DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
October 22, 1974

NHTSA-123-74 (GLW)
Tel. 202-426-0670

All owners of light-duty International Harvester (IHC) trucks, built in 1971 or earlier and in use as recreational vehicles, were urged by the U.S. Department of Transportation today to bring their vehicles in to their local dealers for a free inspection program recently announced by the manufacturer.

The Department's National Highway Traffic Safety Administration (NHTSA) said IHC's inspection program is in response to a 1971 federal survey of recreational vehicles which found a majority of such vehicles -- especially the light-truck, slide-in camper units -- to be loaded beyond the rated capacities of suspension systems and permissible axle loadings. NHTSA followed the survey with an urgent plea to all manufacturers of recreational vehicles to provide corrective programs to protect owners and the public.

Dr. James B. Gregory, NHTSA Administrator, called the IHC free inspection plan "an essential step for the safety of these older vehicles and their owners -- a service other manufacturers ought to emulate." He complimented International Harvester on the program, which will provide owners with crucial information on loading and handling of these vehicles, in addition to a complete check to determine any overloading condition in normal use.

According to J. Kevin Smith, manager of product reliability and quality for IHC, the company has launched a national campaign urging every owner of a 1971-or-older IHC truck, in current use for recreational purposes, to bring these vehicles to their local dealers to have the exact gross vehicle weight rating (GVWR) and gross axle weight rating (GAWR) determined free of charge.

Since GVWR designates the maximum allowable weight of the combined vehicle and load, and GAWR defines the maximum allowable weight on each axle, it is necessary to compare these carefully measured figures with the actual weight of the recreational rig -- fully equipped and loaded for use -- in order to know if the vehicle is within the safe weight limits for which it was designed or whether it is dangerously overloaded. Smith points out in a recent IHC news release that "overloading a vehicle with a camper too heavy -- for components such as chassis, brakes, axles, springs, tires or rims -- may be an obstacle to safe recreational vehicle driving."

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NHTSA's announcement today pointed out that, beginning in 1972, federal law has required manufacturers to place certification labels on all such vehicles, which plainly state the GVWR and GAWR weight information as a precaution to owners. But, since this requirement was not in effect for pre-1972 vehicles, it is extremely important that owners of these vehicles accept the IHC offer as a means of avoiding costly and dangerous vehicle failure due to overloading.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
September 25, 1974

NHTSA -- 125-74 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation reported today that preliminary figures for August show a continuing decline nationally in highway fatalities. But the Administrator of the Department's National Highway Traffic Safety Administration (NHTSA) said he is concerned because the decline was the smallest of the year.

The August figures, based on reports from all 50 states to the NHTSA, show a reduction of 13 per cent below the number of persons killed in traffic accidents in August 1973, a saving of an estimated 700 lives.

Dr. James B. Gregory, the Federal Safety Administrator, said that while he is pleased with the continuing reduction in fatalities, particularly during the high traffic volume vacation months, he is concerned because of the narrowing month-to-month reduction in traffic deaths.

"The 13 per cent reduction in August is the lowest for any month this year and only half of the peak reduction of more than 26 per cent in March," Dr. Gregory said. "Our gains appear to be eroding when you consider the decline in traffic deaths the last three months,

- more -

compared to the same period a year ago, has been 19, 16, and 13 per cent, respectively." He urged motorists to redouble their efforts to drive safely and to observe posted speed limits.

Highway deaths for the first eight months of 1974 are running 20 per cent below the total for the same period a year ago, with an estimated saving of 7,500 lives. The August reduction marked the 10th consecutive month in which traffic deaths have been below the comparable period of the previous year.

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*	4,320	5,156	-16.2
August	4,534	5,227	-13.3

*Corrected Figures

Traffic Fatality Estimates Based on Early Reports

August 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	AUGUST 1974	AUGUST 1973	PER CENT Change
Alabama	80	110	- 27.3
Alaska	13	4	+225.0
Arizona	78	105	- 25.7
Arkansas	54	61	- 11.5
California	408	454	- 10.1
Colorado	67	84	- 20.2
Connecticut	38	38	0.0
Delaware	22	12	+ 83.3
Florida	193	207	- 6.7
Georgia	95	170	- 44.1
Hawaii	15	16	- 6.3
Idaho	31	48	- 35.4
Illinois	210	231	- 9.1
Indiana	113	149	- 24.2
Iowa	71	104	- 31.7
Kansas	53	83	- 36.1
Kentucky	86	90	- 4.4
Louisiana	82	108	- 24.1
Maine	21	26	- 19.2
Maryland	64	68	- 5.9
Massachusetts	84	97	- 13.4
Michigan	170	189	- 10.1
Minnesota	93	106	- 12.3
Mississippi	52	86	- 39.5
Missouri	116	130	- 10.8
Montana	45	28	+60.7
Nebraska	43	42	+ 2.4
Nevada	24	31	- 22.6
New Hampshire	32	8	+400.0
New Jersey	111	133	- 16.5
New Mexico	61	80	- 23.8
New York	260	283	- 8.1
North Carolina	155	177	- 12.4
North Dakota	14	26	- 46.2
Ohio	127	221	- 42.5
Oklahoma	85	70	+ 21.4
Oregon	88	67	+ 31.3
Pennsylvania	220	193	+ 12.3

STATE	AUGUST 1974	AUGUST 1973	PER CENT Change
Rhode Island	13	11	+ 18.2
South Carolina	86	87	- 1.1
South Dakota	30	44	- 31.8
Tennessee	106	118	- 10.2
Texas	341	380	- 10.3
Utah	19	34	- 44.1
Vermont	10	19	- 47.4
Virginia	101	97	+ 4.1
Washington	91	101	- 9.9
West Virginia	43	57	- 24.6
Wisconsin	94	114	- 17.5
Wyoming	26	30	- 13.3
TOTAL	4,534	5,227	- 13.3

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
September 26, 1974

NHTSA 124-74(RC)
Tel. 202-426-9550

The U. S. Department of Transportation today participated with the District of Columbia government in official opening ceremonies for the nation's first federally-funded pilot demonstration of diagnostic auto inspection for safety and emission control.

Mayor Walter E. Washington and Dr. James B. Gregory, head of the Department's National Highway Traffic Safety Administration, which is funding the $3 million project, hosted the event which drew more than 200 congressional, federal, state, D. C. and industry notables. Those attending witnessed the computerized inspection of a car, as part of the D. C. government's motor vehicle inspection program.

The project is authorized under the Motor Vehicle Information and Cost Saving Act. Title III of the Act directs the Secretary of Transportation to establish a series of diagnostic inspection demonstrations to provide accurate information on the practicality and cost-effectiveness of varying diagnostic systems, along with the cost of repairs on safety and emission

items which have failed to pass inspection. The D. C. facility, at 1001 Half Street Southwest, is the first in a planned program of five throughout the nation.

D. C. residents voluntarily participating in the project receive not only their required safety inspection, but a detailed engine, brake and suspension diagnosis, as well. Details in both of these areas are designed to assist the owners in obtaining practical information on the need and cost of repairing their cars.

To date, over 1,000 vehicle owners have used the diagnostic system since the program was placed into initial operation last March. More efficient and sophisticated testing equipment has been installed with all inspection results transmitted directly into a computer controller which provides a printed readout for the owner.

Integration of this new equipment into the diagnostic lane is expected to permit inspection of 244 items, 130 of which are required under the periodic motor vehicle inspection program. The inspection takes just 12 minutes, as compared to an average of 20 minutes in the past.

