DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE WEDNESDAY
April 2, 1975

NHTSA -- 32-75 (BMA)
Tel. 202-426-0670

The U. S. Department of Transportation today announced publication of three consumer booklets, comparing performance levels on brakes, tire reserve load, and acceleration and passing ability for 1975 model passenger cars and motorcycles.

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

Braking performance information is based on the distance in feet required to bring the vehicle to a full stop from a speed of 60 miles per hour. Best and worst performance involving all 1975 car models range from 164 to 250 feet. Comparable figures for motorcycles range from 130 to 210 feet.

Tire reserve load is a measurement of the safe carrying capacity of a vehicle's tires beyond the full passenger loading.

- more -

Comparison fiqures are given as a percentage of the fully loaded vehicle's weight. Figures rank from a best performance of 26.00 per cent to zero per cent.

Acceleration and passing ability is characterized by the time in seconds and the distance in feet required to pass a 55 foot long truck that is moving at 50 miles per hour.

All three publications are available from the Superintendent of Documents, Government Printing Office, Washington, D. C. The volume covering brakes costs $1.10, the tire volume is $1.20, and the acceleration and passing volume is $1.35.

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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 WEDNESDAY
April 9, 1975

NHTSA -- 33-75 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation today proposed to amend Federal Motor Vehicle Safety Standard No. 208 by extending until Aug. 31, 1976, the three options presently available for occupant crash protection in passenger cars.

The department's National Highway Traffic Safety Administration (NHTSA) said the options include passive restraints such as air cushions and passive belts, and the three-point belt assembly and reminder system found in most of today's cars.

These options were scheduled to be replaced by mandatory passive restraints requirements on Aug. 15, 1975. Today's proposal, however, would extend the options for one model year, or until Aug. 31, 1976.

Interested persons are invited to submit comments to the NHTSA by May 12, 1975.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
April 10, 1975

NHTSA -- 34-75 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation is working to reduce one of the most dangerous of all traffic hazards . . . unexpected automobile breakdowns on the Nation's highways.

Motorists who experience vehicle failures in the Washington, D. C. metropolitan area are voluntarily participating in a survey of this problem by the department's National Highway Traffic Safety Administration (NHTSA). Underscoring the importance of the project, the federal safety agency pointed out that in a pilot study of one large state approximately 100 people are killed annually as a result of vehicle disablements, whether they remain in the vehicle or walk to get assistance.

Data from the project, which runs through this August, will be computerized by NHTSA to indicate potential manufacturing defects, pinpoint specific mechanical problems that may exist; advise owners of maintenance schedules to prevent failures that could lead to breakdowns, and develop improved periodic motor vehicle inspection procedures.

Preliminary statistics from the program indicate that almost half of highway breakdowns involve tire failures, and running out of gas. However, nearly 40 per cent of the total disablements involve the engine, fuel system, cooling system, ignition system, and transmission . . . areas that might be improved through better design and quality control by the manufacturer, as well as conscientious owner maintenance and repair practices NHTSA said.

- more -

NHTSA estimates the vehicle disablement rate per month for the survey area, which includes the Interstate 495 Beltway, through Maryland and Virginia and a portion of Interstate 95, at 10,000 vehicles per month. Motorists who are local American Automobile Association members receive survey questionnaires from the tow truck drivers of ten participating AAA garages. Others who are aided by the Virginia Department of Highways Safety Service Patrol receive questionnaire forms from these drivers. In addition, the Automobile Club of Maryland is distributing the survey forms to all members who experience breakdowns within the survey area.

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DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
April 17, 1975

NHTSA--38-75(GLW)
Tel. 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued its Defect Investigative Cases Report today listing all investigations opened, suspended, and terminated during January 1975 together with summaries of all investigations in progress as of Feb. 1.

The federal safety agency opened two investigations of Ford Motor Co. products during the period; one citing alleged front seat failures in Mercury Capri models from 1971 through 1973; the second citing a mis-routing of exhaust mufflers in 1974 Mustang II models, as the cause of rear seat scorching and the melting of floor board insulation.

