DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
July 2, 1974

NHTSA--92-74(GLW)
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY CASES REPORT

JUNE
1974

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular Monthly Defect Investigatory Report today, listing all investigations opened, suspended, and/or terminated during the month of April 1974.

The report lists two investigations suspended, nine new investigations opened, and none terminated. Six of the newly opened investigations stem from NHTSA's recent survey into alleged weaknesses in auto jack-stand models -- a small supporting device used to take the weight of a vehicle, after it is jacked up, during servicing or repairs. As noted in the report's new-case summaries, all of the jack-stand investigations cite specific models which allegedly cannot safely carry the weights for which they are intended.

The remaining three investigations newly opened by the federal safety agency cite, respectively, engine-fire hazards in all 1965 through 1972 General Motors autos that were equipped with Rochester carburetors; potential engine mount failures in all 1965 through 1969 Chevelle V-8 autos, and an alleged braking problem in a variety of International Harvester Scout models built in 1970 through 1973. Included in the I.H.C. investigation are all Scout II (1970-1973) models in the 1100D, 1200D, and 1300D classes, as well as all Scout II 4x4 (four-wheel drive) models of the 1010, 1110, 1210, and 1310 classification.

The two suspended cases reflect the NHTSA's procedure of public notice that it intends to terminate such cases unless, within 60 days, new evidence justifies continued investigation of the problem involved.

Today's report lists 71 investigations in progress. Interested persons, including those with information bearing on current investigations, are invited to write to:

The Office of Consumer Services, 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.

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:	C3-19
Manufacturer:	Toyota Motor Sales, U.S.A., Incorporated
Make:	Toyota
Model:	Land Cruiser
Year(s):	1972
Possible Problems:	Routing of heater hoses or location of gas tank in vehicle interior.
Status:	Suspended March 31, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	C2-05
Manufacturer:	American Motors Corporation
Make:	Jeep
Model:	Jeepster Commando
Year(s):	1971
Possible Problems:	Alleged rear brake lockup, causing loss of vehicle control.
Status:	Suspended April 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Reporting Period: April 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES
TERMINATED THIS-REPORTING PERIOD

NONE

SAFETY RELATED DEFECT INVESTIGATORY CASES,

OPENED THIS REPORTING PERIOD

Case Number:	C4-44
Manufacturer:	General Motors Corporation
Make:	All
Model:	All with Rochester Carburetor
Year(s):	1965 - 1972
Possible Problems:	Alleged loss of float buoyancy, apparently through gasoline absorption, allows the needle valve to remain open. This permits fuel to rise above the specified design level and to overflow onto the engine.

Case Number:	C4-46
Manufacturer:	Western Auto Stores
Make:	Western Auto A-5030
Model:	Wizard Auto Jack Stand
Year(s):	Various
Possible Problems:	Jack stand allegedly does not support the total load as stated on the label.

Case Number:	C4-47
Manufacturer:	Pathfinder Auto Lamp Company
Make:	Orion Industries, Inc.
Model:	80510/7224 Auto Jack Stand
Year(s):	Various
Possible Problems:	Jack stand allegedly does not support the total load as stated on the label.

Case Number:	C4-48
Manufacturer:	S.S. Kresge Company
Make:	K-Mart Stores
Model:	Stock Number 80511 Auto Jack Stand
Year(s):	Various
Possible Problems:	Jack stand allegedly does not support the total load as stated on the label.

Case Number:	C4-49
Manufacturer:	Auto Specialities Manufacturing Company
Make:	Drednaut
Model:	6-41601 Auto Jack Stand
Year(s):	Various
Possible Problems:	Jack stand allegedly does not support the total load as stated on the label.

Case Number:	C4-50
Manufacturer:	Montgomery Ward
Make:	Wards Riverside
Model:	61-5662 Auto Jack Stand
Year(s):	Various
Possible Problems:	Jack stand allegedly does not support the total load as stated on the label.

Case Number:	C4-51
Manufacturer:	Globe Fabrication Company
Make:	Globe Fabrication
Model:	JS-100 Auto Jack Stand
Year(s):	Various
Possible Problems:	Jack stand allegedly does not support the total load as stated on the label.

Case Number:	C4-52
Manufacturer:	International Harvester Company
Make:	IHC
Model:	Scout II, 1100-1300D, 1010-1310, 4x4
Year(s):	1970 - 1973
Possible Problems:	Brakes may allegedly grab or fade during normal application, causing the vehicle to pull to the right or left.

Case Number:	C4-53
Manufacturer:	General Motors Corporation
Make:	Chevrolet
Model:	Chevelle V8
Year(s):	1965 - 1969
Possible Problems:	Secondary effects from shearing of engine mounts can affect the normal design operation of the accelerator controls. The accelerator may jam in an open position and induce loss of vehicle control.

SUBJECT: 1966-1972 General Motors Vehicles
Gasoline Flooding of Engine due to Carburetor
Float Saturation causing Loss of Buoyancy
ODI Case No. C4-44

BASIS FOR INVESTIGATION:

This case was opened April 24, 1974, based upon information received indicating that floats in carburetors of certain 1966-1972 GM vehicles may lose buoyancy causing the float bowl chamber to flood and allowing gasoline to spill onto the engine. Investigation was initiated to determine whether the alleged problem is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION OF CARBURETOR FLOAT:

The carburetor float is designed and adjusted to allow a specific design level of gasoline to be maintained in the carburetor float bowl chamber. The chamber acts as a constant level reservoir for gasoline to be consumed by engine combustion. As gasoline is fed to the engine from the float chamber by throttle/carburetor action, the float lowers and opens a needle valve which allows more fuel to enter. As the specified design fuel level is reached, rising float action closes the needle valve, preventing excessive fuel from entering.

PROBLEM:

Failure Mode: Loss of float buoyancy, apparently through gasoline absorption, allows the needle valve to remain open. This permits fuel to rise above the specified design level and to overflow onto the engine.

Potential Safety Related Consequences: Possibility of injury from fire or from loss of vehicle control and accident when an engine compartment fire occurs.

PROBLEM SYMPTOM:

Fuel overflow from carburetor float failure may produce a strong odor of gasoline in the passenger compartment.

SUBJECT: Alleged unsatisfactory performance of the automobile jack stand Wizard A-5030, distributed by Western Auto Stores, rated at 4,000 pounds.
ODI Case No. C4-46

SUBJECT: Alleged unsatisfactory performance of the automobile jack stand model number 80510/7224, manufactured by Pathfinder Auto Lamp Company, distributed by Orion Industries, Inc., rated at 4,000 pounds.
ODI Case No. C4-47

SUBJECT: Alleged unsatisfactory performance of the automobile jack stand stock number 80511, sold at K-Mart Stores, distributed by S. S. Kresge Company, rated at 4,000 pounds.
ODI Case No. C4-48

SUBJECT: Alleged unsatisfactory performance of the automobile jack stand Drednaut model 6-41601, manufactured by the Auto Specialities Manufacturing Company, rated at 5,000 pounds.
ODI Case No. C4-49

SUBJECT: Alleged unsatisfactory performance of the automobile jack stand Wards Riverside, article number 61-5662, sold by Montgomery Wards, rated at 5,000 pounds.
ODI Case No. C4-50

SUBJECT: Alleged unsatisfactory performance of the automobile jack stand model JS-100, manufactured by the Globe Fabrication Company of Philadelphia, Pennsylvania, rated at 5,000 pounds.
ODI Case No. C4-51

The following briefing summary is applicable to the above cases:

BASIS FOR INVESTIGATION:

These cases were opened April 24, 1974, on the basis of a consumer report concerning a failed jack stand. A survey-type testing program was conducted on various jack stands purchased from retail stores. The testing consisted of statically loading each jack stand to the load rating on the label. The subject jack stands failed the testing. Failure is defined as a deformation of a significant jack stand part. Investigation was initiated in each case to determine whether the alleged failure is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION OF A JACK STAND:

A jack stand is an adjustable-height device used to statically support a vehicle. The jack stand does not have the capability of raising or lowering the vehicle but is used to furnish a safer, more stable support than the jack itself.

PROBLEM:

Failure Mode: It is alleged that the jack stand does not support the total load stated on the label.

Potential Safety Related Consequences: Jack stands are most frequently used during vehicle maintenance. Failure while in such use may result in injury to individuals under or adjacent to the vehicle.

PROBLEM SYMPTOM:

Static load testing is necessary for a determination of the ability of a jack stand to support the load claimed for it on the manufacturer's label.

SUBJECT: 1970-1973 International Harvester
Scout II, Travelall and Pickups
Reported Erratic Service Brake Operation
ODI Case No. C4-52

BASIS FOR INVESTIGATION:

This case was opened as the result of consumer information received alleging erratic service brake performance in certain International Harvester Corporation (IHC) vehicles. Involved apparently are 1970-1973 Scout II as well as Models 1000D through 1300D and 1010 through 1310, including four-wheel drive vehicles. Brakes pulling to the right or left, fading and grabbing upon being applied were reported. Investigation was initiated to determine whether the alleged problem represents a potential safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

COMPONENT IDENTIFICATION, DESCRIPTION AND FUNCTION:

Based upon available data, the components apparently responsible for the problem complained of are brake shoe linings. In general, such linings are composed of friction producing organic materials, chiefly asbestos. By varying the ingredients in manufacturing the linings, different coefficients of surface friction are achieved.

The lining is preformed to a given width, length and thickness. It is attached to the face of the brake shoe table by either bonding or riveting. When brake application is made, the brake shoes are forced against the brake drum, becoming part of the energy conversion mechanism used to (1) retard, (2) stop or (3) hold the vehicle.

PROBLEM:

Failure Mode: Brakes may grab or fade during normal operation causing the vehicle to pull to the right or left. This may result from service brake system design or the surface coefficient of friction of the brake linings.

Potential Safety Related Consequences: The erratic brake operation may result in loss of vehicle control, possible accident or injury.

PROBLEM SYMPTOM:

Brakes pulling to the right or left, fading and grabbing upon being applied are the reported symptoms.

SUBJECT: Alleged Throttle Linkage Movement Restriction due to Engine Mount Failure on 1965 through 1969 Chevrolet Chevelles
ODI Case No. C4-53

BASIS FOR INVESTIGATION:

This case was opened April 24, 1974, on the basis of a consumer report alleging throttle linkage malfunction on a 1966 Chevelle, caused by a broken engine mount. Investigation was initiated to determine whether the alleged failure is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION OF AN ENGINE MOUNT:

The three engine mounts on the subject vehicles each consists of two metal brackets with approximately an inch and a quarter of rubber bonded between them. Each is bolted into place between the engine and the chassis. The three mounts are located one each on either side of the engine and one at the rear of the engine/transmission unit. The mounting system positions and secures the engine/transmission unit in place. The rubber bonded between the brackets dampens vibration between the engine and the vehicle chassis.

FRONT

REAR

PROBLEM:

Failure Mode: Allegedly, failure occurs when the left engine mount separates due to either a loss of bond between the metal and the rubber of the mount or the shearing in two of the rubber. When the left mount separates, the engine's torque may cause the engine to rotate upward in a clockwise movement, lifting away from the chassis. Secondary effects may then occur which can affect the normal design operation of the accelerator controls; the accelerator may jam in an open position and induce loss of vehicle control.

Potential Safety Related Consequences: Possible accident and injury may result from loss of vehicle control should a left engine mount fail and the throttle linkage jam.

PROBLEM SYMPTOM:

After breakage of the left engine mount, the motorist may be aware of a thump after slightly accelerating the engine. The thump results from the engine rotating away from the support and then setting back into position. Under more severe accelerations, the engine may rotate enough to affect the accelerator linkage. Therefore, the NHTSA recommends periodic inspection by competent service personnel to determine the condition of the mounts.