As a pilot project, the D. C. diagnostic facility is intended to serve as a model for other localities to adopt or improve upon. All such projects are designed to determine the maximum use and most cost-beneficial

use that diagnostic equipment can provide in safety and emission inspections, as well as the capability of the motor vehicle repair industry to correct diagnosed problems, and the cost of such repairs.

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FOR RELEASE THURSDAY
October 3, 1974

NHTSA 128-74 (HP)
Tel. 202-426-9550

The U.S. Department of Transportation's National Motor Vehicle Safety Advisory Council will be briefed next week on various benefit/cost studies dealing with restraint systems for automobile occupants.

The Council's Consumer and Public Information Committee will hear the briefings in a public meeting Wednesday, October 9 at 9:00 a.m. at the Pentagon City Quality Inn in Arlington, Virginia.

Studies made or sponsored by the Department's National Highway Traffic Safety Administration (NHTSA), the Ford Motor Company, General Motors Corporation, the American Automobile Association and DeLorean Associates will be presented in layman's language for the benefit of Council members.

The same committee will also hear a status report on a "hot line" consumer communications system.

The full Council meets October 10 at the DOT Headquarters building in Room 4234 to hear various committee reports including a summary of the benefit/cost study briefings, and to discuss NHTSA participation with international organizations on motor vehicle safety standards.

The Advisory Council is a 22-member group created by the National Traffic and Motor Vehicle Safety Act of 1966 to advise the Secretary of Transportation on federal motor vehicle safety standards administered by the NHTSA.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE TUESDAY
October 15, 1974

NHTSA --126-74 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation moved today to solve some of the principal problems affecting bicyclist safety.

In an Advanced Notice of Proposed Rulemaking, the Department's National Highway Traffic Safety Administration (NHTSA) began a process which may well lead to a new highway safety program standard on bicyclist safety.

The proposed new standard would apply to the safety of bicycle riders only, since bicycle safety, in terms of the cycle itself, falls within the jurisdiction of the Consumer Product Safety Commission. Jurisdiction over special bicycle lanes and paths, as well as highway traffic controls rests with the Federal Highway Administration.

Dr. James B. Gregory, NHTSA Administrator, said: "The bicycling boom of the 1960"s and 1970's has brought about a rapid rise in bicycle accident fatalities and injuries. From a total of 400 fatalities in 1960, the figures have increased to an estimated 1100 deaths in 1973. In the same year, there were over 400,000 injuries requiring hospital emergency room treatment.

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"Since the number of bicycle owners will increase considerably in the near future, the hazards to cyclists will become more and more serious unless steps are taken to make bicycle riding safer. Therefore, we are asking state and local officials, the bicycle industry, safety organizations, and the general public, to help us with their ideas and recommendations to assure an effective bicyclist safety standard."

Responsibility for carrying out the proposed standard will ultimately lie with the individual states and their subdivisions. The NHTSA is currently conducting a series of studies to review the status of state and local laws and ordinances, and enforcement policies and practices.

Comments from interested parties are solicited in the areas of legislation, law enforcement, education, traffic records, and national, state and local requirements. These include, but are not limited to, the possibility of a combined bicycle/pedestrian standard, greater uniformity in state and local bicycle traffic laws, registration of bicycles, traffic fines, public information and education campaigns within the primary and secondary school system, as well as outside of the school jurisdiction, and improved traffic records.

The NHTSA has set December 15, 1974 as the closing date for comments on the proposal. The issuing of a final standard requires congressional approval. The safety agency has also established a

bicycling safety file and a bibliography of recent articles on the subject. Interested parties may have access to these files and other relevant material by contacting the NHTSA Technical Reference Library, Room 5108, 400 Seventh Street, S.W., Washington, D.C.

Comments on the proposal should be addressed to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street, S.W., Washington, D.C., 20590.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
October 16, 1974

NHTSA 129-74(RC)
Tel. 202-426-9550

Scrap value cars will be donated to automotive vocational schools under a new program begun by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

Under a continuing program to test newly manufactured domestic and foreign vehicles for compliance with federal motor vehicle safety standards, approximately 150 vehicles each year undergo some 220 tests performed by the Office of Standards Enforcement within the NHTSA. Most of the vehicles tested are not damaged or can be repaired for resale. An estimated 15 per cent each year cannot be repaired, and in the past have been sold for scrap as non-repairable units.

Under the new program, NHTSA is giving these formerly unsalvageable wrecks to automotive training schools in the vicinities of Washington, D.C., Los Angeles, and Phoenix, where the bulk of compliance testing is conducted. Donation agreements, in all cases, will stipulate that the

cars cannot be licensed for use on public roads.

The first such gift under the program has been made to the District of Columbia Department of Corrections at Lorton, Va., which received four cars. They are a 1973 Toyota Mark II; a 1973 Datsun 610; a 1974 Volkswagen Super Beetle; and a 1974 AMC Hornet station wagon. The vehicles had been subjected to the requirements of Federal Motor Vehicle Safety Standard (FMVSS) Nos. 214, "Side Door Strength," and 216 "Roof Crush Resistance," and would not be considered safe to drive even after being repaired.

Lorton has had a basic automotive training course of 624 hours in effect for its inmates since 1968. More than 100 prisoners who have taken the course and completed their sentences, have been hired as mechanics on the basis of this training.

Vocational supervisors at the penal institution have pointed out that one of the biggest problems in the automotive class has been the lack of modern cars to practice upon. The NHTSA vehicles, they said, will be rebuilt many times, giving their students practical experience in body and frame work, along with the repairs to the more complex modern engines.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
October 23, 1974

NHTSA -- 130-74 (BAB)
Tel. 202-426-9550

For the eleventh consecutive month, the Nation's highway fatalities have shown a decrease below the same month a year ago, according to preliminary figures announced today by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

Figures for September, provided to NHTSA by all 50 States, show a fatality reduction of 14.8 per cent below the same month last year. This represents a saving of an estimated 725 lives during the month, and brings the total lives saved since the beginning of the year to an estimated 8,225.

The record for September was also an improvement over August, which had shown a decline from August 1973 of 13.2 per cent.

NHTSA Administrator, Dr. James B. Gregory, expressed his pleasure at the improved September record, which halts a downward trend which began last March, a trend in which the gap between fatalities in 1973 and 1974 had gotten smaller each month.

"These latest figures are very encouraging," said Dr. Gregory, "for they mean there is a very real possibility we can end 1974 with a saving of close to 10,000 lives compared to 1973. That would be an accomplishment to be proud of and extremely thankful for."

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	4,320	5,156	-16.2
August*	4,537	5,227	-13.2
September	4,173	4,899	-14.8

*Corrected figures

Traffic Fatality Estimates Based on Early Reports

September 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	Sept. 1974	Sept. 1973	PER CENT Change
Alabama	71	123	-42.3
Alaska	14	12	+16.7
Arizona	79	71	+11.3
Arkansas	38	60	-36.7
California	391	450	-13.1
Colorado	77	46	+67.1
Connecticut	38	44	-13.6
Delaware	7	11	-36.4
Florida	186	212	-12.3
Georgia	87	168	-48.2
Hawaii	9	7	+28.6
Idaho	39	28	+39.3
Illinois	185	209	-11.5
Indiana	108	112	-3.6
Iowa	73	63	+15.9
Kansas	56	41	+36.6
Kentucky	67	116	-42.2
Louisiana	69	106	-34.9
Maine	28	22	+27.3
Maryland	65	83	-21.7
Massachusetts	86	74	+16.2
Michigan	175	200	-12.5
Minnesota	94	101	-6.9
Mississippi	65	48	+35.4
Missouri	93	126	-26.2
Montana	25	32	-21.9
Nebraska	31	40	-22.5
Nevada	20	24	-16.7
New Hampshire	10	22	-54.5
New Jersey	126	114	+10.5
New Mexico	65	46	+41.3
New York	248	269	-7.8
North Carolina	141	184	-23.4
North Dakota	21	19	+10.5
Ohio	182	224	-18.8
Oklahoma	58	83	-30.1
Oregon	59	57	+3.5

