manufacturer identified and remedied those autos requiring it.

Dr. James B. Gregory, NHTSA Administrator, said the Consumer Advisory is intended not only as an alert to Ford owners who may still encounter the problem, but "even more as an urgent inquiry to aid in completing this investigation."

We are concerned about the potential danger, the Administrator said, not only for the driver of a vehicle which may stall out unpredictably, but for those who may be sharing the highway with him when this might happen. "We need to know more before we can wind up this investigation -- whether these failures are occurring or not, how often, and with what risk to people on the highways."

The NHTSA says that if a faulty connection exists, heat build-up may cause damage and random failure of the ignition switch. This, in turn, can cause intermittent or total engine cut-out and inoperative electrical accessories.

Ignition switch malfunction is evidenced by one or a combination of the following: engine no-start; engine cut-out while running at any speed, and inoperation or intermittent operation of ignition switch-controlled accessories.

The federal safety agency urges Ford owners of 1968-69 models to seek an inspection of their ignition switches according to Technical Bulletins (which all Ford dealers should have on hand) Nos. 111, Article 1704, and 115, Article 1704, if they have experienced any of these symptoms of ignition switch failure. Defective or heat-damaged switches should be replaced.

Since indications from the manufacturer are that a large number of the switches have failed, more information is needed from the owners. Information desired includes the vehicle identification number, approximate date and mileage of failure, prior indications of impending failure, details of the final failure and repair action. Ford owners who have experienced these failures are urged to report as much information as possible about their experience to the U.S. Department of Transportation

so the federal agency may bring its investigation to an end as promptly as possible. Reports should be mailed to:

Office of Consumer Affairs (N40-41)
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 7th Street, S.W., Room 5232
Washington, D.C. 20590

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SPECIAL
CONSUMER ADVISORY

SUBJECT:

Alerting United States motorists to a potential problem in connection with the operation of certain Ford Motor Company vehicles which may be subject to failure of the electrical connection between the ignition switch and wiring connector, and inviting reports from owners or motorists who have experienced such failures.

MAKE/MODEL/YEAR:

Ford Motor Company vehicle potentially involved, according to current information, are:

YEAR	MAKE	MODEL
1968 and 1969	Ford	All Models

BACKGROUND:

The ignition switch referenced in this Advisory is the focus of a continuing investigation by the National Highway Traffic Safety Administration. Approximately 800,000 ignition switch replacements have been shipped in prior years to dealers for these vehicles. Reports include six accidents resulting from ignition switch failure.

INTERPRETATION:

A poor electrical connection between the ignition switch and its wiring connector may cause cumulative heat build-up, with attendant degradation of the ignition switch terminals. Damage to switch and connector may result. Ignition switch malfunction is evidenced by electrical failure involving one or a combination of the following: engine cut-out while running at any speed, accompanied by loss of power steering and power brakes; inoperation or intermittent operation of any of the following items -- windshield wipers, turn signals, indicator lights, air conditioner, heater/fan, horn, radio and window lifts.

Owners of the Ford Motor Company vehicles listed above should be alert to the possibility of these power failures. Inspection by competent service personnel -- both as a preventive measure and as a diagnostic procedure if the above failures have been noted -- will determine if the ignition switch is suspect or responsible. Ignition switches can be examined as described in Ford Technical Service Bulletins, No. 111, Article 1704 and No. 115, Article 1704.

Replacement of deteriorated or heat-damaged connectors is imperative.

CONSUMER REQUEST:

Owners who have experienced ignition switch failures are urged to provide the U.S. Department of Transportation with the vehicle identification number, approximate date and mileage of failure, prior indications of impending failure, details of the final failure and repair action. Ford owners who have experienced these failures are urged to report as much as possible about their experience so the federal agency may bring its investigation to an end as promptly as possible. Reports should be mailed to:

Office of Consumer Affairs, N40-41
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 7th Street, S.W., Rm. 5232
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE MONDAY
May 6, 1974

NHTSA -- 53-74 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation today announced publication of three consumer booklets, comparing performance levels on brakes, tire reserve load, and acceleration and passing ability for 1974 model passenger cars and motorcycles.

Compiled by the National Highway Traffic Safety Administration (NHTSA), the booklets are designed to help prospective buyers in comparing certain safety features among the models they may wish to purchase. Data are based on information furnished by domestic and foreign manufacturers.

Braking performance information is based on the distance in feet required to bring the vehicle to a full stop from a speed of 60 miles per hour. Best and worst performances involving all models range from 160 feet to 258 feet.

Tire reserve load is a measurement of the safe carrying capacity of a vehicle's tires beyond the full passenger loading. Comparison figures are given as a percentage of the fully loaded vehicle's weight. Figures rank from a best performance of 31.50 per cent to zero per cent.

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Acceleration and passing ability are characterized by the time in seconds, and the distance in feet required to pass a truck that is 55 feet long, in a "high speed pass" (50 to 80 mph) situation. Best performance of all vehicles reported is 9.0 seconds, and worst performance is 28.30 seconds.

All three publications are available from the Superintendent of Documents, Government Printing Office, Washington, D.C. The volume covering brakes costs 85 cents, the tire volume is 95 cents, and the acceleration and passing volume is $1.05.

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE TUESDAY
May 7, 1974

NHTSA -- 58-74(RC)
Tel. 202-426-9550

Nine countries will be represented by their top automotive experts at the Fifth International Conference on Experimental Safety Vehicles, (ESVs), scheduled for June 4-7 in London, England.

Technical progress reports will be exchanged among the more than 400 delegates, representing the United States, Great Britain, West Germany, Italy, France, Holland, Belgium, Sweden, and Japan. The attendance list includes key government officials, auto design engineers, researchers, manufacturing experts and spokesmen for the major motor vehicle manufacturing firms involved in the worldwide auto safety program.

U. S. Secretary of Transportation Claude S. Brinegar will deliver one of the keynote opening addresses at the conference, which will be sponsored by the United States. The British

government and the British motor industry will host the four day program. Participation in the international conferences originated as part of the U. S. Road Safety Pilot Study for the North Atlantic Treaty Organization's (NATO) Committee on the Challenges of Modern Society.

Designed to permit a free exchange of scientific data on the design and building of internationally acceptable safer cars, previous conferences were held in France (January, 1971); West Germany (October, 1971); the United States (May/June, 1972), and Japan (March, 1973).

Great Britain, West Germany, Italy and France signed individual agreements with the U. S. Department of Transportation (DOT) for the development of ESVs. Similar agreements also were signed with the non-NATO countries of Sweden and Japan.

International cooperation in the ESV program has focused on the development of compact and subcompact class cars. Italy and Japan already have delivered prototype models to the United States, for testing by the Department of Transportation's National Highway Traffic Safety Administration, while France and Great Britain will display their first ESV cars at the London conference.

The United States completed testing on larger model cars built by Ford, General Motors, Fairchild Industries and AMF Incoporated, in 1972 and 1973. These prototypes were designed to investigate the possible upper limits of safety performance.

Much of the experience gained in this particular program was incorporated in preliminary design contracts of $2.18 million awarded by DOT last January for an advanced state-of-the-art Research Safety Vehicle. This design for a 3,000 pound vehicle will provide a maximum of safety protection with a minimum of fuel consumption and pollution emission for cars produced in the 1980's.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
May 7, 1974

NHTSA 66-74(PF)
Tel. 202-426-9550

The U. S. Department of Transportation today proposed an amendment to Federal Motor Vehicle Safety Standard No. 111, Rearview Mirrors. The amendment would extend the coverage of the standard to trucks, buses, and motorcycles, and would allow the installation of truck-type mirror systems on multipurpose passenger vehicles.

Dr. James B. Gregory, Administrator of the National Highway Traffic Safety Administration(NHTSA), said: "Under present laws, trucks and buses lack comprehensive uniform regulation for rearview mirrors. Individual states have varying requirements, and there is no nationwide safe level for rearward visibility in motor vehicles. The new proposal specifies minimum requirements for mirror size, capability and location, and would be applicable to all trucks, buses, and motorcycles."

Under the new proposal, trucks, buses, and multipurpose passenger vehicles with a Gross Vehicle Weight Rating (GVWR) of 10,000 pounds or less, would have the option of either complying with present passenger car mirror requirements, or being equipped with outside mirrors on both sides of the vehicle with a reflective surface of not less than 19.5 square inches.

Multipurpose passenger vehicles, trucks and buses with a GVWR above 10,000 pounds would be required to have outside mirrors with a reflective surface of at least 50 square inches. Motorcycles would be equipped with one mirror with a reflective surface of not less than 12.5 square inches.

Interested parties are invited to submit comments to: National Highway Traffic Safety Administration 400 Seventh Street S.W., Washington, D.C., 20590, no later than July 1, 1974.

The proposed effective date for the amendment is six months after publication of the final rule.

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

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
May 8, 1974

NHTSA -- 62-74 (HP)
Tel. 202-426-9550

Safety experts from the United States and five other nations will target in on problems posed by the increase of smaller cars on the highway when they gather in San Francisco July 15-17 for the Third International Congress on Automotive Safety.

More than 500 persons are expected to participate in the three-day conference, sponsored by the National Motor Vehicle Safety Advisory Council. In addition to examining the increasing traffic mix of small and large cars, the conference will study the possibility of improving car designs as a method of reducing pedestrian and bicyclist fatalities, which last year counted almost 12,000 victims in the United States.

Judson Branch, Chairman of the Council, said both subjects are timely "in light of increased consumer demand for smaller, more economical vehicles during the energy shortage, and increased bicycle use. While the shift to smaller automobiles may help in conserving gasoline, it is also causing increased concern over the reduced protection for occupants should crashes occur."

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Representatives of federal and state governments, private industry, colleges and universities, and applied research organizations are scheduled to deliver 54 papers on topics ranging from analyses of the current and future safety problems of small cars to vehicle factors affecting pedestrian and bicyclist safety.

Two highlights of the conference will be the awarding of the Excalibur Award for 1974 for outstanding contributions in the field of automotive safety, and the Edward J. Speno Automotive Safety Award, presented to the author or authors of the best paper delivered at last year's session.

Mr. Branch said the public is invited to submit nominations to the Council for the Excalibur Award, which last year went to Sir Arthur Gordon Rylah, of Victoria, Australia. Sir Arthur was cited for his leadership in enactment in Australia of the world's first mandatory safety belt use law.

Dr. James B. Gregory, head of the National Highway Traffic Safety Administration (NHTSA), leads a list of dignitaries who will address the conference. Dr. Gregory will give the keynote address at a July 15 luncheon.

The Advisory Council is a 22-member group created by the National Traffic and Motor Vehicle Safety Act of 1966 to advise the Secretary of the U. S. Department of Transportation on federal motor vehicle safety standards administered by the NHTSA. Its members represent a cross-section of the motor vehicle industry, researchers, national organizations, consumer

groups, state and local officials, and the general public.