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE ---- April 30, 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 Pickup Truck	1968-1969	16 x 5.5 two-piece wheel	Lock ring gutter failure
132	General Motors	All	1965-1969	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 April 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
190	All Manufacturers	Travel Trailers	1965-1970	Axles, wheels and tires	Overloading of suspensions
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 and 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
297	Firestone	GMC PD-4903 and PD-4905	1969-1970	Front tires	Excessive heat buildup fails tires

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE April 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-05	American Motors (INVESTIGATION SUSPENDED 4-30-74)	Jeepster	1971	Service brakes	Rear brake lockup
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 Pickup	Various	15" single-piece wheel	Bead seat failure
C2-51	Avco	Grand Lodge Motorhome	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 ---- April 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead electrical connector	Becomes disconnected
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
C3-17	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 (INVESTIGATION SUSPENDED 3-31-74)	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
C3-27	General Motors	Chevrolet Vega	1967-1973	Steering relay rod	Lockup due to foreign objects
C3-28	International Harvester	Scout 800A and 800B	1970-1973	Clutch cable	Breakage due to bending fatigue

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE April 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 and seat belt latch	Inboard seat belt abrasion by seat latch
C3-34	General Motors	Chevrolet Series 10 Truck	1968-1971	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
C3-42	Ford	B and F-500 thru 700	1967-1972	Throttle linkage	Seizure of bellcrank at firewall linkage

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE April 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-43	General Motors	Cadillac Eldorado and Oldsmobile Toronado	1967-1970	Front wheel lugs	Incorrect torque
C4-01	Ford	B-700 School Bus	1969-1970	Right front spring	Failure of main and second leaf
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 lockup under normal brake operation
C4-10	Winnebago	D24 Motorhome	1970-1971	Front tires, wheels, springs and axles	Suspension ratings are possibly exceeded by unloaded weights of vehicle front ends with standard or optional equipment, plus normal occupant and luggage loads
C4-11	Action Industries	25 Foot Swinger Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-12	Champion Home Builders	24 Foot Motorhome	1971	Front tires, wheels, springs and axles	See C4-10

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE April 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 Pickup Truck	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
C4-23	General Motors	Buick Opel	1964-1971	Fuel tank and system	Fuel system integrity

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE April 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 1966-1	1966-1974	Brake drum	Breakage causes loss of brakes
C4-34	Nissan	Datsun 510 and 1200	1969-1971	Plastic connector and filler hose	Leakage allows fuel or fumes to enter passenger compartment
C4-35	Nissan	Datsun 510	1968-1971	Front suspension transverse link	Breakage due to improper shipping may allow loss of control
C4-44*	General Motors	All with Rochester Carburetor	1966-1972	Carburetor float	Engine flooding caused by loss of float buoyancy
C4-46*	Western Auto	Wizard A-5030	Various	Auto jack stand	Failure to meet load rating
C4-47*	Pathfinder Auto Lamp	80510/7224	Various	Auto jack stand	Failure to meet load rating
C4-48*	S.S. Kresge	K-Mart 80511	Various	Auto jack stand	Failure to meet load rating

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE April 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-49*	Auto Specialities	Drednaut 6-41601	Various	Auto jack stand	Failure to meet load rating
C4-50*	Montgomery Ward	Riverside 61-5662	Various	Auto jack stand	Failure to meet load rating
C4-51*	Globe Fabrication	JS-100	Various	Auto jack stand	Failure to meet load rating
C4-52*	International Harvester	Scout II, 1100-1300D, 1010-1310, 4x4	1970-1973	Brake lining	Brake pull and fade upon application
C4-53*	General Motors	Chevrolet Chevelle V8	1965-1969	Engine mount	Secondary effects from shearing of engine mounts

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE April 30, 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 suspensions exceeds component ratings
S4-45	Various Manufacturers	Various Models	Various	Auto jack stand	Failure to meet load rating
S4-54	All Manufacturers	School Bus	All	Total vehicle	Review of records to determine possibility of safety defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Axles, springs, wheels and tires	Loading of suspensions exceeds component ratings in late model vehicles
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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. SURVEYS AND AUDITS

DATE April 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 Pickup 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
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
A4-36*	Mercedes-Benz	450SE and 450SEL	1973	Right front brake line	Recall #73-0213
A4-37*	AM General	FJ-8 ½-Ton Postal Service Vehicle	1972-1973	Steering drag link	Recall #73-0200

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
July 3, 1974

NHTSA -- 94-74 (HP)
Tel. 202-426-9550

The U.S. Department of Transportation announced the award today of contracts to two firms to conduct automobile crash tests as part of the Government's program to develop and distribute consumer information on different makes and models of passenger cars.

The crash tests 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.

The contracts were awarded to the Dynamic Science Division of Ultrasystems, Inc., of Phoenix, Arizona, and the Calspan Corporation of Buffalo, New York, in the amounts of $336,280 and $300,819, respectively.

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Title II requires the Transportation Department to develop and distribute consumer information based on specific vehicle characteristics. The goal of the program is to provide consumers with understandable and reliable information which will enable them to compare different makes and models of passenger cars in terms of their damage susceptibility (ability to withstand physical damage in crash situations), crashworthiness (ability to protect occupants from injury in crash situations), ease of diagnosis and repair, and insurance costs.

These awards complete selection of the NHTSA contractor team to conduct the Title II Automobile Consumer Information Study.

Previously announced were contracts to the General Electric Company, Information Systems Programs, Arlington, Virginia, for development of vehicle rating systems; Booz, Allen and Hamilton, Inc., Bethesda, Maryland, for selection of methods for disseminating vehicle rating information and assistance to NHTSA in the overall program; and Arthur D. Little, Inc., Cambridge, Massachusetts, and the Center for the Environment and Man, Inc., of Hartford, Connecticut, for studies on the economic and social impact of the government vehicle information.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE FRIDAY
July 5, 1974

NHTSA -- 97-74 (HP)
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA) today announced the availability of a set of two new posters which illustrate precautions to be taken when servicing or repairing multipiece wheels on trucks and buses.

These posters along with two posters previously issued on this subject are part of a continuing campaign to alert truck and bus service personnel to the hazards involved in working with such wheels. The NHTSA distributed over 200,000 copies of the earlier posters to various tire servicing locations and hopes to distribute at least as many copies of the new posters.

Chart I of the set details in text and by illustration the correct mounting and demounting procedures and safety precautions for servicing tube type truck and bus tires. Chart II lists the accepted interchangeability known to exist between the various wheel makes and parts.

Multipiece wheels consist of two pieces (a rim base and a side ring) or of three pieces (rim base, side ring or flange, and lock ring). The NHTSA noted in an earlier investigation a significant number of mismatched parts, probably the result of lack of knowledge in this area.

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The posters are suitable for mounting on the walls of tire repair and service shops and will soon be disseminated to shops throughout the country. The NHTSA expressed appreciation for the substantial contribution made by the industry in providing the base information used in the posters' preparation.

Interested parties may obtain free copies of the posters by writing to the General Services Division, National Highway Traffic Safety Administration, Attention: N48-51, 400 Seventh Street, S. W., Washington, D. C. 20590.

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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
Friday, July 5, 1974

NHTSA -- 98-74 (RC)
Tel. 202-426-9550

Congressional leaders and top government and auto industry experts from this country and abroad gather July 12 at the Dynamic Science Test Facility in Phoenix, Arizona, to witness the first head-on crash test between a Japanese sized Experimental Safety Vehicle (ESV) and a U.S. family sedan sized prototype ESV.

The test is one of a series sponsored by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), which is seeking ways to design and build safer cars through its Experimental Safety Vehicle Program.

The 60 mile-per-hour test crash will involve a 2,700 pound Nissan ESV and a 4,000-pound ESV produced by AMF, Inc. The Nissan will be equipped with air cushion passive restraint systems and safety belts for the four test dummies occupying the car. A similar crash test will be held at the Dynamic Science site on July 18, utilizing a 2,900-pound Toyota ESV and the AMF prototype.

- more -

"Today's crash test is an important benchmark in our overall Experimental Safety Vehicle Program," said Dr. James B. Gregory, Administrator of the NHTSA. "For while we are confident that our past ESV experience indicates that automotive technology can produce a safer vehicle at a reasonable cost to the consumer, we must come to grips with the problem of traffic mix, which is almost unique to the United States.

"This particular test should furnish valuable scientific data on the most effective methods of reducing the problem of safety compatibility between different sizes of vehicles. Right now, the mix stands at about 30 per cent small cars to 70 per cent large in the U.S., but the picture is fast changing, spurred by the energy shortage and public demand for smaller and more economical cars. As a part of our studies, we are seeking technological improvements that will afford a maximum of protection to all drivers and passengers, regardless of the size of their vehicles."

Japan's contributions to the international ESV program are an "outstanding example of what can be accomplished by international technology united to solve a common problem," Dr. Gregory said. In addition to the two cars delivered to the United States for testing, Nissan and Toyota have each produced an additional nine ESV prototypes for testing by the Japanese Automobile Research Institute. Honda is also working on an ESV in the 1,500-pound weight class.

Other countries participating in the ESV program include the Federal Republic of Germany, Italy, France, the United Kingdom and Sweden. Last year, the Government of Italy delivered a 1,500-pound Fiat ESV for testing in the United States. In April 1974, three more Fiat ESVs in the 2,000 to 2,500-pound weight class were delivered for testing at Phoenix.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
July 5, 1974

NHTSA -- 99-74 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation moved today to allow the use of softer surface materials in bumpers for passenger cars. In a proposed amendment to Federal Motor Vehicle Safety Standard No. 215, the Department's National Highway Traffic Safety Administration (NHTSA) said that the soft-faced materials would allow greater flexibility in bumper design while providing the necessary protection against vehicle damage in low-speed front and rear crashes.

The safety agency also plans to amend its new proposed bumper standard which will be issued under the Motor Vehicle Information and Cost Savings Act. While the original proposal called for a no-damage requirement to bumpers during barrier crash and pendulum tests, the agency now feels that some minor surface damage should be permitted in the areas impacted by the test devices. This decision is based on actual tests conducted on 1973 and 1974 passenger cars which showed that minor localized damage to bumpers is common at initial test contact points.

Agency officials will continue to observe the development of exterior protection systems with a view toward possible upgrading of the performance requirements at a later date.

The rulemaking action also denies petitions from General Motors, Ford, and American Motors to delete or modify the requirements for low-corner impacts in Standard No. 215.

- more -

Interested parties may submit comments on the proposals by writing to: National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. The comment period closes on August 20, 1974.

The amendment to Standard No. 215 will become effective upon publication in the Federal Register. An effective date of September 1, 1975 is proposed for amendments to the new bumper standard.

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DEPARTMENT OF TRANSPORTATION
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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE WEDNESDAY
July 10, 1974

NHTSA--96-74(GLW)
Tel. 202-426-0670

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced the opening of three special surveys today, through which the agency's Office of Defects Investigation hopes to isolate motor vehicle and equipment problems needing follow-on investigation.

The NHTSA said it has opened a survey of school bus maintenance and repair records, compiled by selected school districts, to identify the safety-related repairs which occur so frequently they should be investigated as possible manufacturer's defects. A second survey is exploring the loading and suspension characteristics of recreational vehicles, and the third survey is studying the load capacities of all types of auto jack stands.

NHTSA Administrator, Dr. James B. Gregory, said that all three surveys, begun in April and May of this year, are of crucial importance to safety. "This survey of school bus repair records," he said, "will give us the same kind of model-by-model view we now achieve from thousands of automobile owner reports. Through a comparison of fleet repair records." he pointed out, "the survey will indicate any pattern of problems which may require defect investigation."

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Referring to the survey of suspension systems and loading of recreational vehicles, the Administrator said a previous NHTSA survey had found over half the recreational vehicles examined were carrying loads heavier than the rated capacity of their suspension systems. Gregory said the risk of suspension system failure is increased by many other factors. "We are looking not only at a variety of design weaknesses," he said, "but at combinations of risks caused by overloading, mis-matching of campers and truck-carriers, and the inexperience of many drivers in handling these heavier vehicles."

The NHTSA said its survey of auto jack stands had already resulted in six new investigations, listed in its current Defects Investigatory Report for the month of April. Each of the investigations aims at verifying whether certain jack stand models are capable of supporting the vehicle weights for which they are intended.

A jack stand is described as a height-adjustable device, usually a small tripod, designed to support a vehicle during service or repair after it has been jacked up. The center section of the jack stand can be locked at the desired height by inserting a metal pin. Six manufacturers and jack stand models under investigation as allegedly failing under the loads for which they are labeled, are:

Western Auto Stores' Wizard A-5030, Pathfinder Auto Lamp Co.'s (through Orion Industries) Model 80510/7224, Auto Specialties Manufacturing Co.'s Drednaut 6-41601, Montgomery Ward's Wards Riverside 61-5662, Globe Fabrication Co.'s Globe JS-100, and S. S. Kresge's (through K-Mart Stores) Model 8051.

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Washington, D.C. 20590

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE MONDAY 2:00 P.M.
July 15, 1974

NHTSA -- 100-74 (HP)
Tel. 202-426-9550

The U.S. Department of Transportation's National Motor Vehicle Safety Advisory Council today named Senator Warren G. Magnuson, (D-Wash.), as winner of its 1974 Excalibur Award for outstanding contributions in the field of automotive safety.

Magnuson, who has served in the Senate for five full terms, was cited by the Council for his "leadership in the passage of landmark automobile safety and damagability legislation and for his sustained interest and dedication to solving the problems of automotive safety."