In two additional investigations opened, one cited 1973 Volvo models for failures of front bumper-support brackets. The second involved wheel losses, due to lug bolt failures, on Symons Corp. "Karu-crete" commercial trucks. This investigation includes all 'Symons' concrete placer trucks built in 1970 and 1971.

NHTSA reported one case terminated when Ford announced a voluntary recall of its 1972 through 1975 WT-9000 trucks and its school bus chassis (for models B-700, 750, and 7,000) produced from 1973 through 1975. The recalled vehicles will be inspected and repaired, as necessary, to replace an airbrake fitting omitted during assembly.

Two investigations were placed in a "suspended" category by NHTSA to indicate both cases will be closed unless new evidence is found to justify reopening of the cases. One of these alleged that faulty emission control systems in Ford's 1971 Mercury Capri models posed a danger of under-hood fires, while the second case had been opened after reports of Honda motorcycle fires due to accidential dislodgement of their fuel tank filler caps.

Today's report includes 73 active defect investigations and detailed summaries, which were in progress as of Feb. 1, 1975. NHTSA's regular report series is issued to provide motorists as well as the manufacturing industry a complete account of federal investigation activity, at the same time providing defect-related information in the interest of highway safety.

Interested persons 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 St., SW, Washington, D.C. 20590.

Reports should indicate 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 room 5108, of the NHTSA at the above address.

PLEASE NOTE:
These monthly reports are furnished to the Consumer Product Information Center, Pueblo, Colo., 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 THIS INVESTIGATION MAY REPORT THE MATTER IN DETAIL TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION:

Case Number:	291
Manufacturer:	Ford Motor Company
Make:	Mercury
Model:	Capri
Year(s):	1971
Possible Problems:	Alleged underhoos 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.

Case Number:	C3-02
Manufacturer:	Honda
Make:	Honda
Model:	CB 750, CB 500, and CB 450 (K3 & K4)
Year(s):	ALL
Possible Problems:	Gas Tank Filler Cap becomes dislodged allowing gas to be ignited.
Status:	Suspended November 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

SAFETY RELATED DEFECT INVESTIGATORY CASES

TERMINATED THIS REPORTING PERIOD

Case Number:	C5-10
Manufacturer:	Ford Motor Company
Make:	Ford
Model:	B-700, 750, 7000 School Bus Chassis (1973-1975) WT-9000 Trucks (1972-1975)
Year(s):	1974
Possible Problems:	Alleged missing air brake line fitting sleeve.
Conclusions:	In view of the actions being taken by the manufacturer, investigation has been discontinued. Recall Campaign Number 74-0237 - All vehicles described above will be inspected and insert sleeves installed where missing. All connections to be tightened to specifications.

Reporting Period: January 31, 1975

SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

Case Number: C5-25
Manufacturer: Volvo
Make: Volvo
Model: Volvo
Year(s): 1973

Possible Problems: Alleged failure of front bumper support bracket.

Case Number: C5-26
Manufacturer: Ford Motor Company
Make: Mercury
Model: Capri
Year(s): 1971-1973

Possible Problems: Alleged failure in reclining mechanism allowing seat to rotate rearward and could result in loss of vehicle control.

Case Number: C5-27
Manufacturer: Symons Corporation (Mulkey Division)
Make: Kari-Krete
Model: Placer Vehicles
Year(s): 1970-1971

Possible Problems: Loss of wheel due to lug bolt breakage

Case Number: C5-28
Manufacturer: Ford Motor Company
Make: Ford
Model: Mustang II
Year(s): 1974

Possible Problems: Routing of Exhaust System in rear axle area, resulting in alleged scorching and charring of the underside of rear seat and melting of the floorboard insulation.

SUBJECT: 1973 Volvo, Models 142, 144, 145 and 164
Alleged Front Bumper Bracket Failure
ODI Case No. C5-25

BASIS FOR INVESTIGATION:

This case was opened January 14, 1975, based upon allegations that the front bumper bracket may fail on 1973 Volvo, models 142, 144, 145 and 164, resulting in loss of the front bumper and causing a potential safety 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 FRONT BUMPER BRACKET:

H-shaped, of extruded aluminum, and with a face plate for attaching the bumper, the front bumper brackets also have an upper flange thickness of three millimeters. They are secured to the front frame side members of the vehicle.