Further information on the Congress may be obtained from the Executive Secretary, NHTSA, 400 Seventh Street, S.W., Washington, D.C. 20590. Nominations for the Excalibur Award may be submitted to the National Motor Vehicle Safety Advisory Council at the same address.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
May 8, 1974

NHTSA -- 65-74 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation moved today to specify release requirements for seat belts that require no action by vehicle occupants. These systems are commonly known as "passive belts."

The rulemaking, by the National Highway Traffic Safety Administration (NHTSA), also defines criteria for determining whether a belt assembly qualifies as a passive restraint system.

The amendment to Federal Motor Vehicle Safety Standard No. 208 "Occupant Crash Protection," specifies the release mechanism as a push-button latch release, guarded by a warning buzzer and interlock. The latch would permit release of the belt assembly in special and emergency situations.

The definition of "passive belts, constituting no action by vehicle occupants," should be considered in two stages; (1) entry and exit from the vehicle and (2) positioning of the belt for safety and comfort.

Entry and exit action "that requires no action other than would be required if the protective system was not present in the vehicle" means that a person should not be hampered in his normal movements of getting in or out of the vehicle by the presence of the belt system. Once the occupant is seated in the vehicle, the passive belts must provide protection in a 30 mile per hour barrier impact, without any occupant action to deploy the restraint.

The amendment becomes effective 30 days after publication in the Federal Register.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE THURSDAY
May 9, 1974

NHTSA — 69-74 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation announced today it has revoked its uniform tire quality grading regulation in its present form, but plans to issue a notice of proposed rulemaking revising the regulation by June 15, 1974.

The regulation, published January 4, 1974 and calling for an effective date of September 1, 1974, was designed to help the American motorist make an informed choice as to the most suitable tires for his car.

Written by the Department's National Highway Traffic Safety Administration (NHTSA), the regulation would have required tire manufacturers and brand name owners to grade and label their products in the areas of treadwear, traction, and high speed performance. Treadwear and traction grades were to be assigned after measuring the performance of a tire against the performance of a control tire.

The NHTSA expected that control tires would be manufactured by an industry source and would be available for both industry and government use. In response to a government

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request to the domestic tire industry to submit proposals to manufacture control tires, only two proposals were received. Each, however, was found to be unresponsive to the government request, and was, therefore, not accepted.

On May 2, 1974, however, the United States District Court for the District of Columbia ordered the NHTSA to issue, by June 15, 1974, a proposal that would revise its quality grading regulation. Such a regulation would have a proposed effective date of May 1, 1975.

Due to the unavailability of a control tire, and the urgency of issuing a new regulation, the safety agency must revoke its uniform tire quality grading regulation at this time.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
May 14, 1974

NHTSA -- 61-74(RC)
Tel. 202-426-9550

Motorcyclists who do not wear safety helmets are nearly three times as likely to suffer serious or fatal head injuries in a crash as are those who wear the protective headgear, according to the U. S. Department of Transportation.

Safety helmets provide this protection rate almost independent of the speed at which the accident occurs, a detailed analysis of accidents in Michigan and Illinois shows. Michigan has a mandatory helmet law; Illinois does not. The analysis was done by the National Highway Traffic Safety Administration (NHTSA).

Comparative case studies of more than 4,700 motorcycle accidents in the two states show that compulsory usage in Michigan reduced fatal or serious head injuries by 63 per cent. In contrast, Illinois motorcycle accidents produced nearly three times more fatal or serious head injuries, and twice the total head injuries.

- more -

Speed of impact alone did not appear to be an important factor in the study results which analyzed accidents occuring in various speed ranges. Helmets proved equally effective in all of these ranges with head injury reductions recorded at 60 percent at speeds under 30 mph, 52 per cent at speeds from 30 to 50 mph, and 51 per cent at speeds over 50.

However, the quality, condition, and design of the helmets were important. Analysis showed that helmets dislodged or broken during impact were only 20 per cent more effective than not wearing any type of helmet. Statistics from Illinois showed that 12 per cent of the helmets in rural accidents were dislodged, probably because the wearer did not fasten the strap, fastened it too loosely, or that there was a failure of the strap system under impact.

Young riders between the ages of 15 and 24 benefitted the most from Michigan's helmet law, accounting for 69 per cent of all riders involved in motorcycle accidents. Better than 90 per cent of Michigan's youthful riders wore helmets, compared with 30 per cent of young voluntary wearers in Illinois.

Dr. James B. Gregory, NHTSA Administrator, said, "This study confirms the value of mandatory helmet usage laws, and emphasizes their value in saving many young lives."

Copies of the report, entitled "A Motorcycle Safety Helmet Study," and compiled by NHTSA's Research Institute, Office of Accident Investigation and Data Analysis, may be obtained by contacting the General Services Division of NHTSA.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE WEDNESDAY
May 15, 1974

NHTSA -- 68-74 (GLW)
Tele. 202-426-0670

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a Consumer Protection Bulletin today, to warn owners of certain 1969 and 1970 General Motors automobiles of the possibility of steering wheel breakage which might result in loss of vehicle control.

Citing a vehicle group which may include as many as four million automobiles, the federal safety agency said its warning included 1969 Camaros and, in the model-years 1969 and 1970, all full-size Chevrolets, Novas, and Chevelles. The Consumer Bulletin noted that there is no record of serious injuries or fatalities resulting from the failures, but that reports from 35 owners indicate steering wheel failure can occur without warning while the vehicle is being driven.

Information to date indicates that most failures have occurred after long and heavy service -- 55,000 to 60,000 miles of highway use. The breakage occurs when the steering wheel's spokes separate from the steering wheel hub.

NHTSA Administrator, Dr. James B. Gregory, said his agency's findings to date, "make it extremely important that the owners of these models be warned." He added that the NHTSA bulletin asks all owners who have experienced such failures to report the circumstances to the U.S. Department of Transportation, to aid in the NHTSA investigation.

According to the NHTSA, General Motors Corporation issued a Service Technical Bulletin on July 9, 1970 (No. 70-T-36) in which it explains how to install a service kit, available to all GM dealers. The GM Service Bulletin stated that a few cars in extremely heavy-duty service -- such as taxi or police service in large metropolitan areas -- have encountered fatigue cracks in the stamped metal spoke area of the steering wheel. The replacement parts contained in the GM kit, a new steering wheel and a steering wheel hub bolster washer, are Part Numbers 3997584 and 3997594.

Today's Protection Bulletin said that steering wheel failure in the listed GM models might be preceded by a "looseness in the steering wheel." Owners of these vehicles are advised, in case of looseness or cracking in the hub-spoke area, to seek an immediate inspection and possible installation of the new wheel-and-washer kit. Actual failure, or breakage, occurs when the steering wheel spokes separate from the wheel hub. Loss of vehicle control can be the immediate result.

Owners who have experienced such failures are urged to provide the U.S. Department of Transportation with a complete description of the event, along with make, model, model year, and the vehicle identification number (VIN). This information is vital to the investigation in progress, and to public safety. Owners are requested to send such reports, in writing, to:

Office of Consumer Affairs (N40-41)
U.S. Department of Transportation
National Highway Traffic Safety Administration
400 7th Street, S.W.
Washington, D.C. 20590

SPECIAL
CONSUMER PROTECTION BULLETIN

SUBJECT:

Alerting U.S. motorists to specific potential vehicle failures and use-risks, and suggesting corrective actions, in connection with certain General Motors Corporation (GMC) vehicles. These vehicles may sustain sudden steering wheel breakage while being driven, which may result in loss of directional control of the vehicle.

The GMC vehicles potentially involved, according to current information, are:

MAKE/MODEL/YEAR:

MAKE	MODEL	YEAR
Chevrolet	Camaro	1969
Chevrolet	Full Size	1969 - 1970
	Chevelle	1969 - 1970
	Nova	1969 - 1970

BACKGROUND:

Reports of steering wheel breakage in these vehicles have been received and there is indication that additional failures may have occurred.

An exact count of the number of vehicles potentially involved is not available, since the subject steering wheel was a buyer "option" on some of the listed models. Up to four million automobiles could be involved.

The NHTSA has received approximately 35 failure reports, none of which cite serious injuries or fatalities, but which indicate sudden failure can occur while the vehicles are being driven.

General Motors Corporation has issued a Service Technical Bulletin advising its dealers of the availability of a "kit" — consisting of a replacement steering wheel and a steering wheel hub bolster washer -- for use where steering wheel failures have occurred or are anticipated. The bulletin states that a few cars operating in extremely heavy duty service, (such as taxi or police service in large metropolitan areas), have encountered fatigue cracks in the stamped metal spoke-area of the steering wheel.

The Chevrolet Motor Division, GMC, Bulletin number 70-T-36, dated July 9, 1970, details the fitting of the "kit" replacement parts (Part numbers 3997584 and 3997594) to the subject vehicles. Estimated installation-time is $\frac{1}{2}$ hour.

INTERPRETATION:

The National Highway Traffic Safety Administration (NHTSA) has verified that steering wheel breakage has occurred in the vehicles cited above, while the vehicles were in highway use and being driven.

On privately owned and driven vehicles, according to the findings currently on hand, such breakage has usually occurred at between 55,000 and 60,000 miles traveled. Steering wheel failure may be preceded by a looseness in the steering wheel. Actual failure, or breakage, occurs when the spokes of the steering wheel separate from the wheel hub.

Such breakage results in loss of directional control of the vehicle.

CONSUMER REQUEST:

If you drive one of the listed vehicles and notice any looseness in the steering wheel -- or the appearance of cracking where hub and spokes join together -- have your steering wheel immediately checked for cracks and the possible installation of the wheel-and-washer kit.

Owners who have experienced this breakage are urged to provide the U.S. Department of Transportation with a description of the event, along with make, model, model year, and the vehicle identification number (VIN). This information is vital to the ongoing investigation of this matter and to public safety. Such reports should be sent in writing to:

The Office of Consumer Affairs (N40-41)
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 7th Street, S.W., Rm. 5232
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
May 15, 1974

NHTSA -- 72-74(GLW)
Tele. - 202-426-0670

A federal investigation of reported fire hazards in certain recreational motorhomes manufactured by Avco Corporation prompted an urgent warning today by the U.S. Department of Transportation. The Department's National Highway Traffic Safety Administration (NHTSA) issued a Consumer Protection Bulletin warning that Avco's "Grand Lodge" and "Commercial" models built in 1971 may present a risk of gasoline fumes exploding during routine refueling.

According to the federal safety agency, approximately 120 of the 1971 Avco vehicles were manufactured and sold without means to prevent gasoline fumes from spreading into the motorhome interior during refueling. In four out of the five models tested by NHTSA, gasoline fumes intrusion during refueling reached an explosive level in the lavatory compartments above the fuel tank location -- a condition in which any source of spark or open flame would have caused an explosion inside the vehicle.

Dr. James B. Gregory, NHTSA Administrator, said his agency investigated the Avco product on the strength of an owner's report which told of dangerously strong fumes and a fire after refueling the motorhome.