Presentation of the Excalibur Award was made at a luncheon session at the Third International Congress on Automotive Safety at the Hotel St. Francis in San Francisco. The Congress is exploring problems evolving from the increased number of smaller cars on the highway and is examining the possibility of improving vehicle designs as a method of reducing pedestrian and bicyclist fatalities.

Judson B. Branch, Chairman of the Advisory Council, said Senator Magnuson has consistently advanced the framework

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and substance of vehicle and traffic safety. "The Senator was a sponsor of the National Traffic and Motor Vehicle Safety Act of 1966, which is the cornerstone of the automotive safety program," Chairman Branch said. "He has been the spark behind the legislative activity in Congress for motor vehicle safety and has favorably influenced a safer environment for the motoring public."

Senator Magnuson, who is chairman of the Senate Commerce Committee, was chosen from nominations submitted by individuals, local, state and national groups. Final selection came from among five finalists, chosen by a Board of Judges of the Advisory Council and then by popular vote of the 22-member Council.

The Excalibur Award, which has its origin in the legends of Kind Arthur, is a silver broadsword with a hilt bound in gold, thrust into a solid rock of cut crystal.

In a separate award, the Council presented its Edward J. Speno Automotive Safety Award for the best paper presented at the 1973 Congress to Yoshinori Watanabe and Keigo Yoshida, of Honda, Ltd., for their paper entitled "Motorcycle Handling Performance for Obstacle Avoidance." The late Mr. Speno was a past chairman of the Advisory Council and prominent New York State Senator.

The Advisory Council was established by Congress for the purpose of advising the Secretary of Transportation on matters dealing with motor vehicle safety.

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
July 18, 1974

NHTSA -- 102-74 (JK)
Tel. 202-426-9550

For the eighth consecutive month, the nation's traffic deaths are considerably below the corresponding period of a year ago, the U.S. Department of Transportation reported today.

Preliminary figures for June, based on 49 state reports to the Department's National Highway Traffic Safety Administration (NHTSA), show a reduction of approximately 1,000 fatalities, or 20 per cent below the number of persons killed in traffic accidents in June 1973.

The total reduction in traffic fatalities since the beginning of 1974 is estimated at nearly 6,000 compared to the same period a year ago, or an average of 1,000 for each of the last six months.

Dr. James B. Gregory, the NHTSA Administrator said, "Much credit must be given to good enforcement in most parts of the nation of the 55 mile per hour speed limit and to general public cooperation with the reduced speeds."

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Dr. Gregory observed that the reduction from a high in March of 26 per cent to June's 20 per cent could indicate gradual increases in highway speeds.

Dr. Gregory noted that the summer vacation months are traditionally months of high fuel use and high fatalities. "Therefore, everyone should make a special effort to observe lower speeds to conserve both energy and human life."

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ESTIMATED TRAFFIC FATALITIES AND CHANGES
(50 States only)

	1974	1973	Per cent change
January*	2,950	3,834	-23.1
February*	2,625	3,479	-24.5
March*	3,192	4,328	-26.2
April*	3,442	4,454	-22.7
May*	3,732	4,813	-22.5
June**	4,111	5,129	-19.8

* Corrected Figures
**Pennsylvania Estimated

TRAFFIC FATALITY ESTIMATES BASED ON EARLY REPORTS

June 1974, 1973

STATE	1974	1973	PERCENT CHANGE
Alabama	75	104	-27.9
Alaska	2	7	-71.4
Arizona	57	97	-41.2
Arkansas	39	59	-33.9
California	351	446	-21.3
Colorado	59	71	-16.9
Connecticut	41	55	-25.5
Delaware	7	11	-36.4
Florida	185	199	- 7.0
Georgia	134	154	-13.0
Hawaii	5	10	-50.0
Idaho	32	36	-11.1
Illinois	186	215	-13.5
Indiana	111	175	-36.6
Iowa	50	84	-40.5
Kansas	67	67	- 0.0
Kentucky	69	111	-37.8
Louisiana	90	108	-16.7
Maine	16	26	-38.5
Maryland	66	57	+15.8
Massachusetts	90	111	-18.9
Michigan	196	218	-10.1
Minnesota	85	89	- 4.5
Mississippi	61	78	-21.8
Missouri	42	132	-68.2
Montana	44	24	+83.3
Nebraska	35	39	-10.3
Nevada	20	29	-31.0
New Hampshire	22	15	+46.7
New Jersey	107	109	- 1.8
New Mexico	67	64	+ 4.7
New York	214	279	-23.3
North Carolina	136	181	-24.9
North Dakota	20	32	-37.5
Ohio	177	229	-22.7
Oklahoma	66	78	-15.4
Oregon	73	50	-46.0
Pennsylvania	213*	250	-14.8
Rhode Island	9	12	-25.0
South Carolina	68	102	-33.3
South Dakota	24	28	-14.3
Tennessee	102	118	-13.6
Texas	245	338	-27.5
Utah	22	31	-29.0
Vermont	10	18	-44.4
Virginia	96	129	-25.6
Washington	78	68	+14.7
West Virginia	42	54	-22.2
Wisconsin	87	111	-21.6
Wyoming	18	21	-14.3
TOTAL	4,111	5,129	-19.8

*State Report Not Received

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

TAD-493

FOR IMMEDIATE RELEASE
July 24, 1974

NHTSA -- 104-74 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation has proposed school bus seats that will be stronger, higher, and safer than those presently used. In a new Notice of Proposed Rulemaking, the National Highway Traffic Safety Administration (NHTSA) says that the proposed regulation would apply only to school buses and other buses sold for the purpose of transporting children to and from school, rather than to all buses, as originally proposed.

The new proposal specifies requirements for school bus passenger seating and restraining barriers. Rulemaking action on transit and intercity bus passenger seating has been terminated.

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NHTSA officials pointed out that several serious school bus accidents have shown the progressive failure of seats under the weight of occupants being thrown forward by the force of impact. The new proposed standard would require seating systems, or equivalent restraining barriers, of adequate height and surface area designed to absorb the range of crash force experienced by all age groups that ride school buses.

NHTSA Administrator James B. Gregory commented, "This approach should provide well designed and padded seats that are calculated to safely contain children between them in the event of a crash or sudden stop. We can expect to see some positive results, including a marked reduction in the facial and dental injuries that characterize so many school bus accidents."

The new proposal eliminates an earlier option which would have permitted installation of seat belts and a warning system in place of the more stringent seat requirements. Safety agency officials said the presently proposed passive system of occupant protection by the seating system or a restraining barrier, offers the most reliable crash protection for school bus occupants. Additionally, belt anchorages are required in case belt-assembly-use is feasible for a particular user.

The new proposal would require a minimum seat back height of 24 inches, providing the necessary occupant crash protection while permitting adequate supervision of passengers by the driver. It would also require adequate seat backs for all occupants of a bench seat. Other new requirements include a cushion retention test to avoid cushion detachment in a crash.

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. 20590. The comment period closes on September 24, 1974.

The proposed effective date for the new safety standard is January 1, 1976.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE FRIDAY A.M.
July 26, 1974

NHTSA -- 101-74 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation (DOT) today announced the selection of Rhode Island for the first federally funded, state-wide test of utilizing special administrative offices, rather than courts, to handle the bulk of minor traffic cases that now clog court calendars.

The action is the second federal response to this problem following recent recommendations by the National Highway Safety Advisory Committee that all states adopt such simplified systems. Last July, the Department's National Highway Traffic Safety Administration (NHTSA) awarded the first "Special Adjudication for Enforcement" (SAFE) contract to Seattle, Washington. The projects are designed to demonstrate a variety of non-criminal traffic offense adjudication and driver improvement programs, that might lead to a deterence of traffic infractions, and reduce both repeat violations and accidents.

In a letter to Governor Phillip W. Noel of Rhode Island, Dr. James B. Gregory, Administrator of the NHTSA, underscored the potential benefits for improved traffic adjudication within the state, and expressed confidence that the SAFE project will "further Federal-State cooperative efforts nationally."

NHTSA selected Rhode Island for a $750,000, three year SAFE grant from a field of possible applicants that included the 50 states, Puerto Rico and the District of Columbia. A principal feature of the accepted proposal was the establishment of a special Division of Administrative Adjudication within the Rhode Island Department of Transportation. The Division will be headed by an Assistant Director of Transportation for Administrative Adjudication, appointed by the Governor.

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75138

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
July 26, 1974

NHTSA -- 103-74 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation has issued inspection standards and procedures for brake systems, steering and suspension systems, and tire and wheel assemblies for motor vehicles with a gross vehicle weight rating of 10,000 pounds and above, principally trucks and buses.

The rulemaking follows a proposal made in October 1973, and incorporates a number of comments submitted by State motor vehicle agencies, motor vehicle manufacturers, tire and brake equipment manufacturers, and several trade associations.

Issued by the National Highway Traffic Safety Administration (NHTSA), the standards are intended for implementation by the individual States through their respective vehicle programs. They are considered minimum standards, similar to those requirements for lighter weight vehicles issued earlier. The standards would not supersede State inspection programs which might be more demanding, nor safety requirements imposed by the Federal Highway Administration for commercial vehicles used in interstate commerce.

Inspection procedures are outlined for hydraulic brake systems, air brake and air-over-hydraulic brake systems, electric brake systems, steering systems, suspension systems, and wheels and tires.

The rule will become effective on August 14, 1974.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE WEDNESDAY
July 31, 1974

NHTSA-105-74 (GLW)
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY CASES REPORT

JULY
1974

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular Monthly Defect Investigatory Report today, listing all investigations opened, suspended, and/or terminated during the month of May 1974.

The report lists two investigations suspended, five new investigations opened, and none terminated. All five of the newly opened investigations stem from reported fuel leakage in the fuel injection systems of a number of imported makes and models.

A detailed summary in the report explains that the fuel injection systems of the five foreign auto makes supply pressurized fuel to the auto engine and have been cited in owner reports as the source of dangerous leakage and under-hood engine fires. Under investigation to determine if their fuel systems are defective are: eight Mercedes-Benz models built in 1971 and 1972; Saab-Scania's model 99E 1970 through 1973; five Volvo models built from 1971 through 1973; five Porsche-Audi models manufactured in 1970 through 1972; and Renault's model 17 Sport Coupe manufactured in 1972 and 1973.

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The two suspended cases reflect the NHTSA's procedure of public notice that it intends to terminate such cases unless, within 60 days, new evidence justifies continued investigation of the problem involved.

Today's report lists 80 investigations in progress. Interested persons, including those with information bearing on current investigations, are invited to write to:

The Office of Consumer Services, 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 NHTSA of the above address.

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.

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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:	C3-19
Manufacturer:	Toyota Motor Sales, U.S.A., Incorporated
Make:	Toyota
Model:	Land Cruiser
Year(s):	1972
Possible Problems:	Routing of heater hoses or location of gas tank in vehicle interior.
Status:	Suspended March 31, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	C2-05
Manufacturer:	American Motors Corporation
Make:	Jeep
Model:	Jeepster Commando
Year(s):	1971
Possible Problems:	Alleged rear brake lockup, causing loss of vehicle control.
Status:	Suspended April 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Reporting Period: May 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

Case Number:	C4-56
Manufacturer:	Mercedes-Benz of North America, Incorporated
Make:	Mercedes
Model:	450SL, SLC, SE, SEL; 280SE; 300SEL; 350SL, SLC
Year(s):	1971 -1972
Possible Problems:	Alleged fuel leakage from the pressurized injection system onto the engine exterior

Case Number:	C4-57
Manufacturer:	Saab-Scania of America, Incorporated
Make:	Saab
Model:	99E
Year(s):	1970 - 1973
Possible Problems:	Alleged fuel leakage from the pressurized injection system onto the engine exterior

Case Number:	C4-58
Manufacturer:	Volvo of America Corporation
Make:	Volvo
Model:	164E, 1800E, 142E, 144E, 145E
Year(s):	1971 - 1973
Possible Problems:	Alleged fuel leakage from the pressurized injection system onto the engine exterior

Case Number:	C4-59
Manufacturer:	Volkswagen of America, Incorporated
Make:	Porsche/Audi
Model:	911T, 914, 100LS
Year(s):	1970 - 1972
Possible Problems:	Alleged fuel leakage from the pressurized injection system onto the engine exterior

Case Number:	C4-60
Manufacturer:	Renault, Incorporated
Make:	Renault
Model:	Model 17 Sports Coupe
Year(s):	1972 - 1973
Possible Problems:	Alleged fuel leakage from the pressurized injection system onto the engine exterior

SUBJECT: Alleged Leaking Fuel Injectors on Certain Mercedes-Benz Automobiles
ODI Case No. C4-56

SUBJECT: Alleged Leaking Fuel Injectors on Certain Saab Automobiles
ODI Case No. C4-57

SUBJECT: Alleged Leaking Fuel Injectors on Certain Volvo Automobiles
ODI Case No. C4-58

SUBJECT: Alleged Leaking Fuel Injectors on Certain Volkswagen Automobiles
ODI Case No. C4-59

SUBJECT: Alleged Leaking Fuel Injectors on Certain Renault Automobiles
ODI Case No. C4-60

BASIS FOR INVESTIGATION:

This case was opened May 7, 1974, on the basis of consumer reports of leaking fuel injector systems resulting in underhood fires or fire hazard. Investigation was initiated to determine whether the alleged failure is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION OF THE FUEL INJECTOR SYSTEM:

The fuel injector system is an alternative to the carburetor system. The carburetor mixes air and fuel, by low pressure aspiration, at a central point prior to the mixture's entry into the intake manifold for engine combustion. In contrast, the fuel injector literally sprays fuel into the flow of air entering the combustion cylinder. The supply lines leading to the injectors are at a higher pressure than the fuel lines in a carburetor system.