ANALYSIS OF ALLEGED PROBLEM:

Failure Mode: The front bumper brackets reportedly show marginal fatigue resistance in vertical shear and may yield to excessive vertical loads. When failure occurs, the bumper detaches from the vehicle.

Failure Symptoms: Reportedly, front bumper sags or becomes noisy from vibration.

Potential Safety Related Consequences: A detached bumper may create a roadway hazard to cars riding over or impacting it.

SUBJECT: Seat Track and Seat Back Failures
1971-1973 Ford Capri
ODI Case No. C5-26

BASIS FOR INVESTIGATION:

This case was opened on January 20, 1975, on the basis of consumer seat failure reports on the subject vehicles. 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.

SEAT TRACK AND SEAT BACK DESCRIPTION AND FUNCTION:

The 1971-1973 Ford Capri is equipped with two essentially identical "bucket" type front seats. Each is designed for use by one person. Each adjusts independently of the other and uses separate runners and tracks for fore and aft position adjustments. The seat tracks, mounted on the floor, are inclined so that the seat level rises as it moves forward.

Some of the seats are equipped with reclining seat backs. The reclining mechanism functions by depressing the seat reclining lever exerting rearward seat back pressure until the desired incline position is reached. The seat back will return to full upright position by lifting the lever, and removing rearward seat back pressure. The seat backs can also be folded forward by pressing downward on the seat reaching lever, thereby releasing the double latch (on the inboard and outboard sides of the seat).

ANALYSIS OF ALLEGED PROBLEM:

Failure Mode: Two basic failure modes have been identified:

1. The failure of the seat track support bracket at the floor board, due to either metal fatigue or missing attachment bolts.

2. The failure of the reclining seat back is due to either the shearing of the two upper pins which secure the tubular seat back structure to the reclining mechanism or the shearing of rivets in the reclining mechanism, allowing the loose rivet beads to interfere with the ratchet plate of the reclining mechanism.

Failure Symptom: The first symptoms are usually looseness of the seat or seat back or difficulty in operating the reclining mechanism. Later symptoms are inability to adjust the reclining seat back in any direction or the failure of the seat back to hold position. This contracts with the normal positioning of the seat back which is usually accompanied by a clicking noise.

Potential Safety Related Consequences: The failure of the seat track or back while the vehicle is being driven could result in the driver rotating backward into the rear seating area. This could result in the loss of vehicle control. Rear impact collisions, failing seats or backs could result in front seat passengers moving into the rear seat area with possible aggravation of any injuries they may sustain.

SUBJECT: Gross Vehicle Weight Rating Allegedly Exceeded on 1970-1971 Symons Kari-Krete Vehicles
ODI Case No. C5-27

BASIS FOR INVESTIGATION:

This case was opened on January 14, 1975, based on one owner report involving the alleged failure of the wheel mounting bolts resulting in damage to the subject vehicle's frame. 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.

SUSPENSION SYSTEM DESCRIPTION AND FUNCTION:

The suspension system consists of tires, wheels, springs, frame and axles. These are the load bearing components of the vehicle.

ANALYSIS OF THE ALLEGED PROBLEM:

Failure Mode: Lug bolt breakage or possible failure of other suspension system components.

Failure Symptoms: There are no known failure symptoms.

Potential Safety Related Consequences: Failure of a vehicle suspension component could cause loss of vehicle control.

SUBJECT: Scorching and Charring of the Underside of the Rear Seat on 1974-1975 Ford Mustang II
ODI Case No. C5-28

BASIS FOR INVESTIGATION:

This case was opened on January 20, 1975, on the basis of consumer reports of scorching and charring of the underside of the rear seat and melting of the floor board insulation on 1974 Ford Mustang II models. All reports were received from Mustang owners living in California. 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.