"This points up the importance of owner-reporting," Gregory stated "and how crucial it is for individual citizens to report to us when incidents of this kind occur." The Administrator said that while the government's investigation is continuing, the information on hand indicates every owner of the listed Avco vehicles should be warned of the hazard during refueling of these motorhomes.

Today's Bulletin noted that the company, which is based in Tulsa, Oklahoma, has notified "some owners" of its willingness to install a sealant or fumes barrier in the 1971 motorhomes to prevent the intrusion of explosive gasoline vapors. But the Bulletin also said that some of the vehicles tested by the government showed dangerous fume intrusion during refueling, even though they were already equipped with a fumes barrier and sealant.

The number of vehicles with inadequate sealing to prevent leakage of fumes is not yet known, the Bulletin stated. Because of this, the safety agency warns all owners and passengers to take special measures during refueling, to eliminate any source of sparks or an open flame which could trigger an explosion.

NHTSA said this means turning off the electrical system, generator and engine, while refueling, and eliminating any source of spark or flame such as air-conditioners, accessories, or cigarettes and lighters. Ventilation of the motorhome interior is advised, since fumes may remain for several minutes after refueling. Normal operation is safe when fuel odors have disappeared.

The NHTSA urged all owners who have experienced fire, explosion, or the occurrence of strong fuel odors while refueling these vehicles, to report the incident to the U.S. Department of Transportation. The information is vital to public safety and to the completion of the federal investigation. Owners should include the make, model, model-year and a full description of the event, to:

The Office of Consumer Affairs (N40-41)
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 7th Street, S.W., Rm. 5232
Washington, D.C. 20590

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SPECIAL
CONSUMER PROTECTION BULLETIN

SUBJECT:

Alerting United States motorists to specific use-risks in connection with the operation of certain motorhomes built by the Avco Corporation of Tulsa, Oklahoma. These motorhomes may build up an explosive level of fuel fumes in the motorhome interior during routine refueling.

MAKE/MODEL/YEAR:

The motorhomes potentially involved are:

MAKE	MODEL	YEAR
Avco	Grand Lodge	1971
Avco	Commercial	1971

BACKGROUND:

Following an owner-report of a fire in one of these motorhomes, allegedly caused when fuel fumes were ignited after refueling, the National Highway Traffic Safety Administration (NHTSA) has conducted an investigation of the listed vehicles. In four of the five Avco motorhomes subjected to test and measurement of fume intrusion, explosive levels were found in the area adjacent to the fuel tank location -- not only in the lavatory cabinet but (in one case) in the lavatory itself at the rear of the vehicle.

In some cases vehicles were manufactured and sold without any internal fumes barrier. In other cases an explosive level of fumes contamination was measured even though a sealing barrier had been installed. In the presence of these fumes an ignition source (such as an electric spark or an open flame) could trigger an explosion and major fire.

The NHTSA has verified that approximately 120 of the listed motorhomes were manufactured and sold without any sealing barrier to prevent fuel fumes intrusion into the motorhome interior. The number of motorhomes which may be equipped with an inadequate fumes barrier or sealant, is not yet known.

Investigation to date has verified that some owners of Avco motorhomes, of the models listed, have been notified of the manufacturer's willingness to install sealant material or a barrier to prevent fumes intrusion.

INTERPRETATION:

There is no evidence of dangerous fuel fumes intrusion in these motorhomes, except during the refueling process, when fumes may enter the rear interior of the vehicle into the lavatory and cabinet adjacent to it. Tests indicate that the installation of a barrier wall to seal off the fuel tank and filler neck from the interior, may not be effective -- depending upon how well the sealing job is done.

Because the effectiveness of such sealing effort is doubtful in some cases and not yet evaluated in others, owners and passengers in these motorhomes are warned to take special measures to eliminate any possible source of fumes ignition -- during any refueling of the vehicle -- whether or not the vehicle has been provided with a wall or material to seal out such fumes.

This means that during refueling, the vehicle's electrical system generator and engine should be turned off. Care should be taken to avoid any source of spark or open flame, such as cigarettes, cigarette lighters, pilot lights and electrical accessories such as air conditioners, hotplates, etc.

These fumes may remain for several minutes after refueling. Ventilation of the motorhome interior during refueling, is advised, and normal operation should be resumed only after fuel odors have disappeared.

CONSUMER REQUEST:

Owners of these vehicles are urged to report to the U.S. Department of Transportation any occurrence of fire, explosion, or the presence of strong fuel fumes during refueling. Such reports are vital to public safety and to the prompt conclusion of this investigation. They should include make, model, model year, and a full account of the refueling incident.

Owners wishing to report their experience with these vehicles should write to:

Office of Consumer Affairs (N40-41)
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 7th Street, S.W., Rm. 5232
Washington, D.C. 20590

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TAD-493

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
May 15, 1974

NHTSA -- 73-74
Tel. 202-426-9550

A reorganization of the National Highway Traffic Safety Administration (NHTSA) was announced today by the agency's Administrator, Dr. James B. Gregory.

"The moves are designed", Dr. Gregory said, "to streamline our structure, improve use of our resources, better integrate our programs, and do a better job of meeting established goals.

"At the same time, we are revising some of our internal procedures. Our major goals are improved coordination among organizational units, greater teamwork in developing research requirements, an increased cohesiveness within the total organization, and much greater emphasis on planning and evaluation."

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There are four major changes in the organization. First, the creation of a new Office of Driver and Pedestrian Programs, which will consolidate the functions of the present Office of (State) Standards Development and Implementation, the Office of Alcohol Countermeasures, and the National Driver Register Branch. Stressing a new emphasis on problem identification and problem solving, Dr. Gregory said the new office is intended to assure that the knowledge, skills, and techniques that were developed to manage the successful Alcohol Safety Action Programs around the country will be applied with equal effectiveness to other driver and pedestrian-related demonstration projects.

Second, the establishment of a new Office of State Vehicle Programs, which will combine the present functions of the Office of Standards for Vehicles-in-Use and the Vehicle Registration Division. It will have responsibility for so-called Used Car Standards and for motor vehicle inspection programs under both the Highway Safety Act of 1966 and the Motor Vehicle Information and Cost Savings Act of 1973. The new office will report to the Associate Administrator for Traffic Safety Programs. Also in the

area of Traffic Safety Programs, the name of the present Office of State and Community Comprehensive Programs will be changed to Office of State Program Assistance. Dr. Gregory said, "This is more than a mere name change. It indicates a change in emphasis which better reflects our philosophy of the Federal-State partnership in the entire field of traffic safety."

Third, the existing Offices of Vehicle Structures Research, Operating Systems Research, and Experimental Safety Vehicles in the present Research Institute will be merged into a new Office of Vehicle Safety Research. Dr. Gregory said, "We believe this move will effectively integrate the results of the longer range research effort on the Research Safety Vehicle (RSV) and those of medium range research activities supporting our motor vehicle rulemaking work." In addition, the name of the Research Institute will be changed to Research and Development.

And fourth, a new Division of Automobile Ratings will be established in the Motor Vehicle Programs area to carry out the agency's responsibilities under the Motor Vehicle Information and Cost Savings Act.

In addition, two other offices will undergo name changes. The Office of Planning and Programming will be changed to Planning and Evaluation, and the Office of Consumer Affairs and Public Information will be known as Public Affairs and Consumer Services.

The reorganization becomes effective May 15, 1974.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
May 15, 1974

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Tel. 202-426-9550

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 16, 1974

NHTSA -- 70-74 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation announced the award today of two contracts for studies that will project the public benefits and costs involved in the publication of automobile rating information by the government for consumers.

The awards were made to the Center for the Environment and Man, Inc., of Hartford, Connecticut, and Arthur D. Little, Inc., of Cambridge, Massachusetts, in the amounts of $99,872 and $95,710, respectively.

The studies are part of the National Highway Traffic Safety Administration's (NHTSA) program for carrying out Title II of the Motor Vehicle Information and Cost Savings Act of 1972.

Title II requires the U. S. Department of Transportation to develop and distribute to consumers information which will enable them to compare different makes and models of passenger cars on the basis of certain vehicle characteristics.

Under the law, the characteristics to be measured include: 1) damage susceptibility -- how well does the vehicle hold up

- more -

structurally in the event of a crash; 2) crashworthiness -- how well does the vehicle protect its occupants from injury or death in crash situations; and 3) ease of diagnosis and repair -- how easily can a mechanic determine what repairs are needed -- whether crash repairs or normal maintenance -- and how much time is required to make the repairs.

The studies on public benefits and costs, which will take an estimated 10 months, are intended to assist the safety agency in identifying the possible effects of publication of such vehicle rating information.

The NHTSA plans to award four primary contracts next month for the development of the vehicle rating information; the conducting of crash tests; and the selection of the most effective methods of presenting this information to the public. The first package of automobile rating information is scheduled to be published late in 1975.

The development and release of such information could result in automobiles with better safety characteristics, reduced property damage and repair costs, and reduced insurance costs.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE THURSDAY 2:00 P.M.
May 16, 1974

NHTSA -- 75-74 (BAB)
Tel. 202-426-9550

The U. S. Department of Transportation today awarded a special grant of $298,204 to the Commonwealth of Puerto Rico for being the first U.S. jurisdiction to enact automobile safety belt use legislation.

The incentive grant of funds to be used for highway safety purposes was presented in a Washington, D.C. ceremony by the Administrator of the National Highway Traffic Safety Administration (NHTSA), Dr. James B. Gregory, to Sr. Dennis Hernandez, Secretary of Transportation and Public Works of the Commonwealth of Puerto Rico.

The grant was made possible under the Highway Safety Act of 1973, which provides for incentive grants to any state or jurisdiction which enacts a safety belt use law meeting various criteria set by NHTSA. Puerto Rico led the way in passing legislation which became effective January 1 this year.

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Its legislation meets all NHTSA criteria, making it eligible for a maximum grant equal to 25 per cent of the funds granted to the Commonwealth for fiscal year 1974 under the Highway Safety Act of 1966. The grant awarded today was for fiscal year 1974. The Commonwealth is also eligible for similar grants for fiscal years 1975 and 1976.

In presenting the grant to Sr. Hernandez, Dr. Gregory said, "The Government and citizens of Puerto Rico deserve special commendation for their leadership in this aspect of highway safety. We are confident that successful results from your program will encourage similar action on the part of other states and jurisdiction."

The amount of a state's grant depends on its choice among three different levels of belt use requirements: a 10 per cent grant for lap belt use by all front seat occupants; a 15 per cent grant for lap belt use by all front and rear seat occupants; and a maximum 25 per cent grant for requiring the use of all available belts, including shoulder belts, by all front and rear seat occupants.

Safety belt use laws were introduced in 26 state legislatures this year. Puerto Rico is the first and only jurisdiction so far to put such a law into effect. Several foreign countries have similar legislation.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE MONDAY
May 20, 1974

NHTSA -- 71-74- (PF)
Tel. 202-426-9550

Domestic and foreign manufacturers recalled more than 7 million motor vehicles in 1973, the U. S. Department of Transportation announced today in releasing its annual report of motor vehicle defect campaigns.