PROBLEM:

Failure Mode: Allegedly, fuel leaks from the pressurized injection system onto the engine exterior.

Potential Safety Related Consequences: Engine compartment fires and subsequent loss of vehicle control may result from the presence of unconfined fuel on top of the engine.

PROBLEM SYMPTOM:

Fuel leaking from the fuel injection system may produce a strong odor of gasoline in the passenger compartment. Fuel stains may also appear in the vicinity of the system. Liquid fuel may drip onto the engine while the engine is in operation.

Reporting Period: May 1974

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

NONE

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in fuel tank	Certain vents exposed to rupture by shifting luggage
128	Ford	F-250 Pickup Truck	1968-1969	16 x 5.5 two-piece wheel	Lock ring gutter failure
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
190	All Manufacturers	Travel Trailers	1965-1970	Axles, wheels and tires	Overloading of suspensions
248	International Harvester	1600, 1700S, 1800	1958-1970	Brake shoe	Shoe separation from shoe web may cause brake failure

These 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 May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
252	General Motors	Chevrolet ½-Ton Van and Passenger Cars	1969	Steering tie rod end	Suspected fatigue failure in thread section
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
297	Firestone	GMC PD-4903 and PD-4905	1969-1970	Front tires	Excessive heat buildup fails tires
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 Pickup	Various	15" single-piece wheel	Bead seat failure

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-51	Avco	Grand Lodge Motorhome	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
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead electrical connector	Becomes disconnected
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
C3-17	British Leyland	Triumph TR-6	1971-1972	Fuel tank and filler neck connection	Leaks when filling tank

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-18	General Motors	Chevrolet Impala	1969-1970	Steering wheel	Breakage at hub
C3-22	Volkswagen	Type I	1967-1973	Seat belt and shoulder harness	Degradation caused by battery acid contamination
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering relay rod	Lockup 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 latch and seat belt	Inboard seat belt abrasion by seat latch
C3-34	General Motors	Chevrolet Series 10 Truck	1968-1971	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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-40	Skyline Corporation	19½-Foot Nomad Travel Trailer	1971	Shackle bolt	Inadequate thread engagement with lock nut
C3-41	Chrysler	All Six-Cylinder	1971-1972	Exhaust manifold	Cracking
C3-42	Ford	B and F-500 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	1969-1970	Right front spring	Failure of main and second leaf
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 lockup 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-11	Action Industries	25 Foot Swinger Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-12	Champion Home Builders	24 Foot Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-13	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 Pickup Truck	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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-22	Ford	Pinto	1972-1973	Assembly aid tab on rear wheel well	Tab may contact tire, cutting tire
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
C4-34	Nissan	Datsun 510 and 1200	1969-1971	Plastic connector and filler hose	Leakage allows fuel or fumes to enter passenger compartment
C4-35	Nissan	Datsun 510	1968-1971	Front suspension transverse link	Breakage due to improper shipping may allow loss of control
C4-44	General Motors	All with Rochester Carburetor	1965-1972	Carburetor float	Engine flooding caused by loss of float buoyancy
C4-46	Western Auto	Wizard	Various	Auto jack stand	Failure to meet load rating

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-47	Pathfinder Auto Lamp	80510/7224	Various	Auto jack stand	Failure to meet load rating
C4-48	S.S. Kresge	K-Mart 80511	Various	Auto jack stand	Failure to meet load rating
C4-49	Auto Specialities	Drednaut 6-41601	Various	Auto jack stand	Failure to meet load rating
C4-50	Montgomery Ward	Riverside 61-5662	Various	Auto jack stand	Failure to meet load rating
C4-51	Globe Fabricated	JS-100	Various	Auto jack stand	Failure to meet load rating
C4-52	International Harvester	Scout II, 1100-1300D, 1010-1310, 4x4	1970-1973	Brake lining	Brake pull and fade upon application
C4-53	General Motors	Chevrolet Chevelle V8	1965-1969	Engine mount	Secondary effects from shearing of engine mounts
C4-56*	Mercedes-Benz	450SL, SLC, SE, SEL; 280SE; 300SEL; 350SL, SLC	1971-1972	Bosch fuel injectors	Fuel leaks from pressurized system onto engine exterior
C4-57*	Saab	99E	1970-1973	Bosch fuel injectors	See C4-56
C4-58*	Volvo	164E, 1800E, 142E, 144E, 145E	1971-1973	Bosch fuel injectors	See C4-56
C4-59*	Volkswagen	Porsche 911T and 914, Audi 100LS	1970-1972	Bosch fuel injectors	See C4-56
C4-60*	Renault	Model 17 Sports Coupe	1972-1973	Bosch fuel injectors	See C4-56

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. INVESTIGATIONS IN LITIGATION, INITIAL DETERMINATION AND/OR SUSPENSION

DATE May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
051	General Motors (IN LITIGATION)	Chevrolet and GMC 3/4 Ton Pickup Truck	1960-1965	Kelsey-Hayes 15x5.5 three-piece wheel	Breakage
132	General Motors (INITIAL DEFECT DETERMINATION MADE 5-20-74)	All	1965-1969	Quadrajet carburetor	Fuel leakage at plug, resulting in fire potential
258.5	General Motors (INITIAL DEFECT DETERMINATION MADE 5-15-74)	Cadillac, Pontiac, Oldsmobile and Buick	1965-1969	Engine mounts	Secondary effects from shearing of engine mounts
C2-05	American Motors (INVESTIGATION SUSPENDED 4-30-74)	Jeepster	1971	Service brakes	Rear brake lockup
C3-11	General Motors (IN LITIGATION)	Cadillac	1959-1960	Steering Pitman arm	Fatigue failure causing loss of vehicle control
C3-19	Toyota (INVESTIGATION SUSPENDED 3-31-74)	Land Cruiser	1972	Heater hose and gas tank	Routing of hoses through vehicle interior/location of gas tank

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

III. SURVEYS AND AUDITS

DATE May 31, 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 suspensions exceeds component ratings
S4-45	Various Manufacturers	Various Models	Various	Auto jack stand	Failure to meet load rating
S4-54	All Manufacturers	School Bus	All	Total vehicle	Review of records to determine possibility of safety defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Axles, springs, wheels and tires	Loading of suspension exceeds component ratings in late model vehicles
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
A4-04	International Harvester	Travelall and Pickup 1110 4x4	1972-1974	Front axle steering arm mounting bolts	Recall #73-0127

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

III. SURVEYS AND AUDITS

DATE May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-21	Ford	Torino and Ranchero, Mercury Montego	1972	Rear axle assembly	Recall #72-0095
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	1972-1973	Lower steering shaft bearing	Recall #73-0247
A4-36	Mercedes-Benz	450SE and 450SEL	1973	Right front brake line	Recall #73-0213
A4-37	AM General	FJ-8 ½-Ton Postal Service Vehicle	1972-1973	Steering drag link	Recall #73-0200
A4-38	FMC Corporation	2900R Motor Coach	1973-1974	Steering pitman arm	Recall #73-0249
A4-39	AMF/Harley Davidson	XL1000 and XLCH1000	1973	Frame	Recall #73-0215
A4-40	White Motors	600 Series Truck	1972-1973	Throttle linkage	Recall #73-0230

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

III. SURVEYS AND AUDITS

DATE May 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-41	International Harvester	CO and COF-4070 Transtar	1974	Drag link	Recall #73-0228
A4-42	Ford	Lincoln	1974	Starter cable assembly	Recall #73-0220
A4-43	General Motors	Chevrolet Full-Size Station Wagon	1974	Rear brake pipe	Recall #73-0244
A4-61*	Ford	Mercury Capri	1974	Engine compartment wiring harness	Recall #73-0246

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
August 6, 1974

NHTSA -- 107-74 (RC)
Tel. 202-426-9550

The U.S. Department of Transportation today announced the award of a $720,000 research contract that will produce a school bus designed specifically for pupil safety.

AMF, Inc., of Goleta, California, won the 18-month contract which requires the use of unitized body construction to build two safety models for extensive crash testing, and a third operational model based upon the test results.

"School bus safety is of paramount interest to the National Highway Traffic Safety Administration," said Dr. James B. Gregory, head of the Federal agency (NHTSA) which will monitor the contract. "More than 20 million students ride these vehicles every day, and while travel in a school bus is about 26 times safer than travel in a passenger car, we can never be satisfied with less than a goal of zero injuries and deaths. I think this contract represents the next logical basic step forward in protection of our school aged children."

The contract provisions are based upon the safety agency's research into the characteristics of school bus accidents,

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many of which reflect hazards created by inadequate safety construction of present vehicles.

NHTSA has already acted to alleviate specific structural failings with the issuance of a more stringent safety standard on school bus window retention and release, and proposals for new standards designed to (1) strengthen passenger seating and protection, and (2) require stronger and more closely spaced rivets than in current school bus body construction.

Under terms of the new research contract, NHTSA said, welding and riveting of the school bus body's structural members will provide an integrated, or "unitized" structure to reduce to a minimum the chance of body panels giving way and presenting a hostile environment to occupants.

Driver visibility is a key requirement in the contract which calls for elevation of the driver's cab for improved visibility and safety. Higher occupant seat backs are also required to provide improved crash protection. Ease of maintenance and repairability is likewise required for the new design, which must also meet practical goals in terms of cost and weight.

The new bus will be designed to reduce the likelihood of fire in the event of a crash, protect occupants in the case of submersion, and will have safety glass windows and escape exits of adequate dimensions and locations, NHTSA said.

Crash testing of the initial body models with instrumented dummies will include a 30 mph side crash into a concrete pole, rollover test, and static load test for roof strength.

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

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NEWS

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

FOR RELEASE MONDAY
August 19, 1974

NHTSA--108-74 (GLW)
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY REPORT

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its regular Monthly Defect Investigatory Report today, listing all investigations opened, suspended, and terminated during the June 1974 reporting period. The report also includes all current investigations.

The report lists two investigations suspended, no new investigations begun, and four investigations terminated. Two of the investigations terminated by the federal safety agency resulted in voluntary product recalls, while the remaining two were terminated in an agency conclusion that no safety-related defect could be established.

Manufacturers ordering product recalls included the Avco Corporation of Tulsa, Oklahoma, which is correcting a fuel fumes problem in two of its motorhome products, (Recall campaign number 74-0088); and the Daytona Sports Co. of Reseda, California, (campaign number 74E-005) which is recalling and replacing an early-model protective helmet.

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The two suspended investigations reflect the NHTSA's procedure of public notice that it intends to terminate such cases unless, within 60 days, new evidence justifies continued investigation of the problems involved. Cases placed in the suspended listing, in the June report, included the agency's investigation of alleged rear brake lockup in American Motors' 1971 Jeepster Commando models, and an investigation of alleged under-hood fires in Ford Motor Company's 1971 Mercury Capri models. Both cases, unless further evidence of defect is found in the next 60 days, will be terminated after that period.

Today's report lists 76 federal investigations in progress. Interested persons, including those with information bearing on current investigations, are invited to write to:

The Office of Consumer Services, 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 NHTSA Technical Reference Library, Room 5108, of the above address.

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 mail-out listing, persons wishing to receive copies must request them each month from the above address.

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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:	C2-05
Manufacturer:	American Motors Corporation
Make:	Jeep
Model:	Jeepster Commando
Year(s):	1971
Possible Problems:	Alleged rear brake lockup, causing loss of vehicle control.
Status:	Suspended April 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	291
Manufacturer:	Ford Motor Company
Make:	Mercury
Model:	Capri
Year(s):	1971
Possible Problems:	Alleged underhood fires due to evaporative emission system malfunction.
Status:	Suspended June 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Reporting Period: June 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

None

Reporting Period: June 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

TERMINATED THIS REPORTING PERIOD

Case Number:	297
Manufacturer:	Firestone Tire and Rubber Company
Make:	GMC
Model:	PD-4903 and PD-4905 Intercity Coach
Year(s):	1969 - 1970
Possible Problems:	Alleged excessive heat buildup caused tire failure.
Conclusions:	Information developed during this investigation did not disclose that the tube or tubeless tires used on the subject buses were defective.