STATE	Sept. 1974	Sept. 1973	PER CENT Change
Pennsylvania	184	232	-20.7
Rhode Island	10	8	+25.0
South Carolina	81	88	-8.0
South Dakota	16	34	-52.9
Tennessee	92	149	-38.3
Texas	252	336	-25.0
Utah	28	28	0.0
Vermont	10	11	-9.1
Virginia	80	128	-37.5
Washington	63	62	+1.6
West Virginia	52	45	+15.6
Wisconsin	97	112	-13.4
Wyoming	22	19	+15.8
TOTAL	4,173	4,899	-14.8

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
October 23, 1974

NHTSA -- 131-74 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today announced settlement of a lawsuit against the International Harvester Company, under which the company will pay the United States $99,500.

The government complaint, filed in the United States District Court for the District of Columbia last October by the Department of Justice, alleged that International Harvester had committed numerous and repeated violations of the National Traffic and Motor Vehicle Safety Act of 1966. The original complaint sought civil penalties totaling $390,000.

Under terms of the consent judgment entered by the court, the company is enjoined for one year from committing violations of the defect notification and reporting requirements of the Act.

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The government complaint alleged that International Harvester had failed to notify promptly the owners of potentially defective vehicles, as required by law, and that the company had neglected to report, within the time required by federal regulations, safety-related defects to the NHTSA after such defects were discovered by the company.

The complaint alleged that in one instance involving some 250 vehicles, including buses, the owners were not notified of a brake defect for some 20 months after the company discovered the defect. In another instance, this time involving some 119 heavy earth moving vehicles, owners were not notified within a reasonable period of time of an admitted pitman arm or steering defect.

Other violations alleged in the complaint included:

Six failures to submit quarterly reports; eight failures to submit defect information reports within five working days after discovery of the defect; six failures to submit copies of defect notifications to NHTSA, as required by regulation; and one failure to include the correct number of vehicles potentially affected by the defect in the defect report filed with the NHTSA.

The safety agency said without timely receipt of these reports and copies of the defect notifications sent to purchasers, it could not determine whether or not the owners with defects in their vehicles had been adequately notified.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
October 29, 1974

NHTSA -- 132-74 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation, responding to recently enacted legislation, today revoked the safety belt interlock feature of its occupant crash protection standard.

A notice issued by the Department's National Highway Traffic Safety Administration (NHTSA), amends Federal Motor Vehicle Safety Standard No. 208 by eliminating the interlock system. The amendment is effective immediately. The system, found in 1974 model passenger cars and early 1975 models, prevents a car's engine from starting unless the front safety belts are buckled.

Passenger cars will still be required to be equipped with combined lap and shoulder belts at the front outside seating positions, and lap or lap and shoulder belts at the other positions.

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In a separate notice to be published concurrently in the Federal Register, the NHTSA proposes an amendment to Standard No. 208 that would establish a new safety belt reminder system to replace the current system.

The Motor Vehicle and School Bus Safety Amendments require that the present requirements be revised within 60 days of enactment of the law, to be in effect no later than 120 days of that date. The amendments also restrict the audible portion of any future reminder system to an 8-second period following operation of the ignition.

The NHTSA proposes a modified reminder system consisting of a visual signal that operates only during the 4-to-8 second period after the ignition is operated, and an audible signal that operates only during the 4-to-8 second period after the ignition is operated if the driver's lap belt is not in use.

Under the proposal, the light would operate independently of belt use, so that the "Fasten Seat Belt" reminder remains effective if the audible reminder is disabled. The NHTSA said the reminder system would be non-sequential and operate only at the driver's position, in order to reduce its cost.

With a view toward cost-effectiveness considerations, the NHTSA also invites comment on two other alternative courses of action. The first would require only a visual reminder signal and the second would eliminate entirely requirements for belt-use reminder systems.

Comments on these alternatives as well as the principal proposal should be addressed to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street, S. W., Washington, D. C. 20590.

The NHTSA has set a 25-day comment period on the proposed amendment. This period is calculated to allow time for evaluation of the proposal while permitting a reasonable time for transition to the new system.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
November 5, 1974

NHTSA -- 133-74 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation today proposed a regulation which would require automobile dealers to make collision and medical insurance cost information developed by the federal government available to prospective car buyers.

Prepared by the National Highway Traffic Safety Administration (NHTSA), the proposed regulation would enable prospective buyers to compare differences in auto insurance costs for various makes and models of new and used automobiles. It would also give the buyer an opportunity to realize savings in property damage insurance resulting from differences in auto damageability, and savings in medical payment insurance resulting from differences in crashworthiness.

The Motor Vehicle Information and Cost Savings Act of 1972 requires the Secretary of Transportation to establish procedures for the development of insurance cost information. Present insurance rates do not reflect differences in damageability and crashworthiness between various makes and models of cars. The NHTSA is conducting studies designed to provide a method for rating automobiles according to damageability and crashworthiness. Upon the successful conclusion of these studies, insurance costs are expected to reflect differences among car models and makes. The information will be supplied by NHTSA to the respective dealers.

Comments are invited from the insurance industry and the general public as to the best means of presenting comparative costs. Comments should reach the NHTSA no later than December 16, 1974.

A final rule will be issued by February 1, 1975, as required by the Information and Cost Savings Act.

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE FRIDAY
November 8, 1974

NHTSA -- 135-74 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation's National Motor Vehicle Safety Advisory Council will conduct public meetings November 12-13-14 in Washington, D. C. to review various vehicle standards and other related subjects.

The three-day meeting will be held in Room 2232 of the DOT Headquarters Building, 400 Seventh Street, S.W., Washington. Various committees and subcommittees of the Council will examine such subjects as motorcycle helmet enforcement activities, child seating systems, school bus crashworthiness, the performance of energy absorbing steering columns, recently proposed safety belt reminder systems and the role of benefit/cost analyses in establishing motor vehicle safety standards.

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

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
November 20, 1974

NHTSA -- 137-74 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation moved today to extend Federal flammability protection to recreational campers and trailers not used exclusively for the transportation of cargo.

Written by the National Highway Traffic Safety Administration (NHTSA), the proposal would amend Federal Motor Vehicle Safety Standard No. 302 which regulates the burn resistance of certain materials used in the occupant compartment of motor vehicles. The proposed amendment is the result of a petition by the Recreational Vehicle Institute and of accident reports from the Consumer Product Safety Commission which indicate a potential flammability safety problem exists.

Interested parties are invited to submit comments on the proposal to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D. C. 20590. The comment period closes on January 17, 1975.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
November 21, 1974

NHTSA -- 134-74(GLW)
Tel. 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its Defect Investigatory Report today, listing all investigations opened, suspended or terminated, along with all investigations still in progress, during the month of August 1974.

The report lists no new investigations opened during the period, two investigations suspended, and one investigation terminated by reason of a voluntary vehicle recall by the manufacturer. The latter case brought the 1971 and 1972 TR-6 Triumph automobile, built by British Leyland Motors, Incorporated, under investigation for alleged fuel leakage and a faulty fuel tank connection. The case was terminated when British Leyland announced a recall of these models for correction of the fault.