In a total of 251 campaigns, some 6,667,000 domestic vehicles and 334,000 foreign vehicles were recalled. The number of vehicles recalled is almost 5 million below the 1972 total, which was the largest in history. Safety defect and standards enforcement investigations conducted by the National Highway Traffic Safety Administration (NHTSA) directly influenced 27 of the recall campaigns which involved nearly 4 million vehicles or 56 per cent of the total recalled.

The report also lists the recall of more than 1.3 million items of motor vehicle equipment, such as tires and child seats.

The 1973 total brought to 43.8 million the number of vehicles recalled since September 1966, when the National

- more -

Traffic and Motor Vehicle Safety Act was enacted. Under this act, vehicle manufacturers must notify owners of any safety-related defect found in their vehicles. The requirement applies to defects discovered by the manufacturers in their products, as well as to defects identified through investigations by the NHTSA.

The report, entitled "Motor Vehicle Safety Defect Recall Campaigns," may be purchased for $1.30 from the U. S. Government Printing Office, Washington, D.C. 20402. It contains detailed information on each recall campaign, the models involved, a short description of the defect, and the manufacturers" corrective action.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE TUESDAY P.M.
May 21, 1974

NHTSA -- 77-74 (HP)
Tel. 202-426-9550

A report and recommendations on bicycling safety will be among the topics reviewed when the National Highway Safety Advisory Committee to the U. S. Department of Transportation meets in Washington, D.C. May 22-23.

The Advisory Committee's Research and Program Development Subcommittee, which last month examined the growing highway safety problem resulting from increased bicycle usage, will make its report and recommendations on Wednesday, May 22, at the Quality Inn in Arlington, Virginia. On the same day, the Standards Implementation Subcommittee will discuss resolutions to improve state-federal administration of the highway safety program.

The full committee will meet on May 23 in room 4234 of the Department of Transportation Headquarters Building, 400 Seventh Street, S.W., Washington, D.C. and is expected to take action on what recommendations to make to the Secretary of Transportation.

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The Advisory Committee, composed of 35 members, represents various state and local government officials, public and private interests active in highway safety, as well as researchers and other experts in the safety field. The group advises and consults with the Transportation Secretary on federal standards for state and community highway safety programs.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE THURSDAY 10:30 A.M.
May 23, 1974

NHTSA -- 79-74 (BAB)
Tel. 202-426-9550

The number of persons killed on the Nation's highways was down again in April -- the sixth consecutive month that highway fatalities were below the comparable month the previous year, according to the U. S. Department of Transportation.

Preliminary figures for April provided by the states to the National Highway Traffic Safety Administration (NHTSA) show a reduction in traffic fatalities from 4,448 in April last year to an estimated 3,444 in April this year -- a saving of 1,004 lives or 22.6 per cent. January and February had each shown a drop of about 23 per cent, and corrected figures show March was down 26 per cent. The total reduction in traffic fatalities beginning in November 1973, when the first voluntary speed limits became effective, stands now at an estimated 4,775 lives.

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The April figures indicate that the 55 mph speed limit continues to have a strong effect on highway deaths. Information provided to NHTSA by the Federal Highway Administration, based on random speed checks conducted by 10 states, shows that while the 55 mph speed limit may not be strictly observed everywhere, actual average travel speeds are ranging between 55 and 60 mph.

The Administrator of the NHTSA, Dr. James B. Gregory, said, "We have been watching the monthly figures very closely, and we are particularly gratified by the April figures. There were indications that with the availability of more gasoline, vehicle travel was climbing back to more normal levels. In addition, there had been reports that the motoring public was becoming impatient with and beginning to substantially exceed the 55 mph speed limit which became effective March 4. The April average speed figures -- preliminary as they are -- indicate that average speeds have not returned to pre-shortage levels up to this time. Motorists are to be highly commended for their cooperation in continuing to observe lower speed limits. The payoff is there for all to see -- more than 4,700 lives saved in six months, plus of course, the savings in gasoline.

-more-

" I would also like to think," added Dr. Gregory, "that some of this continuing improvement is a result of increased public knowledge that reducing speed is having a beneficial effect, and consequently there is an increased awareness of safety. On that note, we should remember that the summer's first major holiday week-end is on us, and the summer vacation period is beginning. It is extremely important during this period of increased travel that each individual motorist continues to observe the 55 mph speed limit, and that all vehicle occupants wear the safety belts provided in their cars. We can make this the safest Memorial Day and the safest vacation period in our history."

ESTIMATED TRAFFIC FATALITIES AND CHANGES

	1974	1973	Per Cent Change
January	2,928	3,781	-22.6
February	2,655	3,458	-23.2
March	3,191	4,343 *	-26.5 *
April	3,444	4,448	-22.6

*Figures corrected since last report

TRAFFIC FATALITY ESTIMATES BASED ON EARLY REPORTS

APRIL 1974, 1973
(MAY 20, 1974)

STATE	1974	1973	PERCENT CHANGE
Alabama	66	106	-37.7
Alaska	5	1	+400.0
Arizona	58	82	-29.3
Arkansas	43	51	-15.7
California	317	407	-22.1
Colorado	50	46	+8.7
Connecticut	27	40	-32.5
Delaware	5	9	-44.4
Florida	197	256	-23.0
Georgia	147	153	-3.9
Hawaii	8	11	-27.3
Idaho	19	31	-38.7
Illinois	132	171	-22.8
Indiana	77	124	-37.9
Iowa	48	65	-26.2
Kansas	38	47	-19.1
Kentucky	62	80	-22.5
Louisiana	68	88	-22.7
Maine	11	31	-64.5
Maryland	57	57	0
Massachusetts	89	81	+9.9
Michigan	111	137	-19.0
Minnesota	53	72	-26.4
Mississippi	56	77	-27.3
Missouri	96	133	-27.8
Montana	11	22	-50.0
Nebraska	34	37	-8.1
Nevada	24	10	+140.0
New Hampshire	6	9	-33.3
New Jersey	69	104	-33.7
New Mexico	37	45	-17.8
New York	226	263	-14.1
North Carolina	117	146	-19.9
North Dakota	5	17	-70.6
Ohio	130	185	-29.7
Oklahoma	47	59	-20.3
Oregon	36	61	-41.0
Pennsylvania	155	210	-26.2
Rhode Island	8	18	-55.5
South Carolina	83	79	+5.1
South Dakota	20	18	+11.1
Tennessee	107	128	-16.4
Texas	217	302	-28.1
Utah	24	30	-20.0
Vermont	5	16	-68.8
Virginia	76	102	-25.5
Washington	47	72	-34.7
West Virginia	49	36	+36.1
Wisconsin	59	113	-47.8
Wyoming	12	10	+20.0
TOTAL	3,444	4,448	-22.6

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
May 28, 1974

NHTSA -- 78-74 (PF)
Tel. 202-426-9550

The U. S. 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 engine mounts on certain General Motors passenger vehicles.

The automobiles involved are 1965 through 1968 model year Buick Electra 225's and Buick Wildcats and 1970 model year Cadillacs (except El Dorados) with cruise control. There are an estimated 441,000 of these vehicles still on the road.

Engine mounts support the engine on the vehicle's frame and also serve to absorb noise and vibration. The safety agency said it based its finding on a defect investigation into the failure of engine mounts on certain General Motors vehicles.

The engine mounts involved consist of two metal brackets with approximately 1 1/4 inches of rubber bonded between them. They are bolted into place between the engine and the vehicle

- more -

chassis frame. Dynamic stresses and degradation of the rubber may lead to fatigue failure, which can cause engine rotation under high torque conditions, inducing an open position jamming of the accelerator.

The NHTSA has notified General Motors of the preliminary determination that these vehicles create an unreasonable risk of accident and injury to vehicle occupants, in that driver control over the engine throttle may be seriously affected in the event of engine mount failure. A public meeting has been scheduled for 10 A.M. on June 18, 1974, in Room 5332, of the DOT Headquarters building at 400 Seventh Street S.W., Washington, D.C. The meeting will afford an opportunity to the manufacturer and all interested parties to present views and data relative to this initial finding.

The NHTSA investigative report said tests of representative models of Oldsmobile, Buick, Cadillac and Pontiac vehicles showed that the Buick Wildcats and Electras, and certain Cadillacs are subject to accelerator jamming when the engine mount fails. The report further states that adequate adjustment to a condition of panic braking which may be required of the driver by the unexpected jamming of an accelerator cannot be consistently expected of all drivers.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
May 28, 1974

NHTSA --67-74
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

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

VEHICLE STANDARDS

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS CUMULATIVE	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
101	0	0	0	1	0	0	0
102	0	0	0	0	0	0	0
103	0	1	0	1	0	0	0
104	0	0	0	3	0	0	0
105	5	0	0	6	0	0	0
110	0	0	0	3	0	0	0
112	0	0	0	0	0	0	0
113	0	0	0	0	0	0	0
114	0	0	0	0	0	0	0
118	0	0	0	0	0	0	0
124	0	0	0	0	0	0	0
201	0	0	0	0	0	0	0
202	0	0	0	1	0	0	0
203	0	0	0	0	0	0	0
204	0	0	0	0	0	0	0
207	0	0	0	6	0	0	0
208	0	0	0	1	0	1	0
210	0	1	0	1	0	0	0
212	0	0	0	6	0	2	0
214	10	0	0	0	0	0	0
215	5	0	0	3	0	0	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

VEHICLE STANDARDS

	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
FMVSS							
216	0	0	0	0	0	0	0
217	0	0	0	0	0	0	0
301	0	0	0	0	0	0	0
P555	0	0	0	0	0	0	0
P567	0	0	0	0	0	0	0
P568	0	0	0	0	0	0	0
P573	0	0	0	0	0	0	0
P574	0	0	0	0	0	0	0
P575	0	0	0	2	0	1	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

EQUIPMENT STANDARDS

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
106	0	0	0	5	0	1	0
107	0	0	0	0	0	0	0
108	31	1	0	27	0	9	0
109	17	0	2	23	0	6	0
111	0	0	0	0	0	0	0
116	0	1	0	4	0	2	0
117	0	0	0	0	0	0	0
119	0	0	0	0	0	0	0
126	0	0	0	0	0	0	0
205	0	0	0	0	0	0	0
206	2	0	0	6	0	3	0
209	14	0	0	11	0	3	1
211	0	0	0	0	0	0	0
213	0	0	0	3	0	1	1
302	1	0	0	6	0	0	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION PAGE 1