Case Number:	C2-51
Manufacturer:	Avco Corporation
Make:	Avco
Model:	Grand Lodge Motorhome
Year(s):	1971
Possible Problems:	Alleged gasoline fume intrusion into electrical circuitry box.
Conclusions:	In view of the action being taken by Avco Corporation (recall campaign number 74-0088), investigation has been discontinued.

Case Number:	C4-16
Manufacturer:	Daytona Sports Company
Make:	Daytona
Model:	Daytona 500
Year(s):	1966 - 1967
Possible Problems:	Alleged failure of motorcycle helmets to provide adequate protection to wearers.
Conclusions:	The manufacturer has recognized the problem and is conducting a recall campaign (number 74E-005). Investigation has been discontinued.

Case Number:	C3-19
Manufacturer:	Toyota Motor Sales, U.S.A., Incorporated
Make:	Toyota
Model:	Land Cruiser
Year(s):	1972
Possible Problems:	Alleged hazards from routing of heater hoses or location of gas tank in vehicle interior.
Conclusions:	Substantive data developed or received during the course of this inquiry and the suspension period has failed to indicate the existence of a safety-related defect.

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS*

I. INVESTIGATIONS

DATE June 30, 1974

N41-63 ro

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in fuel tank	Certain vents exposed to rupture by shifting luggage
128	Ford	F-250 Pickup Truck	1968-1969	16 x 5.5 two-piece wheel	Lock ring gutter failure
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
190	All Manufacturers	Travel Trailers	1965-1970	Axles, wheels and tires	Overloading of suspension
248	International Harvester	1600, 1700S, 1800	1958-1970	Brake shoe	Shoe separation from shoe web may cause brake failure

**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 June 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
252	General Motors	Chevrolet ½-Ton Van and Passenger Cars	1969	Steering tie rod end	Suspected fatigue failure in thread section
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
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 Pickup	Various	15" single-piece wheel	Bead seat failure
C2-53	Ford	All	1967-1971	Brake master cylinder	Failure of cylinder due to corrosion
C2-54	Norton Villiers	Commando 750	Various	Yoke	Cracking

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE June 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead electrical connector	Becomes disconnected
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
C3-17	British Leyland	Triumph TR-6	1971-1972	Fuel tank and filler neck connection	Leaks when filling tank
C3-18	General Motors	Chevrolet Impala	1968-1970	Steering wheel	Breakage at hub
C3-22	Volkswagen	Type I	1967-1973	Seat belt and shoulder harness	Degradation caused by battery acid contamination
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering relay rod	Lockup due to foreign objects

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE June 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 latch and seat belt	Inboard seat belt abrasion by seat latch
C3-34	General Motors	Chevrolet Series 10 Truck	1968-1971	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 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 June 30, 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	1969-1970	Right front spring	Failure of main and second leaf
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 lockup 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 June 30, 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
C4-17	General Motors	GMC and Chevrolet Pickup Truck	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 and cut tire
C4-23	General Motors	Buick Opel	1964-1971	Fuel tank and system	Fuel system integrity

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE June 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 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
C4-34	Nissan	Datsun 510 and 1200	1969-1971	Plastic connector and filler hose	Leakage allows fuel or fumes to enter passenger compartment
C4-35	Nissan	Datsun 510	1968-1971	Front suspension transverse link	Breakage due to improper shipping may allow loss of control
C4-44	General Motors	All with Rochester Carburetor	1965-1972	Carburetor float	Engine flooding caused by loss of float buoyancy
C4-46	Western Auto	Wizard A-5030	Various	Auto jack stand	Failure to meet load rating
C4-47	Pathfinder Auto Lamp	80510/7224	Various	Auto jack stand	Failure to meet load rating
C4-48	S.S. Kresge	K-Mart 80511	Various	Auto jack stand	Failure to meet load rating
C4-49	Auto Specialities	Drednaut 6-41601	Various	Auto jack stand	Failure to meet load rating

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE June 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-50	Montgomery Ward	Riverside 61-5662	Various	Auto jack stand	Failure to meet load rating
C4-51	Globe Fabricated	JS-100	Various	Auto jack stand	Failure to meet load rating
C4-52	International Harvester	Scout II, 1110-1300D, 1010-1310, 4x4	1970-1973	Brake lining	Brake pull and fade upon application
C4-53	General Motors	Chevrolet Chevelle V8	1965-1969	Engine mount	Secondary effects from shearing of engine mounts
C4-56	Mercedes-Benz	280SE; 300SEL; 350SL, SLC; 450SL,SLC,SE,SEL	1971-1972	Bosch fuel injectors	Fuel leaks from pressurized system onto engine exterior
C4-57	Saab	99E	1970-1973	Bosch fuel injectors	See C4-56
C4-58	Volvo	142,144,145,164,1800E	1971-1973	Bosch fuel injectors	See C4-56
C4-59	Volkswagen	Porsche 911T and 914, Audi 100LS	1970-1972	Bosch fuel injectors	See C4-56
C4-60	Renault	Model 17 Sports Coupe	1971-1973	Bosch fuel injectors	See C4-56

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. INVESTIGATIONS IN LITIGATION, INITIAL DETERMINATION AND/OR SUSPENSION.

DATE June 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
051	General Motors (IN LITIGATION)	Chevrolet and GMC 3/4 Ton Pickup Truck	1960-1965	Kelsey-Hayes 15x5.5 three-piece wheel	Breakage
132	General Motors (INITIAL DEFECT DETERMINATION MADE 5-20-74)	All	1965-1969	Quadrajet carburetor	Fuel leakage at plug, resulting in fire potential
258.5	General Motors (INITIAL DEFECT DETERMINATION MADE 5-15-74)	Cadillac, Pontiac, Oldsmobile and Buick	1965-1969	Engine mounts	Secondary effects from shearing of engine mounts
291	Ford (INVESTIGATION SUSPENDED 6-30-74)	Mercury Capri	1971	Evaporative emission system	Underhood fires due to system malfunction
C2-05	American Motors (INVESTIGATION SUSPENDED 4-30-74)	Jeepster	1971	Service brakes	Rear brake lockup
C3-11	General Motors (IN LITIGATION)	Cadillac	1959-1960	Steering pitman arm	Fatigue failure causing loss of vehicle control

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

III. SURVEYS AND AUDITS

DATE June 30, 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
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, springs, wheels and tires	Loading of suspensions exceeds component ratings
S4-45	Various Manufacturers	Various Models	Various	Auto jack stand	Failure to meet load rating
S4-54	All Manufacturers	School Bus	All	Total vehicle	Review of records to determine possibility of safety defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Axles, springs, wheels and tires	Loading of suspensions exceeds component ratings in late model vehicles
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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

III. SURVEYS AND AUDITS

DATE June 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-04	International Harvester	Travelall and Pickup 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
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	Recall #73-0142
A4-33	Gillig Bros.	All with Power Steering	1972-1973	Lower steering shaft bearing	Recall #73-0247
A4-36	Mercedes-Benz	450SE and SEL	1973	Right front brake line	Recall #73-0213
A4-37	AM General	FJ-8 ½-Ton Postal Service Vehicle	1971-1973	Steering drag link	Recall #73-0200
A4-38	FMC Corporation	2900R Motor Coach	1973-1974	Steering pitman arm	Recall #73-0249
A4-39	AMF/Harley Davidson	XL1000 and XLCH1000	1973	Frame	Recall #73-0215
A4-40	White Motors	600 Series Truck	1972-1973	Throttle linkage	Recall #73-0230

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

III. SURVEYS AND AUDITS

DATE June 30, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-41	International Harvester	CO and COF-4070 Transtar	1974	Drag link	Recall #73-0228
A4-42	Ford	Lincoln	1974	Starter cable assembly	Recall #73-0220
A4-43	General Motors	Chevrolet Full-Size Station Wagon	1974	Rear brake pipe	Recall #73-0244
A4-61	Ford	Mercury Capri	1974	Engine compartment wiring harness	Recall #73-0246
A4-62*	Ford	F500-600, C-LN-600, B500-600-700, M450-500	1974	Carburetor throttle lever	Recall #74-0031
A4-63*	General Motors	Chevrolet, Pontiac, Buick and Oldsmobile	1974	Seat belt retractor	Recall #74-0016
A4-25	Ford	B-700-750-7000 Bus Chassis	1973	Air brake nylon tubes	Recall #73-0210

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
August 21, 1974

NHTSA -- 109-74 (PF)
Tel. 202-426-9550

During the second quarter of 1974, the National Highway Traffic Safety Administration (NHTSA) collected more than $113,000 in civil penalties from 17 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 $37,500, was collected from Renault, Inc., of Englewood Cliffs, N.J., for failing to meet the requirements of Federal Motor Vehicle Safety Standard No. 206, a regulation dealing with door locks and door retention components.

Other firms that paid civil penalties during the quarter and their violations included:

All Lakes Dock & Hoist Co., Honor, Mich., $300, Standard No. 108, lamps, reflective devices and associated equipment; Beechwood Industries, Hemet, Cal., $1,500, Standard No. 206; Rex-Stroll-O-Chair Mfg. Co., New York, N.Y., $1,000, Standard No. 213, child seating systems; Sheller-Globe Corp., Lima, Ohio, $2,500, Standard No. 207, seating systems; Alfa-Romeo, Inc., Englewood Cliffs, N.J., $500, Standard No. 108; B. F. Goodrich Tire Co., Akron, Ohio, $4,000, Standard No. 109, new pneumatic tires; Bill's Trailer Mfg. Co., Houston, Texas, $1,000, Standard No. 108.

Also, Dunlop Tire & Rubber Corp., Buffalo, N.Y., $4,000, Standard No. 109; Electric Wheel Co., Quincy, Ill., $1,000, Standard No. 108; Joachim Dargel, Los, Angeles, Cal., $150, import violation; Warwick Lab Co., Inc., Rahway, N.J., $4,000, Standard No. 116, hydraulic brake fluids; Cooper Tire & Rubber Co., Findlay, Ohio, $30,000, Standard No. 109; Henry Slayton, Nash, Texas, $500, Standard No. 109; Peterbilt Motors Co., Newark, Cal., $2,000, Standard No. 206; Peugeot Inc., Clifton, N.J., $22,500, Standards No. 208, occupant crash protection, and 212, windshield mounting; Sellers Mfg. Co., Wakarusa, Ind., $1,000, Standard No. 108.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
August 21, 1974

NHTSA -- 111-74 (BAB)
Tel. 202-426-9550

Figures at midsummer -- the height of the vacation travel season -- continue to show a nationwide decline in highway fatalities, the U.S. Department of Transportation reported today.

Based on reports for July from 49 States, preliminary estimates developed by the Department's National Highway Traffic Safety Administration (NHTSA) show a reduction in traffic deaths of 16 per cent below July of last year. This is the ninth consecutive month in which there has been a decrease from the previous year.

The reduction represents an estimated 800 lives saved during the month, and a total of some 6,800 lives saved since the beginning of the year.

Dr. James B. Gregory, NHTSA Administrator, said, "We are encouraged by the continuing reduction in fatalities in the face of the expected increase in travel during the vacation season. When

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we announced the figures for May, we said that the summer months would be a critical period. The reduction in fatalities we have seen continues to be substantial. Nevertheless, the figures tell us there has been a gradual erosion since the peak reduction of over 26 per cent in March of this year to less than 20 per cent during each of the last two months."

Dr. Gregory went on to say, "As we approach the Labor Day holiday, we urge everyone to drive safely and observe speed limits. We accomplished substantial fatality reductions on both Memorial Day and July 4th this year. With a little extra awareness and effort, we can continue that record over the last major summer holiday weekend."

Estimated Traffic Fatalities and Changes

	1974	1973	Per Cent Change
January	2,950	3,834	-23.1
February	2,625	3,479	-24.5
March	3,192	4,328	-26.2
April	3,442	4,454	-22.7
May	3,732	4,813	-22.5
June*	4,141	5,135	-19.4
July**	4,204	5,006	-16.0

* Corrected Figures
**Totals for 49 States

Traffic Fatality Estimates Based on Early Reports

July 1974/1973

The following figures for the recent month are NHTSA adjusted estimates based on early State reports, and in some cases may differ slightly from preliminary figures published by the States.