Both suspended investigations had been listed in prior months as suspended; a procedure through which the federal safety agency notifies the public of its intention to terminate certain cases unless, within 60 days, new evidence justifies further investigation.

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The NHTSA's Investigatory Report series provides motorists with a monthly warning of safety related problems in automobiles. By including the list of newly terminated cases and the investigation's conclusions, the NHTSA's findings are promptly brought to the attention of both motorists and manufacturers.

Today's report lists 75 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.

Reporting Period: August 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

NONE

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: August 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

TERMINATED THIS REPORTING PERIOD

Case Number:	C3-17
Manufacturer:	British Leyland Motors, Incorporated
Make:	Triumph
Model:	TR-6
Year(s):	1971-1972
Possible Problems:	Fuel Tank/Connection Fuel Leaks, leaks while filling tank.
Conclusions:	In view of the actions being taken by British Leyland Motors, Incorporated, (recall campaign number 74-0111), investigation has been discontinued.

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

DATE August 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	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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

I. INVESTIGATIONS

DATE August 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 August 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 & 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
C3-18	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 fatique
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 August 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 August 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 1600 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 August 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 August 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 August 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

SUBJECTS OF CURRENT
SAFETY RELATED DEFECT INVESTIGATIONS

DATE August 31, 1974

I. INVESTIGATIONS

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 August 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

DATE August 31, 1974

III. SURVEYS AND AUDITS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 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	GMC 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 August 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
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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
November 22, 1974

NHTSA -- 136-74 (HP)
Tel. 202-426-9550

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

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

The members, meeting in Washington, D. C., to discuss bicycle safety and public education campaigns on drinking while driving, also were briefed on an NHTSA research program to determine countermeasures which would be effective in reducing alcohol and other drug related accidents involving drivers under 25.

Those sworn in today include:

Kenneth H. Bingle, 20, Risingsun, Ohio, Bowling Green State University, chairman, Ohio's Youth Committee. *Charles L. Bryner Jr.,

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18, Waynesburg, Pa., Waynesburg College, Pennsylvania Youth Traffic Safety Council. *Tom R. Camp, 20, Lincoln, Neb., coordinator of Nebraska Safety Council Youth Activities. *Frank P. DiBerardino III, 24, Albany, N.Y., administrative analyst in the Office of Assembly Speaker; former U. S. Senate intern.

Jo Ellen Diers, 18, Minnetonka, Minn., Bemidji State College, chairman, Future Homemakers of America, 4-H'member. *Geri G. Gonzales, 20, Las Vegas, Nev., University of Nevada, Governor's Highway Safety Advisory Committee. Dennis Hake, 17, Wenatchee, Wash., Wenatchee High School, Washington State Youths Advisory Committee. *Mary Ann Hibdon, 22, Norman, Okla., University of Oklahoma, first vice-chairman of Collegiate Young Republicans, district committeewoman and precinct chairman. *Pamela W. Kneller, 19, West Hartford, Conn., Central Missouri College, chairman, YIELD (Youth Investigation of Evading Lethal Driving).

*Rita G. McCoy, 18, Tucson, Ariz., Pima College, member of TRAGYC's (Traffic Representatives of Arizona's Governor's Youth Council) interim committee and executive board. Mary Ellen Monaghan, 23, Pawtucket, R.I., employe in Governor's Office on Highway Safety. Earl Price, 21, Gainesville, Fla., University of Florida, chairman, Florida's Youths Advisory Committee for Highway Traffic Safety, director, Alachua County Chapter, National Safety Council. *Robert A. Singer, 22, Chapel Hill, N.C., University of North Carolina, 1974 director, Youth Highway Safety Program, State of North Carolina. Ray L. Watts, 21, Birmingham, Ala., University of Alabama, chairman, Governor's Youth Traffic Safety Council.

*Members reappointed to the Youths Highway Safety Advisory Committee.

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR IMMEDIATE RELEASE
November 22, 1974

NHTSA -- 140-74 (HP)
Tel. 202-426-9550

The nation's traffic deaths declined again in October, the 12th consecutive month that highway fatalities have been below the comparable period a year ago, the U. S. Department of Transportation reported today.

Preliminary figures for October, based on 49 state reports to the Department's National Highway Traffic Safety Administration (NHTSA), show a reduction of 824 deaths, almost 16 per cent below the number of persons killed in traffic accidents in October of 1973.

The total reduction in traffic fatalities since the first of the year is estimated at 9,000 lives, and highway deaths for the 10-month period are running almost 20 per cent below the total for the same period in 1973.

NHTSA Administrator, Dr. James B. Gregory, said he was encouraged by the October figure because it represents an improvement over August and September. August showed a decline in deaths from August 1973 of 13.2 per cent while September was down 14.5 per cent.

"These latest figures," Dr. Gregory said, "indicate the strong possibility that we can close out 1974 with a saving of more than 10,000 lives over last year.

"President Ford has urged the Congress to make permanent the 55 mph speed limit on highways, and Secretary of Transportation Brinegar, who has made conservation a top priority of his department,

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has called on the states to enforce the nationwide 55 mph speed limit.

"Beyond the life-saving value of the lowered speed limits, it should be obvious to everyone that there is a critical need to conserve fuel."

Dr. Gregory noted that a recent survey shows a large majority of Americans -- 73 per cent -- favor the 55 mph speed limit because of fuel shortages and the saving of lives on the highway.

"We are hoping that everyone will be even more mindful of safety and fuel conservation during the upcoming Thanksgiving holiday weekend than they were over holiday weekends this past summer when traffic deaths declined significantly. Over the Thanksgiving holiday weekend last year, some 542 men, women and children lost their lives in traffic accidents. We would indeed be thankful if we could reduce that discouraging toll by a substantial number," Dr. Gregory said.

He stressed that during the upcoming holiday period, it is vitally important that each individual motorist continue to observe the lowered speed limits, that all vehicle occupants wear the safety belts provided in their cars, and that motorists guard against the danger of alcohol abuse.

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	4,320	5,156	-16.2
August	4,537	5,227	-13.2
September*	4,190	4,899	-14.5
October	4,379	5,203	-15.8

*Corrected figures

Traffic Fatality Estimates Based on Early Reports

October 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	Oct. 1974	Oct. 1973	PER CENT Change
Alabama	74	102	-27.5
Alaska	4	4	0.0
Arizona	73	79	-7.6
Arkansas	55	73	-24.7
California	359	460	-22.0
Colorado	52	72	-27.8
Connecticut	39	49	-20.4
Delaware	10	14	-28.6
Florida	160	235	-31.9
Georgia	140	174	-19.5
Hawaii	15	17	-11.8
Idaho	24	29	-17.2
Illinois	215	232	-7.3
Indiana	114	165	-30.9
Iowa	61	77	-20.8
Kansas	32	54	-40.7
Kentucky	84	116	-27.6
Louisiana	88	119	-26.1
Maine	12	21	-42.9
Maryland	67	75	-10.7
Massachusetts	112	84	+33.3
Michigan	202	209	-3.3
Minnesota	94	105	-10.5
Mississippi	48	65	-26.2
Missouri	101	149	-32.2
Montana	21	36	-41.7
Nebraska	40	59	-32.2
Nevada	23	18	+27.8
New Hampshire	15	16	-6.3
New Jersey	79	132	-40.2
New Mexico	42	73	-42.5
New York	224	291	-23.0
North Carolina	165	178	-7.3
North Dakota	10	26	-61.5
Ohio	206	253	-18.6
Oklahoma	73	76	-3.9
Oregon	47	68	-30.9
Pennsylvania	231	216	+6.9
Rhode Island	11	13	-15.4
South Carolina	87	84	+3.6

STATE	Oct. 1974	Oct. 1973	PER CENT Change
South Dakota	31	30	+3.3
Tennessee	128	128	0.0
Texas	315	336	-6.3
Utah	31	38	-18.4
Vermont	11	24	-54.2
Virginia	102	91	+12.1
Washington	82	61	+34.4
West Virginia*	54	47	+14.9
Wisconsin	98	112	-12.5
Wyoming	18	18	0.0
TOTAL	4,379	5,203	-15.8

*ESTIMATED

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NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 3, 1974

NHTSA -- 142-74 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation moved today to establish a new safety belt reminder system in passenger cars to replace the system currently in effect.