STANDARDS ENFORCEMENT TEST PROGRAM - FY-73

REPORTS ACCEPTED - MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 105

HYDRAULIC BRAKE SYSTEMS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
ALFA ROMEO, INC. ALFA ROMEO 1973 ALFA ROMEO 115.00	4 DOOR SEDAN		ARA730364102	FAILED	613746	73524
PORSCHE AUDI CORPORATION AUDI 1973 AUDI	4 DOOR SEDAN		ARA730404102	PASSED	613747	73525
FORD MOTOR COMPANY LINCOLN 1973 CONTINENTAL	4 DOOR SEDAN		ARA730414102	PASSED	613748	73224
GENERAL MOTORS CORPORATION CHEVROLET 1973 MONTE CARLO	2 DOOR S-COUPE		ARA730434102	FAILED	613749	73149
GENERAL MOTORS CORPORATION CADILLAC 1973 FLEETWOOD ELDORADO	2 DOOR SEDAN		ARA730444102	PASSED	613771	73122

STANDARDS ENFORCEMENT TEST PROGRAM - FY-73

REPORTS ACCEPTED - MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON TAIL LAMP	TAIL LAMP	3679230	BBR73308A	PASSED	613772	
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON TAIL LAMP	TAIL LAMP	3679230	BBR73308B	PASSED	613772	
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON TAIL LAMP	TAIL LAMP	3679230	BBR73308C	PASSED	613772	
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON TAIL LAMP	TAIL LAMP	3679230	BBR73308D	PASSED	613772	
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON TAIL LAMP	TAIL LAMP	3679230	BBR73308E	PASSED	613772	
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON TAIL LAMP	TAIL LAMP	3679230	BBR73308F	PASSED	613772	
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON REAR TURN SIGNAL	REAR TURN SIGNAL LAMP	3679230	BBR73308G	PASSED	613772	
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON REAR TURN SIGNAL	REAR TURN SIGNAL LAMP	3679230	BBR73308H	PASSED	613772	
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON REAR TURN SIGNAL	REAR TURN SIGNAL LAMP	3679230	BBR73308I	PASSED	613772	
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON REAR TURN SIGNAL	REAR TURN SIGNAL LAMP	3679230	BBR73308J	PASSED	613772	
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON REAR TURN SIGNAL	REAR TURN SIGNAL LAMP	3679230	BBR73308K	PASSED	613772	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-73

REPORTS ACCEPTED - MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
CHRYSLER CORPORATION PLYMOUTH SATELLITE WAGON REAR TURN SIGNAL	REAR TURN SIGNAL LAMP	3679230	BBR73308L	PASSED	613772	
CHRYSLER CORPORATION CHRYSLER NEW YORKER HEADLAMP ASSEMBLY	HEADLAMP HOUSING ASSY	3672018	ETL73304A	PASSED	613773	
CHRYSLER CORPORATION CHRYSLER NEW YORKER HEADLAMP ASSEMBLY	HEADLAMP HOUSING ASSY	3672018	ETL73304B	PASSED	613773	
CHRYSLER CORPORATION CHRYSLER NEW YORKER HEADLAMP ASSEMBLY	HEADLAMP HOUSING ASSY	3672018	ETL73304C	PASSED	613773	
CHRYSLER CORPORATION CHRYSLER NEW YORKER HEADLAMP ASSEMBLY	HEADLAMP HOUSING ASSY	3672018	ETL73304D	PASSED	613773	
CHRYSLER CORPORATION CHRYSLER NEW YORKER HEADLAMP ASSEMBLY	HEADLAMP HOUSING ASSY	3672018	ETL73304E	PASSED	613773	
CHRYSLER CORPORATION CHRYSLER NEW YORKER HEADLAMP ASSEMBLY	HEADLAMP HOUSING ASSY	3672018	ETL73304F	PASSED	613773	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TURN SIGNAL LAMP	REAR TURN SIGNAL LAMP	MSRBBL 328ZR	ETL73322A	FAILED	613750	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TURN SIGNAL LAMP	REAR TURN SIGNAL LAMP	MSRBBL 328ZR	ETL73322B	PASSED	613750	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TURN SIGNAL LAMP	REAR TURN SIGNAL LAMP	MSRBBL 328ZR	ETL73322C	PASSED	613750	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TURN SIGNAL LAMP	REAR TURN SIGNAL LAMP	MSRBBL 328ZR	ETL73322D	PASSED	613750	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-73

REPORTS ACCEPTED - MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TURN SIGNAL LAMP	REAR TURN SIGNAL LAMP	MSRBBL 328ZR	ETL73322E	PASSED	613750	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TURN SIGNAL LAMP	REAR TURN SIGNAL LAMP	MSRBBL 328ZR	ETL73322F	PASSED	613750	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	ETL73322G	FAILED	613750	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	ETL73322H	PASSED	613750	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	ETL73322I	PASSED	613750	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	ETL73322J	PASSED	613750	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	ETL73322K	PASSED	613750	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	ETL73322L	PASSED	613750	
WAGNER ELECTRIC CORPORATION WAGNER TUNG SOL	HAZZRD WARNING FLASHER	MODEL 552	ETL73323	FAILED	613751	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-73

REPORTS ACCEPTED = MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 209

SEAT BELT ASSEMBLIES

MANU/VEHICLE=BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
GENERAL MOTORS CORPORATION HAMILL C25	SEAT BELT ASSEMBLY ELR	C25	DTB73032	FAILED	613752	
GENERAL MOTORS CORPORATION HAMILL C25	SEAT BELT ASSEMBLY ELR	C25	DTB73033	FAILED	613753	
GENERAL MOTORS CORPORATION HAMILL C25	SEAT BELT ASSEMBLY ELR	C25	DTB73034	PASSED	613754	
VOLVO OF AMERICA CORPORATION VOLVO 1210534	SEAT BELT ASSEMBLY ELR	1210534	DTB73044TR	PASSED	613755	
VOLVO OF AMERICA CORPORATION VOLVO 1210534	SEAT BELT ASSEMBLY ELR	1210534	DTB73045TR	PASSED	613756	
VOLVO OF AMERICA CORPORATION VOLVO 1210534	SEAT BELT ASSEMBLY ELR	1210534	DTB73046TR	PASSED	613757	
CHRYSLER CORPORATION NSK WARNER NSB002F 1	SEAT BELT ASSEMBLY ALR	MA157137	UST73013	PASSED	613758	
CHRYSLER CORPORATION NSK WARNER NSB002F 1	SEAT BELT ASSEMBLY ALR	MA157137	UST73014	PASSED	613759	
CHRYSLER CORPORATION PONTONIER 3760545 3760261 3760255	SEAT BELT ASSEMBLY ALR	2173 1873	UST73015	PASSED	613760	
CHRYSLER CORPORATION PONTONIER 3760545 3760261 3760255	SEAT BELT ASSEMBLY ALR	2173 1873	UST73016	PASSED	613761	
MAZDA MOTORS TAKATA KOJYO TK705 1150	SEAT BELT ASSEMBLY ALR	1650 57 900	UST73017	PASSED	613762	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-73

REPORTS ACCEPTED - MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 209

SEAT BELT ASSEMBLIES

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
MAZDA MOTORS TAKATA KOJYO TK705 1150	SEAT BELT ASSEMBLY ALR	1650 57 900	UST73018	PASSED	613763	
TOYOTA MOTOR COMPANY LTD TOKAI RIKA 733670 1	SEAT BELT ASSEMBLY ALR	467053	UST73019	PASSED	613764	
TOYOTA MOTOR COMPANY LTD TOKAI RIKA 733670 1	SEAT BELT ASSEMBLY ALR	467053	UST73020	PASSED	613765	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-73

REPORTS ACCEPTED - MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 214

SIDE DOOR STRENGTH

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
TOYOTA MOTOR COMPANY LTD TOYOTA 1973 CORONA MARK II	2DR HT		GEC001A45951	PASSED	613776	73515
NISSAN MOTOR COMPANY LTD DATSUN 1973 DATSUN 610	2 DOOR HARDTOP		GEC002A45952	PASSED	613777	73517
CHRYSLER CORPORATION DODGE 1973 CHALLENGER	2 DOOR HARDTOP		GEC004A45954	PASSED	613779	73318
FORD MOTOR COMPANY FORD 1973 TORINO	STATION WAGON		GEC005A45955	PASSED	613780	73209
GENERAL MOTORS CORPORATION CHEVROLET 1974 VEGA	KAMMBACK		GEC006A45956	PASSED	613781	74101
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1974 HORNET SPORTABOUT	4 DOOR STATION WAGON		GEC007A45957	PASSED	613782	74402
GENERAL MOTORS CORPORATION PONTIAC 1974 FIREBIRD	2 DOOR HARDTOP		GEC008A45958	PASSED	613783	74104
CHRYSLER CORPORATION DODGE 1974 CHARGER	2 DOOR HARDTOP		GEC009A45959	PASSED	613784	74302
GENERAL MOTORS CORPORATION CHEVROLET 1974 IMPALA	2 DOOR HARDTOP		GEC010459510	PASSED	613785	74103
VOLKSWAGENWERK AG VOLKSWAGEN 1974 SUPER BEETLE	TYPE I		GEC730035953	PASSED	613778	74501

STANDARDS ENFORCEMENT TEST PROGRAM - FY-73

REPORTS ACCEPTED-- MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 215

EXTERIOR PROTECTION

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY FORD 1973 MAVERICK	2 DOOR		AA020TR3245	PASSED	613786	73205
AMERICAN MOTORS CORPORATION AMERICAN MOTORS 1973 GREMLIN	2 DOOR		AA021TR3246	PASSED	613787	73403
FORD MOTOR COMPANY FORD " 1973 MUSTANG	2 DOOR		AA022TR3247	PASSED	613788	73206
GENERAL MOTORS CORPORATION CHEVROLET 1973 VEGA	HATCHBACK		AA024TR3249	PASSED	613789	73110
GENERAL MOTORS CORPORATION CHEVROLET 1973 CORVETTE	2 DOOR		AA025TR3250	PASSED	613790	73145

STANDARDS ENFORCEMENT TEST PROGRAM - FY-74

REPORTS ACCEPTED - MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 109

NEW PNEUMATIC TIRES

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
MICHELIN MICHELIN XAS RADIAL			A4S1022BC	PASSED	61377001	
MICHELIN MICHELIN XAS RADIAL			A4S1023BC	PASSED	61377002	
MICHELIN MICHELIN XAS RADIAL			A4S1024BC	PASSED	61377003	
MICHELIN MICHELIN XAS RADIAL			A4S1025BC	PASSED	61377004	
MICHELIN MICHELIN XAS RADIAL			A4S1026BC	PASSED	61377005	
ARMSTRONG CARLETON CUSTOM WALL			A4S1087BC	PASSED	61376701	
ARMSTRONG CARLETON CUSTOM WALL			A4S1088BC	PASSED	61376702	
ARMSTRONG CARLETON CUSTOM WALL			A4S1089BC	PASSED	61376703	
ARMSTRONG CARLETON CUSTOM WALL			A4S1090BC	PASSED	61376704	
ARMSTRONG CARLETON CUSTOM WALL			A4S1091BC	PASSED	61376705	
ARMSTRONG CARLETON CUSTOM WALL			A4S1092BC	PASSED	61376706	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-74