STATE	JULY 1974	JULY 1973	PER CENT Change
Alabama	91	123	-26.0
Alaska	12	8	+50
Arizona	67	92	-27.2
Arkansas	44	58	-24.1
California	375	479	-21.7
Colorado	62	63	- 1.6
Connecticut	31	45	-31.1
Delaware	5	8	-37.5
Florida	177	197	-10.2
Georgia	119	146	-18.5
Hawaii	6	7	-14.3
Idaho	45	41	+ 9.8
Illinois	167	234	-28.6
Indiana	NA	150	NA
Iowa	74	67	+10.4
Kansas	64	58	+10.3
Kentucky	69	116	-40.5
Louisiana	68	110	-38.2
Maine	28	29	- 3.4
Maryland	68	65	+ 4.6
Massachusetts	79	88	-10.2
Michigan	193	217	-11.1
Minnesota	78	108	-27.8
Mississippi	46	95	-51.6
Missouri	83	155	-46.5
Montana	36	38	- 5.3
Nebraska	59	39	+51.3
Nevada	18	26	-30.8
New Hampshire	7	19	-63.2
New Jersey	71	139	-48.9

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STATE	JULY 1974	JULY 1973	PER CENT Change
New Mexico	55	51	+ 7.8
New York	243	316	-23.1
North Carolina	136	170	-20.0
North Dakota	23	26	-11.5
Ohio	199	226	-11.9
Oklahoma	76	81	- 6.2
Oregon	55	74	-25.7
Pennsylvania	209	200	+ 4.5
Rhode Island	10	13	-23.1
South Carolina	59	86	-31.4
South Dakota	16	20	-20.0
Tennessee	130	151	-13.9
Texas	320	306	+ 4.6
Utah	30	49	-38.8
Vermont	16	15	+ 6.7
Virginia	125	108	+15.7
Washington	79	68	+16.2
West Virginia	43	37	+16.2
Wisconsin	99	119	-16.8
Wyoming	39	20	+95.0
TOTAL	4,204	5,006*	-16.0

NA -- Figures not available from State
* Does not include Indiana

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
August 23, 1974

NHTSA -- 112-74 (HP)
Tel. 202-426-9550

The U.S. Department of Transportation moved today to require motor vehicle manufacturers to retain records dealing with malfunctions that may be related to motor vehicle safety.

A notice of proposed rule making written by the Department's National Highway Traffic Safety Administration (NHTSA), would require motor vehicle manufacturers to retain for five years all records in their possession relating to failures, malfunctions, or flaws that could be a causative factor in accidents or injuries.

The NHTSA said the records are needed in its investigations of possible defects related to vehicle safety, or of nonconformity to federal safety standards and regulations.

The federal safety agency took steps to assure that existing records and those that may be generated or acquired while the rulemaking is under consideration shall not be disposed of prior to the permanent effectiveness of the rule. It issued a separate notice, published in the Federal Register of August 20, that establishes an immediate temporary requirement for retention by motor vehicle manufacturers of records concerning malfunctions.

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The NHTSA said since some potential defects are not identified until months or years after the vehicle's manufacture, a determination by the agency of the proper disposition of a possible defect may be seriously hindered if manufacturers do not retain these records for a substantial period.

The government said it tentatively selected the five-year requirement as a period long enough to cover the great majority of defect cases, while not so long as to pose major problems for modern information-storage systems. The proposed rule would require a storage method that would permit retrieval and assemblage of records and materials within a 30-day period.

The records to be retained by manufacturers must cover a broad area. The proposed regulation defines this area as any failure or malfunction beyond normal deterioration in use, or any failure of performance or any flaw or unintended deviation from design specifications, that could in any reasonably foreseeable manner be a causative factor in, or aggravate, an accident or a personal injury.

Interested persons are invited to submit comments on the proposal by October 14, 1974, to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street, S.W., Washington, D.C. 20590. The proposed effective date of the rule is the date of publication in the Federal Register.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE 12:00 Noon
August 27, 1974

NHTSA -- 113-74 (HP)
Tel. 202-426-9550

A study released today by the U.S. Department of Transportation shows that the installation of air cushion-lap belt systems in all passenger cars on the road could save an estimated 15,600 lives annually and reduce the injury toll by one million.

The study, an analysis of benefits and costs of passive restraint systems, such as air cushions, as compared to present day "active" belt-interlock systems required in 1974 cars, was developed by the National Highway Traffic Safety Administration (NHTSA) and the Department's Transportation Systems Center.

The belt--interlock system requires the driver and his front seat occupant to buckle their belts before a car can be started. A Department proposal to amend Federal Motor Vehicle Safety Standard

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No. 208, Occupant Crash Protection, calls for passive restraint systems in the front seats of all passenger cars manufactured on or after September 1, 1976. A passive system requires no action by vehicle occupants, such as fastening a safety belt.

The analysis shows that if the air cushion-lap belt system were mandatory for the 1977 model year, the safety device could save an estimated 85,000 lives and reduce vehicle injuries by more than 5.4 million over a nine-year span. By comparison, the data show that the interlock-belt system over the same 1977-1985 period, could save more than 47,000 lives and reduce injuries by more than two million. And if the total passenger car population were equipped with the interlock system, we could expect 7,000 fewer fatalities and 340,000 fewer injuries annually.

By 1985, the report notes, interlock-belts would be effecting annual savings (societal benefits) of $3.9 billion, while the societal benefits from air cushions with lap belts would total an estimated $9.8 billion.

"This study clearly shows the superiority of passive restraint systems compared to belt systems presently required," said Dr. James B. Gregory, Administrator of the federal safety agency.

"Based on experience to date, if present legislation now in the Congress eliminates the interlock system, the less effective

light-only warning system now proposed in the House bill will create an even better case and more urgent need for a passive system," Dr. Gregory said.

He continued:

"Despite the immediate effectiveness of the interlock system, we understand the dissatisfaction the system has caused. We also are aware that an increasing number of motorists are defeating the system, thus reducing its effectiveness. As a result, we have indicated our willingness to withdraw the interlock requirement, looking toward an early time when a more acceptable and more effective passive restraint system can be substituted."

The NHTSA Administrator acknowledged that air cushion-lap belt systems will be more expensive, but he expects those costs to come down. The study estimates the cost to the consumer for the belt-interlock system at $100 per car and estimates the cost of the air cushion-lap belt at $210.

"The real question, considering today's economy and the goal of fewer traffic deaths and injuries, is whether or not we as a nation are willing to pay the added cost for saving thousands of lives during the next decade," Dr. Gregory said.

He noted that the result of the national 55 miles per hour speed limit is saving on the order of 10,000 lives per year. "These

results," he said, "if they can be continued, coupled with a potential saving of almost 16,000 lives that the air cushion-lap belt system could effect, would mean on the order of a 40 to 50 per cent reduction in the characteristic 50,000 to 60,000 annual death toll we now experience, not to mention the hundreds of thousands of injuries saved."

The Administrator said full credit must be given to the national safety effort and to state programs to improve highways and the driving habits of motorists. "Nonetheless, this is a long-term effort which ultimately is designed to change the public's attitude and awareness of the traffic safety problem," Dr. Gregory said. "In proposing the passive restraint system, we hope to make the next big impact on the large number of deaths and injuries that continue to be a tragic feature of our society."

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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 FRIDAY
August 30, 1974

NHTSA 114-74 (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 motorists against the risk of personal injury in using "Space Saver" tires manufactured by the B. F. Goodrich Tire Company of Akron, Ohio.

Describing the hazard as a possible "explosive separation of tire from rim, during inflation or mounting," the federal safety agency said it has received 16 user-reports of serious injury -- two of them fatal injuries -- sustained when the Goodrich-built tires exploded and separated from the rim while being inflated for emergency use.

The federal bulletin said that approximately 975,000 B. F. Goodrich "Space Saver" tires manufactured prior to May 1973 are included in the warning, and that owners cannot tell by visual inspection whether or not their "Space Savers" are among those which are defective and could be dangerous if inflated.

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Dr. James B. Gregory, NHTSA Administrator, said the manufacturer has recognized the hazards associated with the tires and will take corrective action. Dr. Gregory stated that, "pending corrective action, public safety demands that we alert all owners of these tires now, before any further injuries can occur."

The Goodrich "Space Saver," so named because it takes up less space in the vehicle's spare-tire compartment, is easily recognizable by its greatly reduced diameter and uninflated state -- though mounted on the spare rim -- when stored in the vehicle as a spare tire. Users are supplied with a special, pressurized cannister with which to inflate the tire. According to NHTSA, it is during inflation that explosive separation can occur. In all but one of the serious injuries reported to NHTSA, the victim was the person inflating the "Space Saver" tire.

The NHTSA said it was supplying all news media with a full listing of vehicles (all four major U. S. auto manufacturers have supplied Goodrich's "Space Saver" as original or optional equipment in many 1967-through-1973 models) which might carry the "Space Saver" as standard equipment spare tire.

The NHTSA advised all owners of Goodrich "Space Saver" tires, manufactured prior to May 1973, to avoid inflating or using the tires until manufacturer's instructions have been received and the tires have been checked, tested, or replaced by authorized dealer-manufacturer personnel.

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SPECIAL
CONSUMER PROTECTION BULLETIN

SUBJECT:

Alerting United States motorists to personal injury hazards which may result from the explosive separation of tire from rim during the inflation or mounting of B. F. Goodrich "Space Saver" tires. These separations may occur without warning and with explosive force due to the introduction of inflation air-pressure within the tire.

MAKE/TIRE/YEAR:

ALL B. F. Goodrich "Space Saver" tires produced prior to May 1973.

These tires were installed (uninflated) as standard or optional spare-tires on certain models of General Motors Corporation, Chrysler Corporation, Ford Motor Company, and American Motors Corporation automobiles. Since many owners do not know that their automobiles contain a "Space Saver" B. F. Goodrich tire until a roadside emergency requires use of the "spare", the following lists will enable all owners to determine if their vehicles do include the tires cited in this Bulletin.

MAKE/MODEL/YEAR Automobiles for which the SPACE SAVER was STANDARD SPARE TIRE EQUIPMENT

1967

Tire Size	Auto Make/Model
735-14	GM Pontiac Firebird

1968

735-14	GM Pontiac Firebird

1969

735-14	GM Pontiac Firebird(6 cyl.)
775-14	GM Pontiac Firebird(8 cyl.)
735-14	American Motors AMX

- more -

Tire Size	Auto Make/Model
1970	
735-14	American Motors AMX
775-14	Chrysler Corp. Barracuda (60 series only)
1971	
C78-14	American Motors Hornet Station Wagon
E78-14	American Motors Rebel
F78-14	Ford Motor Company Mustang
F78-14	Chrysler Corporation Challenger
1972	
C78-14	American Motors Hornet Station Wagon
F78-14	Ford Motor Company Mustang and Pantera
1973	
E78-14	GM Pontiac Ventura Hatchback
E78-14	GM Oldsmobile Omega Hatchback
E78-14	GM Buick Apollo Hatchback
E78-14	GM Chevrolet Nova Hatchback
C78-14	American Motors Hornet Station Wagon
F78-14	Ford Motor Company Pantera

Consumer Note: All four U. S. manufacturers listed above offered the Goodrich "Space Saver" tire as optional equipment in many models and tire sizes not listed above. Owners wishing to verify the spare-tire equipment actually supplied should check their vehicles by personal inspection.

BACKGROUND:

The National Highway Traffic Safety Administration opened an investigation of B. F. Goodrich "Space Saver" tires following user reports which included serious injuries and fatalities, directly attributed to explosive separation during the mounting or inflation of this spare-tire equipment.

NHTSA has received reports of two fatalities resulting from failures of B. F. Goodrich "Space Saver" tires during inflation, and 14 reports have alleged serious injuries. In all but one of the 16 reports cited above, the victim was the person engaged in inflating the "Space Saver" tire.

INTERPRETATION:

The NHTSA's investigation has verified the occurrence of serious injuries and fatalities resulting from failures of the kind described.

The "Space Saver" tire is supplied by B. F. Goodrich tire dealers and/or the manufacturer only as spare-tire equipment. It is readily identified in the vehicle's spare-tire compartment by its small diameter and uninflated condition, as mounted on the spare rim. It is during inflation, in which the tire is designed to expand outward until firmly "seated" and contained by the rims, that explosive separation may occur. If separation occurs under partial or full inflation pressure, the force of separation may be extremely dangerous for the person inflating the tire, or those immediately adjacent to it.

Investigatory evidence on hand, to date, indicates that an unknown number of the approximately 975,000 "Space Saver" tires produced by B. F. Goodrich prior to May 1973, contain the defects of manufacture and/or installation which render them susceptible to these failures. Further, tires which present the danger of explosive separation from the rim, during inflation, cannot be identified through visual inspection by owners.