The Department's National Highway Traffic Safety Administration (NHTSA), responding to recently enacted legislation, took the action by amending Federal Motor Vehicle Safety Standard No. 208, Occupant Crash Protection.

The new reminder system consists of a visual signal that operates during the 4-to-8 second period after the vehicle's ignition is operated, and an audible signal that operates during the 4-to-8 second period after the ignition is operated if the driver's safety belt is not in use.

Under the new system, the light operates independently of belt use, so that the "Fasten Seat Belt" reminder remains effective if the audible reminder is disabled.

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The "Motor Vehicle and School Bus Safety Amendments of 1974" restrict the audible portion of any new reminder system to an 8-second period following operation of the ignition. Current reminder systems give both a continuous visual and audible signal if the front seat occupants of a vehicle do not fasten their safety belts.

Motor vehicle manufacturers have the option of installing the new system or retaining the current system in their vehicles until February 24, 1975. After that date, under provisions of the law, the new reminder system must be installed in all cars.

The amendment has no effect on current safety belt assembly requirements, which continue to call for passenger cars to be equipped with combined lap and shoulder belts at the front outside seating positions, and lap or lap and shoulder belts at the other positions.

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

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
December 13, 1974

NHTSA -- 144-74 (RC)
Tel. 202-426-9550

Alabama, Arizona, Tennessee and the Commonwealth of Puerto Rico have been awarded grants totaling more than $12.5 million to undertake new diagnostic auto inspection programs for the U. S. Department of Transportation.

Administered by the Department's National Highway Traffic Safety Administration (NHTSA), the projects are authorized under the Motor Vehicle Information and Cost Savings Act of 1972.

Title III of the Act directs the Secretary of Transportation to establish a series of diagnostic auto inspection demonstration projects to provide accurate information on the cost of repairs to safety and emission items which fail to pass inspection.

The first federally funded pilot demonstration project for this type of inspection was inaugurated last March in Washington, D. C., as a working model for other localities to adopt or improve upon.

Alabama's contract is for $3,055,833 and will be conducted through the University of Alabama at Huntsville. Tennessee's award is for $3,524,182, to be handled by the University of Tennessee at

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Chattanooga. Arizona's grant of $2,969,368 will cover diagnostic inspection projects at Phoenix and Tucson. Puerto Rico will operate projects at San Juan and Ponce with a grant of $3,007,625. Length of the contracts ranges from 21 to 23 months, NHTSA said.

Each automobile participating in the new program will be diagnosed periodically. Participants will receive a regular safety inspection, along with a detailed engine, brake and suspension diagnosis.

This computerized analysis, covering 244 items, of which 130 are required for safety purposes, may take as little as 12 minutes per car, the safety agency predicted.

In addition, NHTSA said, the program is designed to determine the maximum use and most cost-beneficial use that diagnostic equipment can provide in safety and emission inspections, as well as the capability of the motor vehicle industry to correct diagnosed problems, and the cost of such repairs.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 13, 1974

NHTSA -- 145-74 (PF)
Tel. 202-426-9550

Fred W. Vetter Jr., of Dover, Del., has been appointed Associate Administrator for Traffic Safety Programs in the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), it was announced today by James B. Gregory, NHTSA Administrator.

In his new position, Mr. Vetter will be responsible for highway safety programs involving technical and financial assistance to states and communities, and the promotion of comprehensive national safety programs, such as alcohol countermeasures, traffic enforcement, and driver education.

Mr. Vetter, 53, a native of Snohomish, Wash., was a career military officer, and retired from the United States Air Force with the rank of Brigadier General after 29 years of service. He served for more than two years as chairman of the Delaware agency to reduce crime, and as chairman of a special task force which reduced drug-related crimes in the State.

He then served as Secretary of Public Safety, Highway Safety Coordinator, and Governor's Representative for Highway Safety for the State of Delaware. During his tenure, he organized a successful

- more -

program that helped reduce highway fatalities in Delaware. Most recently, Mr. Vetter has served as President of Nemacolin Farms and Nemacolin Trail Hunting Reserves, Inc., in Farmington, Pa.

His military assignments included that of Military Assistant to the Secretary of the Air Force, Deputy Special Assistant for Strategic Mobility to the Chairman, Joint Chiefs of Staff, and Commander of the largest wing of the Military Airlift Command.

Mr. Vetter attended the University of Wisconsin, and holds BA and MBA degrees from George Washington University, where he majored in economics. He is also a graduate of the Industrial College of the Armed Forces.

He and his wife, Phyllis, have one daughter, Jacqueline.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE TUESDAY
December 17, 1974

NHTSA--147-74(BMA)
Tel. 202-245-1761

Consumers who work on their own vehicles were warned today that certain models of automotive jack stands may fail if loaded to the weight rating indicated on the label. The warning is contained in a Consumer Protection Bulletin issued by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

The Bulletin reports that of 40 different models subjected to a survey-testing program, 9 of the models failed test requirements. To date, one recall has been issued by a manufacturer, involving two models of jack stands manufactured by the Pathfinder Auto Lamp Co., which were marketed under a variety of brand names and model numbers. The NHTSA, has started investigations of all models that failed test requirements, and is asking for information from owners who have experienced jack stand failures.

Dr. James B. Gregory, NHTSA Administrator, said the prime purpose of the Bulletin is to "inform the public of the safety implications of automotive jack stands; particularly those that failed to pass the NHTSA tests." He further indicated that "safety in the use of automotive jack stands is especially important today since many vehicle owners are undertaking do-it-yourself maintenance on their cars."

Automotive jack stands are used to support automobiles or trucks off the ground in order to perform service and maintenance functions. Stands of the type subjected to NHTSA testing are sold through chain stores and neighborhood stores handling noncommercial grade automotive accessories.

The federal safety agency's testing program involved forty different jack stand models, statically loaded until the rated load was attained or the jack stand failed. Failure is defined as the inability of the jack stand to support the rated load, or deformation (compression) of 1/2 inch or more while the load was applied. The NHTSA determined that some jack stands are of poor design, while others have failed because of inadequate quality control of material and assembly at the factory.

The 9 jack stands that failed NHTSA test requirements include the following brand names and models:

...Wizard A5030 (Western Auto Stores).
...Drednaut 6-41601 (Auto Specialties).
...Riverside 61-5662 (Montgomery Ward).
...K-Mart 80511 (S.S. Kresge).
...Globe Fabricated JS-100.
...Globe Fabricated JS-200.
...Kar-Rite 1052.
...Pathfinder Auto Lamp Model 7224. (Recalled by manufacturer)
...Pathfinder Auto Lamp Model 8336. (Recalled by manufacturer)

The full list of Pathfinder brand names is included in the bulletin. Pathfinder Auto Lamp Company has assured the NHTSA that corrective measures have been taken in production procedures to prevent recurrence of this defect, and that the manufacturer has offered present owners new labels which indicate lower ratings and contain a new list of safety precautions. Owners of the Pathfinder model jack stands are urged to write to the manufacturer for a new label. Such requests should indicate the model number of the jack stand and should be sent to: Labels, Pathfinder Auto Lamp Company, 6201 West Howard Street, Niles, Illinois 60648.