REPORTS ACCEPTED - MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 109

NEW PNEUMATIC TIRES

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
LEE DORAL STRATATRAC 78			C4S8257BC	PASSED	613769	
GATES FORMULA 1 SUPER STOCK			D4S2315BC	PASSED	61376801	
GATES FORMULA 1 SUPER STOCK			D4S2317BC	PASSED	61376802	
GATES FORMULA 1 SUPER STOCK			D4S2318BC	PASSED	61376803	
GATES FORMULA 1 SUPER STOCK			D4S2319BC	PASSED	61376804	
GATES FORMULA 1 SUPER STOCK			D4S2320BC	PASSED	61376805	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-74

REPORTS ACCEPTED - MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 206

DOOR LOCKS AND DOOR RETENTION COMPONENTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
BRITISH LEYLAND MOTORS BLM TRIUMPH	HINGES LATCHES		VPI74037	PASSED	613774	
BRITISH LEYLAND MOTORS BLM TRIUMPH	HINGES LATCHES		VPI74038	PASSED	613775	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-74

REPORTS ACCEPTED - MARCH MONTHLY 1974

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 302

FLAMMABILITY OF INTERIOR MATERIALS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
TRAVEL EQUIPMENT CORPORATION MOTOR HOME MOTOR HOME	INTERIOR MATERIALS	MOTOR HOME	UST74011TR	FAILED	613766	

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
106	AIRTEX PRODUCTS (2)
106	E.I.S. AUTOMOTIVE CORP.
106	FIAT MOTOR COMPANY
106	ROYAL BRASS, INC.
108	AMERICAN MOTORS CORPORATION (5)
108	CHRYSLER CORPORATION (9)
108	FORD MOTOR COMPANY
108	FORD MOTOR COMPANY (FOREIGN)
108	GENERAL MOTORS CORPORATION (7)
108	SIGNAL STAT COMPANY
108	VOLKSWAGEN OF AMERICA, INC.
108	VOLVO OF AMERICA CORPORATION
108	WAGNER ELECTRIC CORPORATION
109	ALLIANCE TIRE & RUBBER CO LTD
109	ARMSTRONG RUBBER COMPANY (2)
109	B.F. GOODRICH TIRE & RUBBER CO. (6)
109	COOPER TIRE AND RUBBER CO. (3)
109	GATES RUBBER COMPANY (5)
109	KELLY-SPRINGFIELD TIRE CO.
109	PENNSYLVANIA TIRE AND RUBBER CO.
109	SEIBERLING TIRE & RUBBER COMPANY (2)
109	UNIROYAL TIRE COMPANY (2)

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
116	ALFRED TEVES GMBH
116	THE BELL COMPANY
116	WARWICK LABORATORIES CO. INC (2)
206	CITROEN CARS CORP
206	GENERAL MOTORS CORPORATION
206	KAYDT, INCORPORATED
206	PETERBILT MOTORS COMPANY
206	RENAULT, INC.
206	WINNEBAGO INDUSTRIES, INC.
209	BAYERISCHE MOTOR CORPORATION
209	BRITISH LEYLAND MOTORS (4)
209	FIAT MOTOR CO.
209	FORD MOTOR COMPANY (FOREIGN) (2)
209	GENERAL MOTORS CORPORATION
209	MERCEDES BENZ OF N. A.
209	VOLKSWAGEN OF AMERICA, INC.
213	BARLLAY COMPANY
213	COLLIER KEYWORTH
213	REX
302	CHAMPION HOME BUILDERS COMPANY
302	OPEN ROAD INDUSTRIES, INC.
302	PACE ARROW INCORPORATED

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
302	TRAVCO CORPORATION
302	TRAVEL EQUIPMENT CORPORATION
302	WINNEBAGO INDUSTRIES, INC.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

INVESTIGATION IN PROGRESS (CUMULATIVE)

VEHICLE STANDARDS

FMVSS	MANUFACTURER
101	WAYNE CORPORATION
103	BRITISH LEYLAND MOTORS
104	AMERICAN MOTORS CORPORATION
104	BRITISH LEYLAND MOTORS
104	CHRYSLER CORPORATION
105	ALFA ROMEO, INC.
105	BRITISH LEYLAND MOTORS
105	GENERAL MOTORS CORPORATION (3)
105	NISSAN MOTOR CORPORATION IN USA
110	AMERICAN MOTORS CORPORATION
110	CHRYSLER CORPORATION
110	VOLKSWAGEN OF AMERICA, INC.
202	GENERAL MOTORS CORPORATION
207	AMERICAN MOTORS CORPORATION
207	CHECKER MOTORS CORP.
207	FORD MOTOR COMPANY
207	GENERAL MOTORS CORPORATION (2)
207	TOYOTA MOTOR SALES, U.S.A., INC.
208	FORD MOTOR COMPANY
210	GENERAL MOTORS CORPORATION
212	CHRYSLER CORPORATION
212	GENERAL MOTORS CORPORATION (3)

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

INVESTIGATION IN PROGRESS (CUMULATIVE)

VEHICLE STANDARDS

FMVSS	MANUFACTURER
212	TRANSWORLD TRADING CORPORATION
212	VOLVO OF AMERICA CORPORATION
215	BRITISH LEYLAND MOTORS
215	CHRYSLER CORPORATION
215	FORD MOTOR COMPANY

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

INVESTIGATION IN PROGRESS (CUMULATIVE)

VEHICLE STANDARDS

REG.	MANUFACTURER
P575	PEUGEOT, INC.
P575	VOLVO OF AMERICA CORPORATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

INVESTIGATION INITIATED

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
108	FORD MOTOR COMPANY (FOREIGN)
116	THE BELL COMPANY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

INVESTIGATION INITIATED

VEHICLE STANDARDS

FMVSS	MANUFACTURER
103	BRITISH LEYLAND MOTORS
210	GENERAL MOTORS CORPORATION

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

INVESTIGATION CLOSED

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER	CIR NUMBER
109	MANSFIELD TIRE AND RUBBER CO.	02900101
109	MANSFIELD TIRE AND RUBBER CO.	08110101

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MARCH 01 TO MARCH 31, 1974

INVESTIGATORY FILES RELEASED TO PUBLIC

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER	CIR NUMBER
209	C & W MANUFACTURING CO.	0275
213	BABYHOOD INDUSTRIES, INC.	0761

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
May 29, 1974

NHTSA -- 76-74 (PF)

Tel. 202-426-9550

The U. S. Department of Transportation today proposed a new federal motor vehicle safety standard that would give added protection to vehicle occupants in the event of a crash.

The proposal would regulate the intrusion of vehicle components outside the passenger compartment into a defined zone in front of the windshield. The Notice of Proposed Rule Making, issued by the National Highway Traffic Safety Administration (NHTSA) revises an earlier proposal issued in August 1972.

The proposal would require that during a 30 mph barrier collision test, no part of the vehicle outside the occupant compartment, such as the hood, could penetrate a protected zone in front of the windshield. A Styrofoam template in the shape of the zone is used to determine penetration in the test. The zone covers the area of the windshield that could be contacted by an occupant's head in a frontal collision. It allows the windshield to bulge or pocket upon contact by an occupant without interference from rigid external parts

- more -

of the vehicle.

The proposal would also require that the inner surface of the windshield below the protected zone could not be penetrated during a 30 mph barrier collision test.

The above requirements would preserve the energy absorbing characteristics of the windshield and prevent the intrusion of rigid objects into the passenger compartment. This will reduce the possibility of serious injury and death in a frontal collision.

The proposed standard would apply to passenger cars, multipurpose passenger vehicles, trucks, and buses with a gross vehicle weight rating of 10,000 pounds or less.

Interested parties are invited to comment on the proposal, by writing to: National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590. The comment period closes on July 1, 1974.

The proposed effective date for passenger cars is September 1, 1975, and for all other vehicles September 1, 1976.

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

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY NOON
May 29, 1974

NHTSA 80-(74)
Tel. 202-426-9550

America's motorists were congratulated today by the federal government's traffic safety chief, for coming through the three-day Memorial Day holiday with the lowest highway death count in more than a decade.

Dr. James B. Gregory, Administrator of the National Highway Traffic Safety Administration, an arm of the U. S. Department of Transportation, said that this year's immediate count of 390 highway deaths is 149 fewer than for the same three-day holiday period a year ago, or a drop of almost 28 percent.

Dr. Gregory, speaking to a Washington, D.C. luncheon audience of the National Committee on Uniform Traffic Laws and Ordinances, said: "This has to tell us a great deal about speed and driving habits.

"Not only are we, of the National Highway Traffic Safety Administration, gratified at these latest figures, we are also heartened by the conviction that the public is continuing to cooperate with the lower speed limits, recognizing that there is a big payoff in safety as well

as in fuel conservation," Dr. Gregory stated. "On behalf of my Agency and the U. S. Department of Transportation I congratulate America's motorists for showing that individual action and cooperation does lead to worthwhile results."

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DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE WEDNESDAY
June 5, 1974

NHTSA -- 81-74(GLW)
Tel. 202-426-0670

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a Consumer Protection Bulletin today to warn approximately 135,000 owners of 1972 and 1973 Ford Pinto station wagons of a metal "projection" inside both rear wheel wells, which could seriously damage the rear tires on these vehicles.

Citing all Pinto station wagons built in the 1972 model year, and all 1973 Pinto station wagons built prior to October 25, 1972, the federal bulletin described a metal tab which protrudes over one half inch into the rear wheel well cavities of these models, capable of contacting and severely damaging the inside sidewalls of the rear tires.

NHTSA Administrator Dr. James B. Gregory said his agency issued the Bulletin to warn of the risk of sudden tire failure or blowouts in tires cut by the metal tabs. He said that while the tabs are easily bent down to eliminate the risk, "they are especially dangerous in that tire damage occurs only on the inner sidewall surfaces -- often undetected -- leaving the tires weakened, yet looking deceptively normal to the casual observer."

NHTSA urged owners of the cited Ford automobiles to inspect their vehicles immediately and, if the metal tabs are present, to have them bent flat against the wheel well inner surface to eliminate any possibility of contact with the rear tires.

The Consumer Bulletin said the NHTSA has verified that the tabs have no operational use -- they are provided as a means of positioning upper and lower body units in the vehicle assembly process -- and that all Ford Pinto assembly plants were instructed on October 25, 1972 to flatten and weld the tabs in all subsequent models.

NHTSA noted that in road tests completed as part of its investigation, to date, serious tire damage was inflicted by the tabs only when A70-13 tire sizes were mounted on the rear wheels. The A70-13 is a buyer-option tire size offered by Ford Motor Company with the 1972-73 Pinto station wagon.

Investigative reports also noted, however, that bent tabs were found in many of the 1972-73 Pinto station wagons inspected -- an indication that, regardless of rear tire size, potentially dangerous contact between rear tires and the metal tabs may frequently occur. NHTSA concluded that many owners may be suffering serious sidewall damage without realizing it.