ALL the B. F. Goodrich "Space Saver" tires cited, therefore, should be submitted to inspection, testing or replacement prior to their inflation or use by vehicle owners. The manufacturer, B. F. Goodrich Tire Company of Akron, Ohio, is preparing to supply owner instruction.

CONSUMER REQUEST:

Owners of vehicles equipped with Goodrich "Space Saver" tires should not inflate or attempt to use these tires until the latest manufacturer's instructions have been received.

In order to avoid highway emergency situations in which the use of the spare tire is necessary and owner's then discover their vehicles are equipped with a "Space Saver" spare tire, all automobile owners are urgently advised to check the above list of vehicles which were supplied with "Space Saver" tires as standard equipment.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
September 6, 1974

NHTSA -- 115-74 (HP)
Tel. 202-426-9550

Safety belt injuries and other subjects dealing with various federal motor vehicle safety standards will come under review when the National Motor Vehicle Safety Advisory Council to the U.S. Department of Transportation meets in Washington, D.C. September 17-18.

On September 17, at 1:00 p.m. in Room 4234 of the Transportation Headquarters Building, 400 Seventh Street, S.W., the Crashworthiness Committee of the Council will hear reports on safety belt usage with interlocks and dynamic testing of belt restraint systems.

At 8:30 a.m. the same day, the Council's Congress Committee will report on its findings and recommendations resulting from the Third International Congress on Automotive Safety conducted in San Francisco last July. The Congress examined the problems evolving from the increased number of smaller cars on the highway.

The full Council, at 9:00 a.m. on September 18, will hear committee reports and discuss the energy shortage and highway safety.

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 National Highway Traffic Safety Administration.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE SATURDAY
September 14, 1974

NHTSA 119-74 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation today amended several federal safety standards relating to braking and lighting requirements for motor-driven cycles, including bicycles driven by low-powered motors sometimes called "Mopeds."

These vehicles, commonly found in Europe and now being marketed in this country, have a lesser top speed capability than regular motorcycles. The Department's National Highway Traffic Safety Administration (NHTSA) has been petitioned to establish a separate category of vehicles for mopeds and relieve them from compliance with present safety standards required of regular motorcycles.

The safety agency said today that the problems of conforming to the standards are not sufficiently different to justify a separate category, and that certain modifications to the standards as they apply to motor-driven cycles can ease the burden of compliance without jeopardizing their basic safety performance.

Therefore, NHTSA has announced that motor-driven cycles (motorcycles of 5 horsepower or less) that cannot exceed a top speed of 30 mph will be permitted to have a lower minimum stop-lamp brilliance, will be exempted from the requirement for turn signals, and from the need to meet a fade and recovery brake test. The motorcycle braking standard is also being changed to establish maximum allowable stopping distances from speeds of 15, 20, and 25 mph. In addition, NHTSA said it will permit rear brake controls on the moped-type cycles to be mounted on the left handlebar, rather than being foot operated.

The amendments are effective on October 14, 1974.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE TUESDAY
September 17, 1974

NHTSA 118-74(RC)
Tel. 202-426-9550

The U. S. Department of Transportation today urged all states to tighten their enforcement of a federal law requiring vehicle sellers to provide buyers with written confirmation of the vehicle's actual mileage.

Details of a nationwide survey conducted by the Department's National Highway Traffic Safety Administration (NHTSA) indicated that less than half of the vehicles purchased from used car dealers were delivered with odometer disclosure statements, and virtually none of the private sellers are complying with the law.

Thirty major cities were surveyed through personal contact and telephone. The results showed that of 864 used vehicles sold by dealers, only 45 per cent of the buyers received legally acceptable odometer disclosure statements. Sales between private parties were far worse with the survey disclosing that in 388 such transactions, valid statements were provided to less than 2 per cent of the purchasers.

"This is a situation which must be corrected. In addition to the remedies given by the Federal law, we need support of all concerned citizens," declared Dr. James B. Gregory, head of the federal safety agency. "Congress passed this law for the express protection of the car-buying public, so that they could better judge the safety and reliability of their intended purchase. The value of this action becomes all the more recognizable when you realize that about nine out of ten vehicles on the road today are more than a year old and as such have been subjected to a wide variance of wear and tear that affects their safety."

Under Title IV of the Motor Vehicle Cost Saving and Information Act, this "Disclosure Statement" provision became effective on March 1, 1973 and applies to anyone who sells a motor vehicle.

The seller must disclose the following: the vehicle's recorded odometer mileage and if known to be inaccurate, an indication that the actual mileage is unknown; name and address of the seller; the date of transfer of ownership; vehicle identification by make, model, year and body type, along with vehicle identification number and plate number, and a sentence referring to the Act and the seller's civil liability under the law if the information given is incorrect.

Violation of the law, if intent to defraud can be proven, carries a penalty of three times the damages suffered or $1,500, whichever is greater.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
September 20, 1974

NHTSA--117-74
Tel. 202-426-0670

MONTHLY DEFECT INVESTIGATORY CASES REPORT

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its Monthly Investigatory Report today, listing all defect investigations opened, suspended, and/or terminated during the month of July 1974. The report details new safety-related vehicle and equipment problems now under Federal investigation, and also lists all investigations currently in progress.

Four new investigations in today's report include alleged problems in the rear wheel bearings of General Motors' 1963 through 1974 Corvette model; an allegation that front suspension load-capacities of Cabana Coach Corporation's 1970, 25-foot Motorhomes may be inadequate for normal loading and use; an investigation of positive battery-cable failures in International Harvester's 1974 Travelall models; and alleged bead failures in 10:00 x 22 Mercurio Truck tires built by Ceat S.P.A. of Torino, Italy.

The NHTSA report lists four investigations terminated during July; each resulting in a "no-defect" finding. The report's listing of two suspended cases reflects the NHTSA's public notice that it intends to terminate these cases unless, within 60 days, new evidence justifies continued investigation of the problems involved.

Today's report lists 74 investigations in progress. Interested persons, including those with information bearing upon current investigations, are invited to write to:

The Office of Consumer Services, 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 NHTSA at the above address.

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 mail-out 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:	C2-05
Manufacturer:	American Motors Corporation
Make:	Jeep
Model:	Jeepster Commando
Year(s):	1971
Possible Problems:	Alleged rear brake lockup, causing loss of vehicle control.
Status:	Suspended April 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Case Number:	291
Manufacturer:	Ford Motor Company
Make:	Mercury
Model:	Capri
Year(s):	1971
Possible Problems:	Alleged underhood fires due to evaporative emission system malfunction.
Status:	Suspended June 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Reporting Period: July 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

Case Number:	C5-01
Manufacturer:	General Motors Corporation
Make:	Chevrolet
Model:	Corvette
Year(s):	1963-1974
Possible Problems:	Alleged insufficient lubrication of rear wheel bearings may cause failure.

Case Number:	C5-02
Manufacturer:	Cabana Coach Corporation
Make:	Cabana
Model:	25-Foot Motorhome
Year(s):	1970
Possible Problems:	Suspension ratings are possible exceeded by unloaded weights of vehicle front ends with standard or optional equipment, plus normal occupant and luggage loads.

Case Number:	C5-03
Manufacturer:	International Harvester Company
Make:	IHC
Model:	Travelall
Year(s):	1974
Possible Problems:	Alleged shorting out of positive battery cable on engine pan or engine mount bracket.

Case Number:	C5-04
Manufacturer:	Ceat S.p.A.
Make:	Mercurio
Model:	10.00 x 22 14-ply (Load Range G) Steel Belted Radial Truck Tire
Year(s):	Various
Possible Problems:	Alleged high rate of tire failure in bead area.

SUBJECT: 1963-1974 Chevrolet Corvette
Possible Rear Wheel Bearing Failure
Insufficient Lubrication
ODI Case No. C5-01

BASIS FOR INVESTIGATION:

This case was opened on July 11, 1974, following 11 reports of alleged rear wheel bearing failures on 1971 Corvettes. Investigation was initiated to determine whether the alleged failure and its possible adverse effect on vehicle controllability is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION:

The rear wheel bearings (drive spindle, inner and outer bearings) are units of the "Wheel Spindle and Support" which permits free rotation of the wheel assembly with a minimum of friction. They are tapered roller bearings, separated by a spacer, and require lubrication and precise preloading to function correctly.

PROBLEM:

Failure Mode: Loss of lubrication results in significantly increased friction accompanied by the generation of heat. The heat may become sufficiently intense to destroy the bearing surfaces and lead to binding or lockup.

Symptom: Lockup may or may not be preceded by noise.

Potential Safety Related Consequences: Binding or lockup could possibly create a vehicle controllability problem leading to accident and injury.

SUBJECT: 1970 Cabana Motorhome
Possible Inadequate Front-End Suspension
Components on 25-foot Cabana Motorhome
ODI Case No. C5-02

BASIS FOR INVESTIGATION:

This case was opened on the basis of an owner report of four wheel failures on the front-end of his Cabana Coach Corporation motorhome. Preliminary analysis showed the rated capacities of the front-end suspension components to be exceeded by the front-end weight of the motorhome in an "empty" condition.

Investigation was initiated to determine whether the alleged condition is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION:

The front-end suspension components involved are the tires, wheels, springs and axles. The components serve either as body/chassis or chassis/ground interfaces.

PROBLEM ANALYSIS:

Failure Mode: Allegedly, the front-end suspension components have insufficient strength capability to support the vehicle under normal load conditions.

Failure Symptoms: The following symptoms may indicate overloading of a motorhome:

- "Bottoming out" of the vehicle suspension
- One side of the body sitting lower than the other side.
- Excessive or uneven tire wear
- Poor braking performance
- Failure of a suspension component

Potential Safety Related Consequences: Overloading of the suspension system could lead to component failure. Failure of a suspension component could result in loss of vehicle control.

SUBJECT: 1974 International Harvester (IH) Travelall
Alleged Shorting of the Battery Cable
ODI Case No. C5-03

BASIS FOR INVESTIGATION:

This case was opened July 11, 1974, based upon information received indicating that the positive battery cable on 1974 IH Travelalls may "short out" against the engine pan or the engine mount bracket causing a potential for an engine compartment fire. Investigation was initiated to determine whether the alleged problem is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION OF BATTERY CABLE:

The positive battery cable is connected to the positive battery post at one end and to the starter terminal at the other. When thus connected electrical current is present in the cable at all times. The cable function is to conduct this current to the starter motor and the vehicle electrical system.

PROBLEM:

Failure Mode: Rubbing or chafing of the cable against the vehicle engine oil pan or engine mount bracket apparently causes a spark that ignites flammable materials or substances in the engine compartment.

Symptom: Shorting of the positive battery cable may produce a strong odor of insulation burning.

Potential Safety Related Consequences: Possibility of injury from fire or from loss of vehicle control and accident when an engine compartment fire occurs.

SUBJECT: Ceat S. p. A.
Mercurio Brand 10.00 x 22 14-ply
(Load Range G) Steel Belted Radial Truck
Tire Bead Failures
ODI Case No. C5-04

BASIS FOR INVESTIGATION:

This case was opened following receipt of information from Tires N Treads, Inc., a tire dealer in Jacksonville, Florida, concerning the high failure rate in the tire bead area of the Ceat S. p. A. Mercurio Brand 10.00 x 22 14-ply (Load Range G) steel belted radial truck tires.

An investigation was initiated to determine whether the alleged failures represent a potential safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

TIRE DESCRIPTION AND FUNCTION OF TIRE BEAD:

The subject tire is identified as a Mercurio Brand 10.00 x 22 14-ply (Load Range G) steel belted radial truck tire. It is manufactured by Ceat S. p. A. of Torino, Italy, and is distributed by the McCreary Tire and Rubber Company in the United States. The tire "bead" refers to that part of the tire made of a bundle of steel wires, wrapped or reinforced by ply cords, shaped in the form of a hoop to fit the wheel rim.

PROBLEM:

Failure Mode: Based on initially available information, the failures apparently occur as ply separation in the area around the tire bead. At slow speeds, the separation propagates to the shoulder of the tire, while at high speeds the separation appears to be confined to the bead area with either separation resulting in loss of air.

Symptom: Possible tire thumping sound and vibrations transmitted to the vehicle steering gear with subsequent tire blowout through loss of air pressure.

Potential Safety Related Consequences: Rapid loss of air pressure could affect vehicle controllability and cause accident and injury.

Reporting Period: July 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

TERMINATED THIS REPORTING PERIOD

Case Number:	276
Manufacturer:	International Harvester Company
Make:	IHC
Model:	1200 and 1200D
Year(s):	1970
Possible Problems:	Alleged loosening or breakage of front spring U-bolts allows front axle to slip, causing loss of vehicle control.
Conclusions:	Investigation has failed to show that the front spring U-bolts of the 1200-1200D trucks represent a safety hazard.