ANALYSIS OF THE ALLEGED PROBLEM:

Failure Mode: Reportedly heat from the exhaust system where it passes under the rear seat causes scorching and charring of the rear seat cushion underside and melting of the floor board insulation under the rear seat.

Symptom: It has been reported that the rear seat cushion becomes too hot for rear passenger comfort and that melted floor board insulation has been observed to flow from under the seats onto the carpets.

Potential Safety Related Consequences: Passenger compartment fires and subsequent loss of vehicle control may result from the high temperatures under the rear seat cushions.

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

I. INVESTIGATIONS

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	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
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels and Tires	Overloading of Suspension

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
212	Ford	Ford Full-Size Lincoln, Mercury and Thunderbird	1965-1969	Front Lower Control Arm	Failure of Front Lower Control Arm at Ball Joint Area
248	International Harvester	1600, 1700S and 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
C2-25	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
C2-60	Volkswagen	ALL	Pre-1963	Heater	Engine Fume Instrusion into Passenger Compartment

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-61	Ford	Ford, Mercury	1970	15 x 6.5 Single Piece Wheel	Disc Failure
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead Electrical Connector	Becomes Disconnected
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
C3-33	Ford	Mercury Capri	1971-1973	Seat Latch and Seat Belt	Inboard Seat Belt Abrasion by Seat Latch
* C3-34	General Motors	All Light Duty Trucks	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

*Previously listed as Chevrolet Trucks, Series 10 only, now broadened to include vehicles as above.

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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
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

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-10	Winnebago	D24 Motor Home	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 Motor Home	1971	Front Tires, Wheels, Springs, and Axles	See C4-10
C4-12	Champion Home Builders	24-Foot Motor Home	1971	Front Tires, Wheels, Springs and Axles	See C4-10
C4-13	Boise Cascade	Lifetime Premier 23 Foot Motor Home	1969-1971	Front Tires, Wheels, Springs and Axles	See C4-10
C4-14	PRF Industries	Travco 220 Motor Home	1970	Front Tires, Wheels, Springs and Axles	See C4-10
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overheating of Electrical Harness
C4-17	General Motors	GMC and Chevrolet Pickup Truck	1971-1972	Steering Tie Rod End	Separation of Ball from Socket

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-18	Ford Mercury Ford Mercury	Fairlane and Ranchero Montego Falcon Comet	1965-1969 1965-1969 1965-1970 1965-1970	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 Motor Home	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 Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle in Open Position

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

I. INVESTIGATIONS

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 Carburetors	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
C4-51	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 Engine	1965-1969	Engine Mount	Secondard Effects from Shearing of Engine Mounts
C4-58	Volvo	142, 144, 145, 164 and 1800E	1971-1973	Bosch Fuel Injectors	Fuel Leaks from Pressurized System Onto Engine Exterior
C4-59	Volkswagen	VW Type 3 prior to August 1971 Porsche 914 1.8, 1.7 and 2.0 Liter Engine VW Type 4 1.7 Liter Engine	1970-1972	Bosch Fuel Injectors	Fuel Leaks from Pressurized System Onto Engine Exterior

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-60	Renault	Model 17 Sports Coupe	1971-1973	Bosch Fuel Injectors	Fuel Leaks from Pressurized System Onto Engine Exterior
C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear Wheel Bearing	Failure due to Insufficient Lubrication
C5-02	Cabana	25-Foot Motor Home	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	Various	Tire	Failure in Bead Area
C5-07	General Motors	Pontiac, all V8 Equipped Engines	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain
C5-08	Toyota Motor Sales	Corolla Equipped with the 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand - Model 1052, Rated at 4,000 pounds	ALL	Jack Stand	Alleged Unsatisfactory Performance