The federal safety agency urges all vehicle owners who have experienced tire damage from this cause, -- with or without tire failure, and regardless of the make/model vehicle or tire size involved, -- to provide a full description of the problem to the U.S. Department of Transportation. Persons wishing to provide such reports should include make, model and year of the vehicle, and a complete identification (brand, size, serial number, and damage description) of the damaged tires.

This information is vital to public safety and to the government's ongoing investigation. Such reports should be sent, in writing, to:

Consumer Services, (N40-41)
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

SPECIAL
CONSUMER PROTECTION BULLETIN

SUBJECT:

Alerting U.S. motorists to the risk of rear tire damage and increased risk of tire failure or blowout in certain Ford Motor Company station wagon models. Due to the presence of a protruding metal tab inside the rear wheel wells of these models, the inside sidewalls of rear tires may be seriously damaged in contact with the tabs, under some conditions of normal vehicle use.

The Ford models potentially involved are:

MAKE/MODEL/YEAR:

MAKE	MODEL	YEAR
Ford (all)	Pinto Station Wagon	1972
Ford (all, built prior to October 25, 1972)	Pinto Station Wagon	1973

BACKGROUND:

The National Highway Traffic Safety Administration (NHTSA) opened an investigation of this problem following receipt of an owner-report of three rear tire failures in a 1973 Pinto Station Wagon, citing the above cause of failure.

The existence of protruding metal tabs was verified. Extending over one-half inch into the rear wheel well cavities, these tabs protrude at right angles to the vehicle's body wall and allow for correct positioning of upper and lower body units during vehicle assembly.

Subsequent testing of the models cited, by investigative personnel, verified that contact between rear tires and the tabs (possibly resulting in severe cutting of tire sidewalls) may occur during certain normal use-situations.

Production of the Ford models cited above totaled 101,483 units in the 1972 model-year and 36,478 units in the 1973 model-year (the latter being built prior to October 25, 1972).

Instructions were issued to all Pinto manufacturing plants by Ford Motor Company, on October 25, 1972, to bend these tabs flat against the inner wheel well surface on all current and future models. All future models, additionally, were to be provided with a spot-weld securing the tab against any protrusion into the wheel well.

INTERPRETATION:

The NHTSA's investigation has verified the presence of the protruding metal tabs in the models cited, and evidence that contact between rear tires and tabs frequently occurs, apparently resulting in bending the tabs, in many cases, and without reports of tire damage. Road test maneuvers such as braking and lane changes -- conducted in a 1972 Pinto Station Wagon -- resulted in serious tire sidewall damage only when the optional tire size, A70-13, was mounted on the rear wheels.

As a result, investigative evidence, to date, indicates that serious tire damage may result from contact between these tabs and the rear tires, regardless of the tire size in use; but that owners utilizing the optional rear tire size A70-13 on the Pinto vehicles listed, may be subject to a higher probability of tire damage. If such damage occurs, regardless of tire-size in use, the sidewall damage may be sufficient to weaken the tire and increase the possibility of sudden failure and/or blowout.

CONSUMER REQUEST:

Owners of vehicles listed above are urged to seek immediate inspection to determine the presence of metal tabs as described; and to have them either removed or bent flat against the wheel well wall to prevent any possibility of contact with the rear tires.

Owners who have experienced tire damage from this cause -- with or without tire failure, and regardless of the make/model vehicle or tire size involved -- are urged to provide a full description of the event to the U.S. Department of Transportation. Persons wishing to provide such reports should include make, model and model-year of the vehicle, and a complete identification (brand, size, serial number, and damage description) of the damaged tires.

This information is vital to public safety and to the ongoing investigation of this matter. Such reports should be sent, in writing to:

Office of Consumer Services, (N40-41)
National Highway Traffic Safety Administration
U.S. Department of Transportation
400 7th Street, S.W.
Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
June 5, 1974

NHTSA--84-74(GLW)
Tel. 202-426-0670

A federal inquiry into the source of engine fires in certain 1965 and 1966 General Motors automobiles neared completion today, as the U. S. Department of Transportation announced an initial determination of defect in Rochester Quadrajet Carburetors originally installed in the GM models under investigation.

The Department's National Highway Traffic Safety Administration (NHTSA) said an estimated total of 200,000 cars -- composed of a portion of 1965 and 1966 Chevrolets, plus a portion of 1966 Buick models -- were originally equipped with the Rochester Quadrajet units. These vehicles may be subject to potentially dangerous engine fires if their carburetors sustain the same type of failures which prompted the federal investigation.

The NHTSA announcement described the defect as a press-fit metal plug which, if it drops out of place on the intake side of the carburetor, leaves a half-inch opening from which raw gasoline may be

sprayed onto the auto engine at operating temperature and pressure. While the opening serves no useful operating purpose, being necessary only for assembly of the unit, NHTSA said the manufacturer failed to provide any fail-safe means of keeping the metal plug in place. Engine fires have resulted in a majority of all such carburetor failures reported to the agency.

NHTSA said it has notified General Motors of the initial finding of defect and will provide the manufacturer an opportunity to present any views or evidence opposing the defect finding, before a final determination is made.

According to an official notice published in the Federal Register on June 5, 1974, this meeting will be held on July 9, 1974, at the U. S. Department of Transportation, Nassif Building, 400 7th Street, S. W., Washington, D. C. 20590.

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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 RELEASE THURSDAY
June 6, 1974

NHTSA -- 82-74 (HP)
Tel. 202-426-9550

During the first three months of 1974, the National Highway Traffic Safety Administration (NHTSA) collected more than $50,000 in civil penalties from 15 companies on the basis of violations of the National Traffic and Motor Vehicle Safety Act of 1966 and supportive regulations.

The largest penalty during the quarterly period, a fine of $27,000, was collected from the Mansfield Tire & Rubber Company for failing to meet requirements of Federal Motor Vehicle Safety Standard No. 109, New Pneumatic Tires.

Other firms that paid civil penalties during the period and their violation included:

Baby World, Great Neck, N.Y.,-$1,500, Standard No. 213, child seating systems; Grossman Motors, West Nyack, N.Y., $4,500, import violation; Pardonnet Manufacturing, Livonia, Michigan, $1,000, Standard No. 108, lamps, reflective devices and associated equipment; APS Inc., Houston, Texas, $1,500, import violation; Pennsylvania Tire & Rubber Co., $1,500, Standard No. 109; S. S. Kresge, $1,200, Standard No. 108, Troy, Michigan store sold boat

- more -

trailers without lights; Southeastern Fabricators, Hialeah, Florida, $1,000, Standard No. 108; Joachim Dargel, Los Angeles, California, $200, import violation; Ford Motor Company, $10,000, Standard No. 108; Standard Industries, Inc., Hemet, California, $1,000, Standard No. 106, hydraulic brake hoses; Hankscraft Company, Inc., Reedsburg, Wisconsin, $1,500, Standard No. 213; and General Motors Corporation, $2,500, Standard No. 108.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
June 11, 1974

NHTSA -- 85-74 (HP)
Tel. 202-426-9550

Topics ranging from motor vehicle safety standards on seats and child restraints to defect notification procedures will be discussed June 12-13 when the U. S. Department of Transportations's National Motor Vehicle Safety Advisory Council meets in Washington, D.C.

The two-day public meetings will be held in Room 4234 of the Transportation Building, 400 Seventh Street, S.W. Washington, D.C.

The Council, created by the National Traffic and Motor Vehicle Safety Act of 1966, advises the Secretary of Transportation on the federal motor vehicle safety standards program administered by the Department's National Highway Traffic Safety Administration.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 12, 1974

NHTSA -- 86-74 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation today proposed criteria and procedures for motor vehicle emission inspections, to be conducted by state diagnostic inspection demonstration projects.

Under the Motor Vehicle Information and Cost Savings Act, the National Highway Traffic Safety Administration (NHTSA) is authorized to give grants and technical assistance to individual states in order to establish these demonstration projects.

The proposed criteria are minimum requirements for exhaust emissions of passenger cars. Light trucks and other light duty vehicles would not be affected by the proposal.

Criteria are proposed for two emission pollutants: carbon monoxide, and hydrocarbons. Two alternative procedures for emission inspection are proposed: the loaded-mode, which requires testing on a chassis dynamometer, and the idle-mode, which does not include dynamometer testing.

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Interested persons are invited to submit comments on the proposal, by writing to the National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. The comment period ends on August 12, 1974.

The proposed effective date for the rulemaking is 30 days after publication of the final rule.

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

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
June 14, 1974

NHTSA 87-74(PF)
Tel. 202-426-9550

The U. S. Department of Transportation today proposed a regulation designed to help consumers make an informed choice when buying passenger car tires.

The proposal, known as "Uniform Tire Quality Grading," replaces a final rule issued in January but revoked in May of this year. The rule was revoked because of the Government's inability to obtain from the tire industry "control tires" which were to have been used as the basis for determining comparative performance grades for treadwear and traction.

Issued by the Department's National Highway Traffic Safety Administration (NHTSA), the proposed regulation would require grading of passenger car tires for treadwear, traction and high speed performance, effective May 1, 1975.

Under the new proposal, treadwear grades would be in the form of numbers and would represent a tire's projected mileage (the distance traveled before the tire is worn down to its treadwear indicators) as tested on a single predetermined test course of approximately 6,400 miles. The test course would be established by the NHTSA.

The safety agency plans to locate the 400-mile-long test course in the vicinity of San Angelo, Texas. Each treadwear test would require 16 circuits of the course. Both the tire industry, at the option of the individual manufacturer, and the safety agency would perform treadwear tests on the course; the industry for establishing grades, and the government for testing the validity of grades assigned.

The test course would be designed to differentiate treadwear performance of bias, bias-belted, and radial tires. Performance of manufacturers' tires would be measured against that of a tire of the same general construction type, which would be supplied by the NHTSA. Grade categories would represent a minimum performance figure to which every tire would be expected to perform if tested by the government on the government course.

Under the proposal, traction grades would be in the form of asterisks or five-pointed stars, and would be based on the tire's stopping ability when tested on two wet surfaces, one of concrete and the other of asphalt.

The traction test is similar to that required in the previous regulation. The NHTSA proposes to provide test facilities for use by manufacturers and by the safety agency. The surfaces, representing typical highway conditions, would also be constructed near San Angelo, Texas, thus giving

industry the opportunity to test for treadwear and traction in the same geographical area.

The proposed high speed performance test is essentially the same as that contained in the previous regulation. High speed grades would be in the form of letters ("A", "B", or "C") representing the tire's resistance to heat and its ability to dissipate heat. The revised proposal also retains the plan for providing grading information to purchasers through the molding of quality grades into the tire sidewall, and through the use of tread labels containing the quality grades for each tire.

Interested parties are invited to submit comments on the proposal by wiriting to the National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D.C. The comment period closes on September 12, 1974.

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75079

DEPARTMENT OF TRANSPORTATION

NEWS

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

TAD-493

FOR RELEASE MONDAY
June 24, 1974

NHTSA -- 89-74 (HP)
Tel. 202-426-9550

The National Highway Safety Advisory Committee, citing bicycle safety as an increasing problem deserving immediate attention, has asked the U. S. Department of Transportation to conduct a comprehensive research program aimed at making the bicycle a viable, efficient, and effective transportation vehicle.