Because of the dangers involved in improper use of jack stands, the NHTSA strongly recommends following these guidelines when purchasing or using such devices:

...Use jack stands that are load rated by the manufacturer.
...Inspect these stands at the time of purchase and periodically during use. Look for cracks, deformation, missing welds, bent pins, etc.
...Know the load (weight) to be supported and don't overload.
...Use only in pairs.
...Support the vehicle under the axle or frame parts only. Center the load on the support plate.
...Use jack stands only on flat, level, hard surfaces.
...Use wheel chocks to prevent the vehicle from moving.
...Lower loads slowly onto stands.
...Keep bystanders away from the vehicle.
...Do not work under the vehicle with the tires removed.
...Do not use the stand if it has been mistreated or is bent or corroded.

The federal agency also urges all owners who have experienced jack stand failures to provide details to the U.S. Department of Transportation. Such reports should also describe the make and model of the jack stand involved, the conditions of use, and the type of failure experienced, and should be sent to:

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

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SPECIAL
CONSUMER PROTECTION BULLETIN

SUBJECT:

Alerting United States consumer-mechanics who own and use automotive jack stands to personal injury hazards which may result from unsatisfactory performance of certain models.

Unsatisfactory performance is the result of poor design, or inadequate quality control of material and assembly at the factory. Variations in material quality during manufacture may result in failure of the stands to perform at their rated capacities. Overloading of the stand, tilted loading, or motion of the car may cause the stand to collapse, resulting in possible injury to the person working under the car or next to the vehicle. The jack stands indicated below are the subject of an ongoing investigation.

MAKE/MODEL:

The stands are frequently sold through chain stores and neighborhood stores handling noncommercial grade automotive accessories. They are marketed under a variety of brand names and model numbers as indicated below:

Brand Name	Model Number
Wizard (Western Auto Stores)	A5030
Drednaut (Auto Specialties)	6-41601
Riverside (Montgomery Ward)	61-5662
K-Mart (S.S. Kresge)	80511
Globe Fabricated	JS-100
Globe Fabricated	JS-200
Kar-Rite	1052
Pathfinder	7224 (rated at 4,000 lbs. capacity)
Pathfinder	8336 (rated at 5,000 lbs. capacity)

The PATHFINDER MODELS 7224 and 8336 were marketed under a variety of brand names and model numbers as indicated below:

PATHFINDER MODEL 7224--rated at 4,000 pounds (Recalled by manufacturer)

Brand Name	Model Number
Republic Gear	517-003
Dart Drug	DD 7224-2 (this model was sold with a 4,500 lb. capacity label) or 7224
Pathfinder	80510/7224
K-Mart (S.S. Kresge)	80511
Riverside (Montgomery Ward)	61-5661
Zayres	7224
Command (Distributed under this name in Canada)	64-7535 or 63596

PATHFINDER MODEL 8336--rated at 5,000 pounds (Recalled by manufacturer)

Pathfinder	80525/8336
K-Mart (S.S. Kresge)	80526
Riverside (Montgomery Ward)	61-5662
Republic Gear	517-002
Command	64-7536 or 62598

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BACKGROUND:

The National Highway Traffic Safety Administration opened an investigation on April 24, 1974, on the basis of a consumer report concerning a jack stand failure. A survey-type testing program was conducted on various jack stands purchased from retail stores. The testing program involved 40 different models; nine of the models, as indicated above, failed test requirements. Testing consisted of statically loading each jack stand to the load rating on the label. Failure is defined as the inability of the jack stand to support the rated load, or deformation (compression) of 1/2 inch or more while the load is applied.

INTERPRETATION:

Automotive jack stands are normally used by the consumer-mechanic to support an automobile or truck after it has been lifted off the ground by other means. Vehicles are commonly raised off the ground to perform a variety of service and maintenance operations. Overloading of the stand tilted loading, or motion of the vehicle may cause the stand to collapse, resulting in possible injury to the person working under or next to the vehicle.

The NHTSA survey and subsequent investigations have determined that some jack stands are of poor design while others have failed because of inadequate control of material and assembly at the factory.

In the case of the PATHFINDER models, investigation revealed that failures were caused by variations in material quality at the factory. This variation has resulted in the necessity to lower the ratings of the models listed by 1,000 pounds. The defect will probably occur in 4 percent or less of the total production of these models between December 1973 and July 1974. Production during this period amounted to 400,760 units.

The manufacturer of the PATHFINDER models has assured NHTSA that corrective measures have been taken in production procedures to prevent recurrence of this defect. He has also offered present owners new labels to replace the old labels with the old ratings. The new label will contain the lower rating and a new list of safety precautions.

The manufacturer suggests that owners of PATHFINDER jack stands falling within the model and production date guidelines obtain the new labels and relabel their jack stands. Written requests should indicate the model number of the jack stand in the owner"s possession and should be addressed to:

Labels
Pathfinder Auto Lamp Company
6201 West Howard Street
Niles, Illinois 60648

-more-

ALL OWNERS AND USERS OF AUTOMOTIVE JACK STANDS, REGARDLESS OF MAKE AND MODEL, are offered this additional bit of advice regarding safe use of automotive jack stands:

...Use jack stands that are load rated by the manufacturer.

...Inspect these stands at the time of purchase and periodically during use. Look for cracks, deformation, missing welds, bent pins, etc.

...Use jack stands only on flat, level hard surfaces.

...Lower the load onto the stand slowly.

...Know the load (weight) to be supported. Never exceed the rating on the jack stand label.

...Use the stands only in pairs.

...Support the vehicle under the axle or frame parts only. Center the load on the support plate.

...Use wheel chocks to prevent the vehicle from moving.

...Keep bystanders away from the vehicle.

...Do not work under the vehicle with the tires removed.

...Do not use the stand if it has been mistreated or is bent or corroded.

CONSUMER REQUEST:

Anyone having experienced the collapse of any brand of automotive jack stand is urged to report the details of the incident, including the make, model, and description of the stand, to the U.S. Department of Transportation. This information is vital to ongoing investigations of this matter and to public safety. Such reports should be mailed to:

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

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 18, 1974

NHTSA -- 149-74 (HP)
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA), acting in light of the current economic situation, has requested comments on the possible postponement of the effective dates of the federal motor vehicle safety standard dealing with air brake systems.

The federal standard, No. 121, establishes performance and equipment requirements for vehicles equipped with air brake systems, to improve stopping distances and emergency and parking brake performance. As the rule presently stands, it will become effective Jan. 1, 1975, for trailers, and March 1, 1975, for trucks and buses.

The NHTSA said it considers it in the public interest to review the desirability of having the standard come into effect at this time, because of the magnitude of the costs of complying with it. The safety agency said it had previously concluded that the public benefits of the resulting improvements in braking capability would outweigh those costs. The purpose of the proposal, the safety agency said, is to elicit further information on the economic impact of Standard No. 121,

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both on individual companies and on the nation as a whole, specifically in view of the present economic situation.

In addition to comments on the general economic effect of the air brake standard, the NHTSA requests comments from companies that are directly affected by the standard, such as equipment suppliers or vehicle manufacturers, distributors, dealers, or users.

The government proposes, as a set of rulemaking alternatives, that the effective dates of Standard No. 121 be postponed for 3 months, 6 months, 1 year, or indefinitely. Comments are particularly requested on the effect of these postponements on an individual company with respect to sales, prices, employment, and outside procurement.