Case Number:	C3-10
Manufacturer:	Ford Motor Company
Make:	Lincoln
Model:	Continental Mark IV
Year(s):	1972
Possible Problems:	Alleged failure of the adjusting sleeve of the spindle connecting rod.
Conclusions:	Investigation has not shown inadequate design or the existence of a failure trend which would support a conclusion that a safety hazard exists.

Case Number:	C3-22
Manufacturer:	Volkswagen of America, Incorporated
Make:	VW
Model:	Type I
Year(s):	1967 - 1973
Possible Problems:	Alleged exposure of right side seat belts and shoulder harnesses to strength degradation due to battery acid contamination.
Conclusions:	Investigation has failed to disclose that a safety related defect exists.

Case Number:	C3-30
Manufacturer:	AMF/Harley-Davidson Motor Company, Incorporated
Make:	Harley-Davidson
Model:	Model 74
Year(s):	Various
Possible Problems:	Alleged fire hazard from gas tank leakage onto engine.
Conclusions:	Investigation has failed to demonstrate the existence of a safety-related fire hazard.

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

DATE July 31, 1974

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 of its existence to justify a formal investigation. The aim of the formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and 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.

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in fuel tank	Certain vents exposed to rupture by shifting luggage
128	Ford	F-250 Pickup	1968-1969	16 x 5.5 two-piece wheel	Lock ring gutter failure
140	Ford	Mustang, Cougar	1968-1969	Seat back pivot arm	Inboard pivot failure
161	GM, Chrysler, AMC and	All	1965-1971	Power brake vacuum check valve	No power assist with failure of valve
190	All Manufacturers	Travel Trailers	1965-1970	Axles, wheels and tires	Overloading of suspension

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

I INVESTIGATIONS

DATE July 31, 1974

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SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE July 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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
266	Ford	Full Size	1969	Ignition switch	Poor connection between harness plug and switch
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
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 Pickup	Various	15" single-piece wheel	Bead seat failure
C2-53	Ford	All	1967-1971	Brake master cylinder	Failure of cylinder due to corrosion
C2-54	Norton Villiers	Commando 750	Various	Yoke	Cracking

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE July 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead electrical connector	Becomes disconnected
C3-09	B.F. Goodrich	Tire	1967-1971	Space Saver Tire	Insufficient instructions for mounting tire to rim
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	1968-1970	Steering wheel	Breakage at hub
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering relay rod	Lockup 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE July 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-33	Ford	Mercury Capri	1971-1973	Seat latch and seat belt	Inboard seat belt abrasion by seat latch
C3-34	General Motors	Chevrolet Series 10 Truck	1968-1971	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 control
C3-38	Toyota	Corona	1973	Front disc brake rotors	Corrosion and glazing encountered during shipping
C3-39	Ford	Mercury Capri	1973	Fuel and evaporative line connectors	Molded tubing connectors may crack
C3-40	Skyline Corporation	19½-Foot Nomad Travel Trailer	1971	Shackle bolt	Inadequate thread engagement with lock nut
C3-41	Chrysler	All Six-Cylinder	1971-1972	Exhaust manifold	Cracking
C3-42	Ford	B and F-500 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	1969-1970	Right front spring	Failure of main and second leaf

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE July 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 lockup under normal brake operation
C4-10	Winnebago	D24 Motorhome	1970-1971	Front tires, wheels, springs and axles	Suspension ratings are possibly exceeded by unloaded weights of vehicle front ends with standard or optional equipment, plus normal occupant and luggage loads
C4-11	Action Industries	25 Foot Swinger Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-12	Champion Home Builders	24 Foot Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-13	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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE July 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-15	General Motors	Cadillac	1969-1970	Air conditioner blower relay	Failure may cause overheating of electrical harness
C4-17	General Motors	GMC and Chevrolet Pickup Truck	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 and cut tire
C4-23	General Motors	Buick Opel	1964-1971	Fuel tank and system	Fuel system integrity
#C4-26	General Motors	All Passenger Cars	1967-1973	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
	#Previously listed as broadened to include	Cadillac only, now all vehicles as above.			

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE July 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-30	Ford	School Bus	1966-1974	Brake drum	Breakage causes loss of brakes
C4-34	Nissan	Datsun 510 and 1200	1969-1971	Plastic connector and filler hose	Leakage allows fuel or fumes to enter passenger compartment
C4-35	Nissan	Datsun 510	1968-1971	Front suspension transverse link	Breakage due to improper shipping may allow loss of control
C4-44	General Motors	All with Rochester Carburetor	1965-1972	Carburetor float	Engine flooding caused by loss of float buoyancy
C4-46	Western Auto	Wizard A-5030	Various	Auto jack stand	Failure to meet load rating
C4-47	Pathfinder Auto Lamp	80510/7224	Various	Auto jack stand	Failure to meet load rating
C4-48	S.S. Kresge	K-Mart	Various	Auto jack stand	Failure to meet load rating
C4-49	Auto Specialities	Drednaut 6-41601	Various	Auto jack stand	Failure to meet load rating
C4-50	Montgomery Ward	Riverside 61-5662	Various	Auto jack stand	Failure to meet load rating
C4-51	Globe Fabricated	JS-100	Various	Auto jack stand	Failure to meet load rating
C4-52	International Harvester	Scout II, 1110-1300D, 1010-1310, 4x4	1970-1973	Brake lining	Brake pull and fade upon application
C4-53	General Motors	Chevrolet Chevelle V8	1965-1969	Engine mount	Secondary effects from shearing of engine mounts

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE July 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-56	Mercedes-Benz	280SE; 300SEL; 350SL, SLC; 450SL,SLC,SE,SEL	1971-1972	Bosch fuel injectors	Fuel leaks from pressurized
C4-57	Saab	99E	1970-1973	Bosch fuel injectors	See C4-56
C4-58	Volvo	142,144,145,164,1800E	1971-1973	Bosch fuel injectors	See C4-56
C4-59	Volkswagen	Porsche 911T and 914, Audi 100LS	1970-1972	Bosch fuel injectors	See C4-56
C4-60	Renault	Model 17 Sports Coupe	1971-1973	Bosch fuel injectors	See C4-56
*C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear wheel bearing	Failure due to insufficient lubrication
*C5-02	Cabana	25 Foot Motorhome	1970	Front tires, wheels, springs and axles	See C4-10
*C5-03	International Harvester	Travelall	1974	Battery cable	Rubbing or chafing causes spark or short
*C5-04	Ceat S.p.A.	Mercurio 10.00x22 14-ply Truck Tire	Various	Tire	Failure in bead area

*New investigatory cases and audits opened this reporting period.

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

II. INVESTIGATIONS IN LITIGATION, INITIAL DETERMINATION AND/OR SUSPENSION

DATE July 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
051	General Motors (IN LITIGATION)	Chevrolet and GMC 3/4 Ton Pickup Truck	1960-1965	Kelsey-Hayes 15x5.5 three-piece wheel	Breakage
132	General Motors (INITIAL DEFECT DETERMINATION MADE 5-20-74)	All	1965-1969	Quadrajet carburetor	Fuel leakage at plug, resulting in fire potential
258.5	General Motors (INITIAL DEFECT DETERMINATION MADE 5-15-74)	Cadillac, Pontiac, Oldsmobile and Buick	1965-1969	Engine mounts	Secondary effects from shearing of engine mounts
291	Ford (INVESTIGATION SUSPENDED 6-30-74)	Mercury Capri	1971	Evaporative emission system	Underhood fires due to system malfunction
C2-05	American Motors (INVESTIGATION SUSPENDED 4-30-74)	Jeepster	1971	Service brakes	Rear brake lockup
C3-11	General Motors (IN LITIGATION)	Cadillac	1959-1960	Steering pitman arm	Fatigue failure causing loss of vehicle control

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

III. SURVEYS AND AUDITS

DATE July 31, 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
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, springs, wheels and tires	Loading of suspensions may exceed component ratings
S4-45	Various Manufacturers	Various Models	Various	Auto jack stand	Failure to meet load rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of records to determine possibility of safety defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Axles, springs, wheels and tires	Loading of suspensions may exceed component ratings in late model vehicles
249.A	General Motors	Chevrolet Corvair	1961-1969	Heater	Recall #71-0224
A2-58	General Motors	Chevrolet	1965-1972	Engine mount	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	Recall #72-0193
A4-02	Ford	F-100 and F-250 Truck	1973	Right front brake hose	Recall #73-0037
A4-04	International Harvester	Travelall and Pickup 1110 4x4	1972-1974	Front axle steering arm mounting bolts	Recall #73-0127

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

III. SURVEYS AND AUDITS

DATE July 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-21	Ford	Torino and Ranchero, Mercury Montego	1972	Rear axle assembly	Recall #72-0095
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 Truck	1972-1973	Vacuum reserve tank	Recall #73-0142
A4-33	Gillig Bros.	All with Power Steering	1972-1973	Lower steering shaft bearing	Recall #73-0247
A4-36	Mercedes-Benz	450SE and SEL	1973	Right front brake line	Recall #73-0213
A4-37	AM General	FJ-8 ½-Ton Postal Service Vehicle	1971-1973	Steering drag link	Recall #73-0200
A4-38	FMC Corporation	2900R Motor Coach	1973-1974	Steering pitman arm	Recall #73-0249
A4-39	AMF/Harley Davidson	XL1000 and XLCH1000	1973	Frame	Recall #73-0215
A4-40	White Motors	600 Series Truck	1972-1973	Throttle linkage	Recall #73-0230

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

III. SURVEYS AND AUDITS

DATE July 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-41	International Harvester	CO and COF-4070 Transtar	1974	Drag link	Recall #73-0228
A4-42	Ford	Lincoln	1974	Starter cable assembly	Recall #73-0220
A4-43	General Motors	Chevrolet Full-Size Station Wagon	1974	Rear brake pipe	Recall #73-0244
A4-61	Ford	Mercury Capri	1974	Engine compartment wiring harness	Recall #73-0246
A4-62	Ford	F-500-600, C-LN-600, B-500-600-700, M-450-500	1974	Carburetor throttle lever	Recall #74-0031
A4-63	General Motors	Chevrolet, Pontiac, Buick and Oldsmobile	1974	Seat belt retractor	Recall #74-0016

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

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The number of persons killed in traffic accidents in the United States and the highway fatality rate both declined in 1973, the U. S. Department of Transportation has announced.

An estimated 56,000 died on the nation's highways last year, a decline of almost 1,000 from the 1972 total. The fatality rate per 100 million vehicle miles dropped to 4.3, by far the lowest in the world.

These figures and other facts about highway safety were made public with the release of annual reports prepared by the U. S. Department of Transportation's National Highway Traffic Safety Administration and transmitted to the President.

Required by the Highway Safety Act and the National Traffic and Motor Vehicle Safety Act of 1966, the reports are submitted annually to the Congress and constitute a review of the causes, seriousness, and complexity of the traffic safety problem and the programs and research undertaken by the federal government to reduce deaths and injuries on the nation's roads.

The reports cite a combination of factors, including safer vehicles, better roads, improved state and community traffic safety programs, and an unexpected assist from last fall's energy shortage, as contributing to the decline in both the number and rate of fatalities.

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In 1973, the lowering of speed limits and other effects of the energy shortage had a dramatic impact on highway fatality statistics. During the last two months of the year, as States reduced their speed limits and motorists voluntarily limited their driving, the number of fatalities declined by as much as 25 per cent below the November-December 1972 totals in some States.

In 1967, when the traffic safety program was launched, the fatality rate stood at 5.5. Last year's rate of 4.3 represents a decline of 22 per cent, unmatched by any other record-keeping country.

While the reports cite several causes as contributing to the decreases in fatalities and their rate, some of the credit must also go the the basic safety devices incorporated in automobiles through federal standards since 1968. In all, more than 50 standards and regulations are on the books today and many of these have been upgraded and extended to trucks, buses and multi-purpose vehicles. Nearly 74 per cent of the cars now on the road have been built to these standards.

The federal government, working in partnership with state and local governments, has made progress in combating traffic casualties. But much more must be done to control the problem of highway deaths and injuries. To this end, the reports note, the emphasis is being placed on:

- More skillful, careful drivers, and strengthened motor vehicle standards for accident avoidance.
- Improved vehicle occupant protection to reduce injuries.
- More knowledgeable consumers to understand traffic safety problems and to support programs and regulations.
- Research by government, educational institutions and industry to support all aspects of traffic safety.
- Widespread state and local alcohol safety laws, policies and programs to combat drunken driving.

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