In an interim report containing preliminary findings and recommendations, the Committee called upon Transportation Secretary Claude S. Brinegar to develop model bicycling safety education programs for voluntary adoption by state and local governments, as well as private sector organizations.

The report was prepared by the Advisory Committee's Research and Program Development Subcommittee, chaired by Dr. Ruth Winkler of Tulsa, Oklahoma, who plans further study before issuing a final report next fall.

The Advisory Committee, composed of 35 members representing various state and local government officials, and public and private interests active in highway safety, including researchers, consults with the Transportation Secretary on federal standards for state and community highway safety programs.

Last month, Secretary Brinegar announced departmental actions designed to increase the use and improve the safety of the bicycle as a form of transportation. The Secretary asked

- more -

the Federal Highway Administration to augment its research on bicycle facility design and construction. He also requested the National Highway Traffic Safety Administration to draft uniform state bicycle safety regulations.

The report contains these major findings and recommendations:

o During the recent energy shortage, as auto occupant and pedestrian deaths decreased 25 per cent, bicyclists' deaths actually increased, up 39 per cent this past November, December, January and February when compared to those months a year ago.

o Bicycle accident investigation, reporting, and data analysis systems are insufficient and should be better coordinated and correlated to improve understanding of the bicycling safety problem.

o Bicycle safety education programs proven effective through research should be made available through the public school systems for children and adults.

o Any bicycle operated on the public highways should be subject to the same rules of the road as a motor vehicle, and police and traffic courts must enforce these rules for bicyclists just as they do for motorists.

o Small children who have not demonstrated proficiency in handling a bicycle on a public highway (including knowledge of traffic laws) should be restricted from riding on highways but allowed the use of sidewalks and off-road bicycling routes.

o Although bike lanes and bikeways can help bicycling safety and should be made as convenient, safe, and attractive as possible, bicyclists should be allowed the full use of highways in conformance with all traffic laws.

A copy of the report may be obtained by writing to the Executive Secretary, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE WEDNESDAY A.M.
June 19, 1974

NHTSA -- 90-74 (HP)
Tel. 202-426-9550

The award of two contracts for studies that will help develop and distribute information to consumers on different makes and models of passenger cars was announced today by the U. S. Department of Transportation.

The awards went to the General Electric Company's Information Systems Programs of Arlington, Virginia, and the management consultant firm of Booz, Allen and Hamilton, Inc., of Bethesda, Maryland, in the amounts of $866,270 and $568,957, respectively.

The studies are part of the National Highway Traffic Safety Administration's (NHTSA) program for carrying out Title II of the Motor Vehicle Information and Cost Savings Act of 1972.

Title II requires the Transportation Department to develop and distribute consumer information based on specific vehicle characteristics. General Electric will conduct a study to determine ways of measuring vehicle characteristics such as (1) damage susceptibility (how much physical damage to the vehicle results from various kinds of crashes), (2) crashworthiness (how

- more -

well does the vehicle protect its occupants from death or serious injury in crash situations), and, (3) ease of diagnosis and repair (how easily can a mechanic determine what repairs are needed -- whether crash repairs or normal maintenance -- and how much does it cost to make them).

General Electric will employ, as a subcontractor, the Dynamic Science Division of Ultrasystems, Inc., for mathematical modeling and simulation of crash situations, crash test data analysis, and automobile design data analysis.

Two divisions of Booz, Allen and Hamilton, Inc., Booz, Allen Applied Research and National Analysts, will conduct studies to determine the most effective methods of presenting vehicle rating information to consumers and will assist the NHTSA in other Title II program activities. These divisions will use Calspan Corporation, Buffalo, New York, and Spiro and Associates, an advertising and public relations firm in Philadelphia to conduct related studies.

The federal safety agency hopes vehicle rating information for consumers will promote competition in the market place which would eventually lead to safer, less damageable, and easier to repair automobiles.

Last month, the NHTSA awarded contracts totaling almost $200,000 for studies to forecast the economic and social impact of government publication of vehicle rating information of the type expected from the Title II Study. The contracts went to the Center for the Environment and Man, Inc., of Hartford, Connecticut, and Arthur D. Little, Inc., of Cambridge,

Massachusetts.

NHTSA will complete selection of the contractor team to support the total Title II effort in the very near future when it announces the awards for an automobile crash test program.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
June 21, 1974

NHTSA -- 91-74 (HP)
Tel. 202-426-9550

Complex problems evolving from the increased number of smaller cars on the highway will be explored in depth next month at the Third International Congress on Automotive Safety in San Francisco.

More than 500 persons are expected to participate in the July 15-17 conference, sponsored by the U.S. Department of Transportation and the National Motor Vehicle Safety Advisory Council.

Safety experts from the United States and five other nations -- Italy, Australia, Japan, France and Germany -- are scheduled to deliver 48 papers on topics ranging from analyses of the current and future safety problems of small cars to the possibility of improving vehicle designs as a method of reducing pedestrian and bicyclist fatalities.

Senator Lloyd M. Bentsen, Jr. (D-Texas), Chairman of the Subcommittee on Roads, Senate Public Works Committee, will

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deliver the keynote address at the Congress' opening session at the Hotel St. Francis, and Dr. James B. Gregory, Administrator of the National Highway Traffic Safety Administration (NHTSA), will be the luncheon speaker.

A highlight of the luncheon will be the awarding of the 1974 Excalibur Award, for outstanding contributions in the field of automotive safety, and the Edward J. Speno Automotive Safety Award, presented to the author or authors of the best paper delivered at last year's Congress.

Other prominent speakers and participants include B. J. Campbell, Director, Highway Safety Research Center, University of North Carolina; Robert D. Knoll, Chief, Auto Test Center, Consumers Union; John D. States, Associate Clinical Professor, Rochester School of Medicine; James P. DiGrazia, Consumer Product Safety Commission; Basil Y. Scott, Administrative Director, State of New York Department of Motor Vehicles; Eric Stork, Environmental Protection Agency; and Judson B. Branch, Chairman, Allstate Insurance Company and Chairman of the Advisory Council.

The Congress brings together representatives of federal and state governments, private industry, colleges and universities, and applied research organizations.

The Advisory Council is a 22-member group created by the National Traffic and Motor Vehicle Safety Act of 1966 to advise

the Secretary of Transportation on federal motor vehicle safety standards administered by the NHTSA.

At the July 17 concluding sessions, participants will examine major issues emerging from the three-day conference with a close look at problems that need immediate attention, and long-range problems that rate future consideration.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
June 24, 1974

NHTSA -- 93-74 (HP)
Tel. 202-426-9550

The nation's traffic deaths declined again in May, the seventh consecutive month that highway fatalities have been below the comparable period a year ago, the U.S. Department of Transportation reported today.

Preliminary figures for May, based on 49 state reports to the Department's National Highway Traffic Safety Administration (NHTSA), show a saving of approximately 1,100 lives, or a reduction of 23 per cent below the number of persons killed in traffic accidents in May of 1973.

Dr. James B. Gregory, the NHTSA Administrator, attributed the decline in highway fatalities to a combination of factors, including lower speed limits, effective traffic enforcement, and cooperation by the motoring public.

"Contrary to our expectations -- with the disappearance of gas lines and the advent of good weather -- that fatalities might climb, the May data continue to show an unprecedented decrease," Dr. Gregory

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said. "Law enforcement agencies are apparently making a significant contribution, and the motoring public obviously continues to be more conscious of safety on the highway and fuel conservation practices."

The federal safety administrator cautioned that the summer months ahead represent a critical period since statistically, highway deaths increase with more motorists on the road.

Gregory noted that the Federal Energy Administration says gasoline supplies are available to meet the demand this summer, if the public exercises sensible conservation and restraint in its driving habits.

"Individual action and cooperation does lead to worthwhile results and could provide this nation with one of the safest summers on record," Gregory said.

"In particular, we are hoping that the public will be as mindful of safety over the upcoming July 4th holiday weekend as it was over the Memorial Day holiday, when the 390 highway deaths recorded were 149 fewer than for the same three-day holiday period a year ago. That figure was the lowest traffic death count for that holiday period in more than a decade and we certainly would like to duplicate that effort."

The preliminary figures show a reduction in traffic deaths from 4,813 in May 1973 to an estimated 3,712 in May of this year. The total reduction in traffic fatalities since last November approaches an estimated 6,000 lives compared to the same period a year ago. Highway deaths for the first five months of 1974 are running almost 24 per cent below the total for the same period a year ago.

ESTIMATED TRAFFIC FATALITIES AND CHANGES

	1974	1973	Per cent change
January	2,928	3,781	-22.6
February	2,655	3,458	-23.2
March	3,191	4,343	-26.5
April	3,444	4,448	-22.6
May	3,712	4,813	-22.9

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TRAFFIC FATALITY ESTIMATES BASED ON EARLY REPORTS

MAY 1974, 1973
(JUNE 20, 1974)

STATE	1974	1973	PERCENT CHANGE
Alabama	90	104	-13.5
Alaska	5	16	-68.8
Arizona	51	87	-41.4
Arkansas	58	61	- 4.9
California	323	444	-27.3
Colorado	54	73	-26.0
Connecticut	24	58	-58.6
Delaware	15	15	0.0
Florida	181	241	-24.9
Georgia	128	177	-27.7
Hawaii	10	11	- 9.1
Idaho	28	35	-20.0
Illinois	163	215	-24.2
Indiana*	77	137	-43.8
Iowa	47	80	-41.3
Kansas	29	66	-56.1
Kentucky	60	115	-47.8
Louisiana	51	123	-58.5
Maine	12	16	-25.0
Maryland	65	81	-19.8
Massachusetts	72	97	-25.8
Michigan	140	178	-21.3
Minnesota	58	90	-35.6
Mississippi	58	78	-25.6
Missouri	107	110	- 2.7
Montana	21	24	-12.5
Nebraska	33	30	+10.0
Nevada	20	20	0.0
New Hampshire	22	9	+144.4
New Jersey	94	123	-23.6
New Mexico	50	51	- 2.0
New York	274	266	+ 3.0
North Carolina	105	161	-34.8
North Dakota	8	14	-42.9
Ohio	157	194	-19.1
Oklahoma	66	60	+10.0
Oregon	63	53	+18.9
Pennsylvania	171	201	-14.9
Rhode Island	10	11	- 9.1
South Carolina	85	78	+9.0
South Dakota	8	20	-60.0
Tennessee	77	105	-26.7
Texas	245	296	-17.2
Utah	32	35	- 8.6
Vermont	16	6	+166.7
Virginia	69	116	-40.5
Washington	50	78	-35.9
West Virginia	29	54	-46.3
Wisconsin	87	88	- 1.1
Wyoming	13	12	+ 8.3
TOTAL	3,712	4,813	-22.9

*State Report Not Received