Interested persons are invited to submit comments on the proposal by Dec. 26, 1974 to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street, S.W., Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
December 20, 1974

NHTSA -- 150-74 (HP)
Tel. 202-426-9550

Fatalities on the nation's highways showed a slight decrease in November below the same month a year ago, the U.S. Department of Transportation reported today.

Preliminary figures for November, based on reports from the 50 states to the Department's National Highway Traffic Safety Administration (NHTSA), show a reduction of 275 deaths, more than 6 per cent below the number of persons killed in traffic accidents in November 1973.

While the decline is the lowest for any month recorded this year, the November figure represents a reduction of almost 12 per cent over the corresponding period in November of 1972. It also marks the 13th consecutive month that highway fatalities have been below the comparable period of a year earlier.

The dramatic decline in traffic deaths started in November 1973 when 16 states voluntarily lowered highway speed limits to help deal with the nationwide energy shortage. Legislative action last January that resulted in the national 55 miles per hour speed limit was a major factor in the steadily declining fatality toll in 1974.

The total reduction in traffic fatalities for the first 11 months of this year is estimated at 9,300 when compared to the same 11-month period in 1973.

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NHTSA Administrator, Dr. James B. Gregory, said he was encouraged by the November figures because they represent an improvement over November 1973 when fatalities had already begun to decline.

"We hope the states will intensify their efforts to enforce the nationwide 55 mph limit," Dr. Gregory said. "The statistics tell us of the life-saving value of these lowered speed limits and all of us are aware of the critical need to conserve fuel.

"We particularly hope that everyone will exercise safety practices and fuel conservation during the upcoming Christmas and New Year's holidays."

Dr. Gregory again stressed the need for motorists not only to observe the lowered speed limits, but to wear the safety belts provided in their cars, and to guard against the danger of alcohol abuse.

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	4,320	5,156	-16.2
August	4,537	5,227	-13.2
September	4,190	4,899	-14.5
October*	4,371	5,203	-16.0
November	4,135	4,410	- 6.2

*Corrected Figures

Traffic Fatality Estimates Based on Early Reports

November 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.

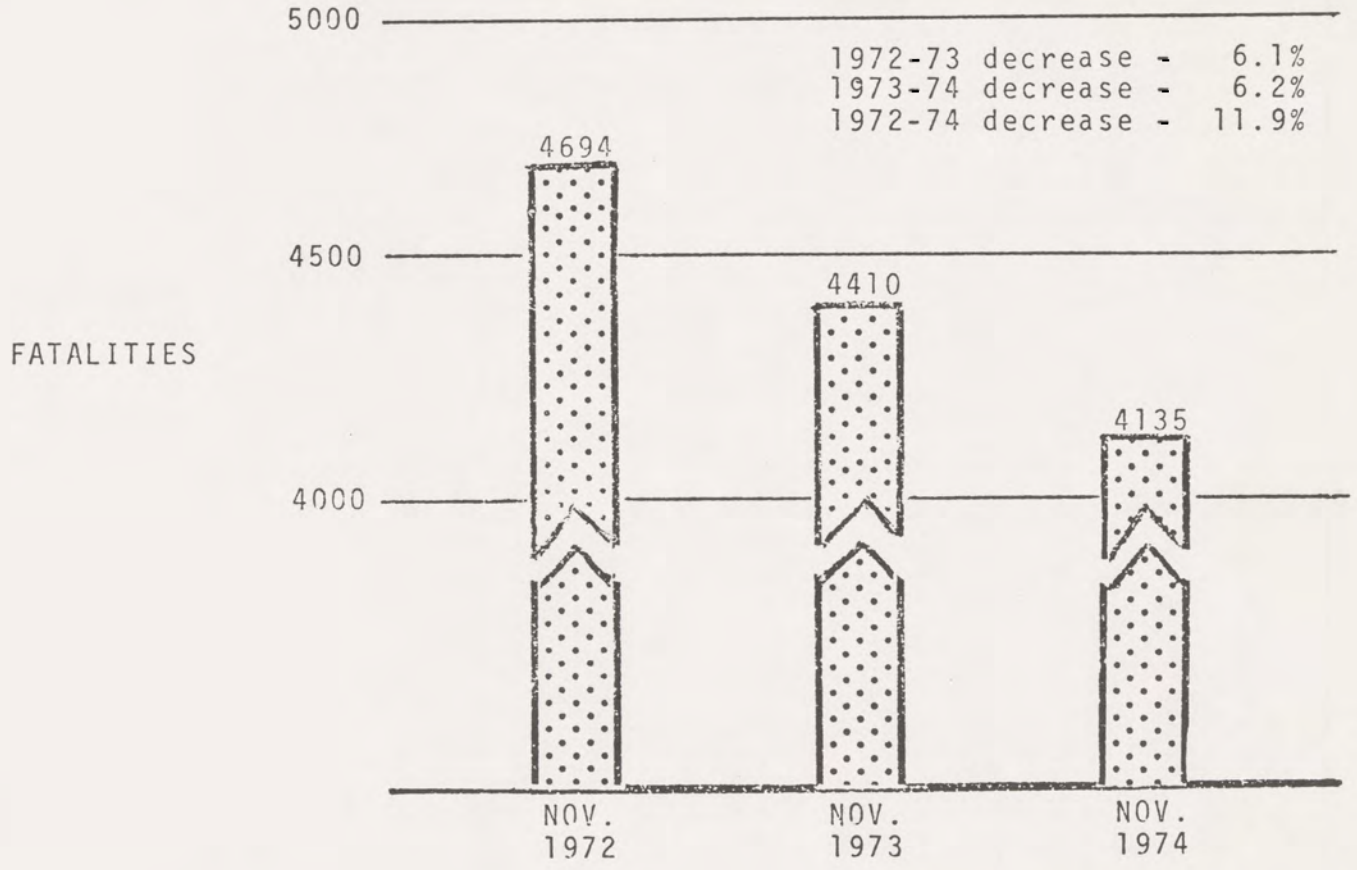
STATE	Nov. 1974	Nov. 1973	PER CENT Change
Alabama	109	99	+10.1
Alaska	7	3	+133.3
Arizona	74	73	+1.4
Arkansas	54	45	+20.0
California	353	394	-10.4
Colorado	49	51	-3.9
Connecticut	42	39	+7.7
Delaware	18	10	+80.0
Florida	192	219	-12.3
Georgia	69	165	-58.2
Hawaii	20	17	+17.6
Idaho	30	19	+57.9
Illinois	209	201	+4.0
Indiana	104	116	-10.3
Iowa	68	67	+1.5
Kansas	32	40	-20.0
Kentucky	61	102	-40.2
Louisiana	74	95	-22.1
Maine	32	36	-11.1
Maryland	84	62	+35.5
Massachusetts	83	75	+10.7
Michigan	203	171	+18.7
Minnesota	76	100	-24.0
Mississippi	67	70	-4.3
Missouri	87	144	-39.6
Montana	24	27	-11.1
Nebraska	28	36	-22.2
Nevada	22	19	+15.8
New Hampshire	21	14	+50.0
New Jersey	129	102	+26.5
New Mexico	30	50	-40.0
New York	231	227	+1.8
North Carolina	133	144	-7.6
North Dakota	22	8	+175.0
Ohio	194	183	+6.0
Oklahoma	72	85	-15.3
Oregon	72	39	+84.6
Pennsylvania	182	214	-15.0
Rhode Island	7	11	-36.4

STATE	Nov. 1974	Nov. 1973	PER CENT Change
South Carolina	80	61	+31.1
South Dakota	28	30	-6.7
Tennessee	98	114	-14.0
Texas	255	278	-8.3
Utah	18	23	-21.7
Vermont	14	12	+16.7
Virginia	87	96	-9.4
Washington	65	58	+12.1
West Virginia	39	41	-4.9
Wisconsin	72	110	-34.5
Wyoming	15	15	0.0
TOTAL	4,135	4,410	-6.2

*ESTIMATED

U.S. TRAFFIC FATALITY ESTIMATES

(50 States)



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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY P.M.
December 24, 1974

NHTSA 141-74(GLW)
Tel. 202-426-0670

The U.S. Department of Transportation said today that a number of child car seats manufactured by STOBAR Die Storchenmuehle of Germany may cause injuries to children when vehicles in which the seats are used are involved in crashes or sudden stops.