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-25	Volvo	Volvo	1973	Front Bumper Bracket Failure	Failure of Front Bumper Support Bracket
C5-26	Ford	Mercury Capri	1971-1973	Seat Failure	Failure in Reclining Mechanism Allowing Seat to Rotate Rearward and Could Result in Loss of Vehicle Control
C5-27	Symons Corporation (Mulkey Division)	Kari-Krete Placer Vehicles	1970-1971	Rear Suspension System	Concrete Conveyor too Heavy for Truck Suspension. Has Resulted in Breakage of Rear Wheel Mounting Lug Bolts.
C5-28	Ford	Mustang II	1974	Exhaust System	Routing of Exhaust System in Rear Axle Area Results in Scorching and Charring of the Underside of the Rear Seat and Melting of the Floorboard Insulation

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

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

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
051	General Motors (IN LITIGATION 7-12-72)	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	Secondard Effects from Shearing of Engine Mounts
291	Ford (INVESTIGATION SUSPENDED 6-30-74)	Mercury, Capri	1971	Evaporative Emmission System	Underhood Fires Due to System Malfunction
C3-02	Honda (INVESTIGATION SUSPENDED 11-30-74)	CB 750, CB500 and CB 450 (K4 & K4)	ALL	Gas Tank Filler Cap	Becomes Dislodged Allowing Gas to be Ignited
C3-11	General Motors (IN LITIGATION 2-13-74)	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

III. SURVEYS AND AUDITS

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 Suspension 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	1965-1970	Engine Mount	Recall #71-0235
A3-04	Toyota	1200 and 1600 cc	1970-1971	Fuel System	Recall #72-0014
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

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

III. SURVEYS AND AUDITS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-36	Mercedes-Benz	450SE and SEL	1973	Right Front Brake Line	Recall #73-0213
A4-38	FMC Corporation	2900 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
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 #73-0031
A4-63	General Motors	Chevrolet, Pontiac Buick and Oldsmobile	1974	Seat Blet Retractor	Recall #74-0016

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

III. SURVEYS AND AUDITS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-11	Chrysler	Imperial	1974	Parking Brake Shoe Spring	Recall #74-0082
A5-12	Chrysler	Imperial	1974	Seat Back Retainer Clip	Recall #74-0056
A5-13	American Motors	Jeeps With Power Brakes	1974	Power Brake Booster	Recall #74-0040
A5-14	Ford	Truck F-500-600 B-500-600-700 School Bus Chassis	1974	Carburetor Throttle Lever	Recall #74-0031
A5-15	Ford	Torino, T-Bird, Montego, Cougar, Ranchero and Continental Mark IV	1974	Speed Control	Recall #74-0011
A5-16	BMW	2002, 2002A and 2002 Tii	1972	Inertia Reel Seat Belt	Recall #74-0019
A5-17	Volkswagen	The Thing	1974	Constant Velocity Joint	Recall #74-0047
A5-18	Fiat	X1-9	1974	Accelerator Pedal	Recall #74-0026

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE: January 31, 1975

III. SURVEYS AND AUDITS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A5-19	AMF	Harley Davidson	1973-1974	Rear Disc Brake Caliper	Recall #74-0046
A5-20	Goodyear Tire and Rubber Company	Power Cushion Polyglass Load Range B, F78-14	1973	Tire	Recall #74E-009
A5-21	Firestone Tire and Rubber Company	Transport I, Tubeless Nylon	1973	Tire	Recall #74E-006
A5-22	Volkswagen	Audi 100	1973	Electric Motor for Fan	Recall #73-0229
A5-23	Mack Trucks, Inc.	MB, R, U, FL, FS, RL, and RSW	March 1971 thru June 1974	SN56 and SW57 Bogie Housing	Recall #74-0032
A5-24	Cooper Tire and Rubber Company	H70-14 and H70-15	1973	Tire	Recall #74E-020

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
April 24, 1975

NHTSA -- 40-75 (HP)
Tel. 202-426-9550

Preliminary figures reported to the U.S. Department of Transportation by the 50 states and the District of Columbia show that traffic fatalities in March were almost 22 per cent below the level of March 1973.

The department's National Highway Traffic Safety Administration (NHTSA) uses 1973 as a base year for statistical comparison, rather than 1974, when the energy shortage brought about changed driving habits and a dramatic reduction in traffic fatalities.