The Department's National HIghway Traffic Safety Administration (NHTSA) said that the car seats are defective and dangerous and that all known U.S. stores which have sold the seats have been notified. In addition, civil penalties have been assessed against the manufacturer's agent through whom the STOBAR child seats were imported and distributed.

NHTSA Administrator, Dr. James B. Gregory, said that although the defective products were discovered and sales halted, approximately 1,300 have been purchased by American families. "We want to alert these parents to the danger," he said, "so they can replace these inadequate seats before injuries occur."

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The NHTSA said the seats were sold without instruction for securing them in place with the vehicle seat belts, and the seat-backs are several inches too short for children weighing 40 pounds or more. In providing inadequate head and neck support, according to NHTSA, and in failing to insure proper anchorage, the STOBAR product could allow serious child injuries to occur in any quick-stop or crash situation.

Owners of STOBAR child seat models -- two models were sold, Nos. 6068 and 6078 -- should be alerted to the fact that both models are defective and should be discarded in favor of products which are properly certified by their manufacturer as meeting Federal Motor Vehicle Safety Standard No. 213. The 1,300 seats that were sold in the U.S. were marketed in the cities of New York, Philadelphia and Chicago.

While no accidents have been reported thus far involving vehicles equipped with the STOBAR seats, owners are warned that the seats do not comply with Standard 213 and do not provide adequate crash protection for child occupants.

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DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE FRIDAY A.M.
December 27, 1974

NHTSA-- 151-74 (BAB)
Tel. 202-426-9550

The nation's high school youth are involved in an alarming number of drinking-driving situations, according to findings of a new research study released today by the U.S. Department of Transportation.

The head of the Department's National Highway Traffic Safety Administration (NHTSA), Dr. James B. Gregory, said the study shows "that the high school students surveyed participate in unsupervised social-drinking situations almost as often as adults, that half of all high school students surveyed drink regularly, that a surprising number of them report getting drunk at least once a month, and that they do a significant amount of their drinking in driving-connected situations."

"These findings," said Dr. Gregory, "lend weight to previous studies which show alcohol-involvement as a nation, with social drinking commonly indulged in by a large cross-section of all levels of income, education, jobs, and geographical regions. What is new is the discovery of the degree to which high school youth are adopting the same drinking and driving habits as adults. Our task is to do a better job of informing the public of the extreme hazards of drinking and driving. This study gives us clues to new ways in carrying on that effort."

The study was carried out by Grey Advertising, Inc. of New York. More than 2,000 interviews were conducted to obtain a representative sample of some 400 high school students drawn from a total of 1,850 households, and a national probability sample of some 1,660 adults ages 18 to 55.

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Dr. Gregory said the study was conducted to assess the effect of NHTSA's three-year public education program to combat drunk driving, and to chart directions for future program efforts. The research showed that there has been "significant progress in increasing people's awareness of the magnitude of the drunk driving problem (half of all highway deaths are alcohol related) since NHTSA began its campaign. However, he said the study also disclosed "disturbing new dimensions of the problem, particularly among the young."

Highlights of the findings include:

* Public awarenss of the drunk drivng problem has gone up since 1971 when the NHTSA campaign began. As a result, 75 per cent of adults now regard drunk driving as a key social issue, more pressing than pollution, alcoholism, or racial conflicts.

* Half of all high school students interviewed participate regularly in social drinking occasions with their own age group. Many of this group of young people who are frequently involved in alcohol-related situations, drink often (45 per cent once a week, 26 per cent twice a week or more), and heavily (39 per cent had 1 to 3 drinks in any one day, 29 per cent 4 to 8, and 14 per cent 9 or more). A significant number get drunk(61 per cent at least once in the past month, 15 per cent four or more times) and they drive when drunk (one-fourth have driven drunk once or more, and another fourth have done so three or more times.)

* These alcohol-involved young people are drawn from all age, class, and student types. They are not the far-out, drop-out, alienated, or under-achievers. On the contrary, they represent all levels of scholastic achievement. Some 53 per cent of them expect to go through college and beyond. And they report the same range of sports and extra-curricular activities as students who do not drink.

* The involvement with alcohol is spread throughout the age groups from 14 through 18; four out of 10 are females. The amount of drinking is not noticeably affected by the legal drinking age.

* These alcohol involved youth have the same misconception about alcohol as many adults. They believe, wrongly, that a can of beer is not as intoxicating as a shot of distilled spirits (42 per cent think they can drink 5 to 7 cans of beer without being intoxicated) and that it does not substantially affect their driving skills.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
December 27, 1974

NHTSA -- 153-74 (AJK)
Tel. 202-426-9550

A major change in its standards for automobile bumpers was proposed today by the U.S. Department of Transportation. The changes would encourage manufacturers to move toward lighter weight bumper systems in order to conserve energy and still provide a satisfactory level of protection against damage.

Dr. James B. Gregory, head of the Department's National Highway Traffic Safety Administration (NHTSA), said that a new analysis was necessary in view of bumper weight contribution to vehicles, the increasing costs of vehicle purchase and ownership, and the national goal to conserve gasoline. "Unfortunately," he said, "manufacturers of most vehicles chose to meet current bumper requirements (calling for protection against damage in 5 mile per hour front and rear crashes) by using heavy and complex steel systems. Not only are such systems costly in terms of dollars and natural resources, but their added weight affects gasoline mileage at a time when the price of fuel is climbing and supply is uncertain. It is our job to make sure that the total benefits of bumper standards to the consumer outweigh total costs. Our recent analysis tells us we must modify the standards at this time and look forward to more cost-beneficial systems in the future."

A study completed by NHTSA since the current standard was issued, Dr. Gregory stated, shows that satisfactory front and rear protection can lie in the development of light-weight, low cost systems, such as the soft face bumper designs which appear to offer relatively high levels of protection against damage at relatively low weight and

-more-

cost. "Current information indicates that such systems, when placed in mass production, can provide good protection with substantial weight savings on the average vehicle, at a somewhat lower initial cost, and with substantial savings in fuel consumption and cost over the life of the car. The obstacle to their present use is evidently that further refinements are needed in mass production techniques for these materials, preceding the procurement of tooling," Administrator Gregory said.

NHTSA proposes an immediate reduction in requirements for both front and rear impacts to 2 1/2 miles per hour. Such lower impact speeds would permit manufacturers to eliminate more than 100 pounds on the average vehicles. The current damage criteria requiring that certain safety items not be damaged in the lower speed impact tests would remain in effect, as well as more stringent limitations relative to sheet metal damage beginning September 1, 1975.

For 1980 model year cars, the proposal calls for an increased level of protection to 4 miles per hour front and rear, with more stringent damage criteria.

NHTSA emphasized the need to acquire additional information on the potential cost savings of the proposals. A 45-day comment period has been established, and the proposed effective date for the interim systems is the date of the standard's issue.

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