Based on state reports, estimates of traffic fatalities for March totaled 3,399 compared to 4,353 for March 1973, a reduction of 21.9 per cent. The February 1975 to February 1973 figures showed an 18.7 per cent reduction, and the January to January figures showed a reduction of 19.6 per cent.

The figures for March were only 5 per cent above the same month in 1974, when 3,234 traffic fatalities were reported. Since the figures for February were nearly 9 per cent about February 1974, and the January figures were 5.5 per cent higher than last year, this marks a reversal in the upward fatality trend of January and February.

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The NHTSA Administrator, Dr. James B. Gregory, said the newest figures were very encouraging. "The rising fatality figures of January and February were of great concern. These March figures indicate continuing awareness of a need to observe the national speed limit. With this awareness on the part of the public, and a firm commitment to enforcement by states and communities, we have every chance of fulfilling President Ford's energy conservation goals. Beyond that, we shall continue to see substantial reductions in deaths and injuries," Gregory said.

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Traffic Fatality Estimates Based on Early Reports

March 1975/1974/1973

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	MARCH 1975	MARCH 1974	MARCH 1973
Alabama	59	95*	106*
Alaska	7	2*	7*
Arizona	41	49	89*
Arkansas	41	42	51
California	311	260	373*
Colorado	53	36	44
Connecticut	41	30	42*
Delaware	4	4	12*
Florida	189	211*	252
Georgia	122	135*	165
Hawaii	10	11	10
Idaho	28	19*	21*
Illinois	114	103	163*
Indiana	62	73	132
Iowa	55	41	60*
Kansas	28	30	52*
Kentucky	58	58*	85
Louisiana	98	73*	88
Maine	13	16	8*
Maryland	80	35	69*
Massachusetts	59	66	93*
Michigan	116	105	173*
Minnesota	45	72	74*
Mississippi	55	47*	91*
Missouri	56	68	107*
Montana	14	15	26
Nebraska	33	24	34*
Nevada	9	9	29
New Hampshire	19	10	7*
New Jersey	64	86	104
New Mexico	39	34	43*
New York	222	207	237*
North Carolina	124	131*	138
North Dakota	8	13*	10
Ohio	124	125	195*
Oklahoma	53	36	72
Oregon	38	45*	48*
Pennsylvania	184	159*	178*

STATE	MARCH 1975	MARCH 1974	MARCH 1973		
Rhode Island	7	5	11*		
South Carolina	63	68*	86		
South Dakota	16	7	16		
Tennessee	86	121*	131		
Texas	282	198	326*		
Utah	10	7	36*		
Vermont	7	9	8*		
Virginia	105	96	91*		
Washington	44	49*	58*		
West Virginia	40	32	27*		
Wisconsin	51	51	59*		
Wyoming	10	9*	7		
Dist. of Col.	2	7	11*		
				%Change 1975-74	%Change 1975-73
TOTAL	3,399	3,234	4,353	+5.1	-21.9

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
April 28, 1975

NHTSA -- 39-75 (RC)
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA) has reissued, with minor modifications, its proposal of last summer on school bus passenger seating and crash protection.

The proposed safety standard retains requirements for minimum seat back heights of 24 inches, seat belt anchorages, padded seat backs and stronger seat frame anchorages. In addition, the proposal calls for seat back strength and padding soft enough to avoid injuring small children, but still strong enough to restrain large children or adults.

These and other changes, NHTSA said, will not only benefit school bus safety, but will keep the increase in weight and cost of each unit within reasonable bounds.

The proposed effective date of the modified proposal is April 1, 1976, with a comment closing date of June 20, 1975.

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FOR RELEASE MONDAY
April 28, 1975

NHTSA -- 41-75 (PF)
Tel. 202-426-9550

The U.S. Department of Transportation today announced major revisions in its hydraulic brake standard No. 105-75, including an amendment that withdraws the standard's applicability to trucks, buses and multipurpose vehicles.

The department's National Highway Traffic Safety Administration (NHTSA) said the action followed public meetings in February and April that dealt with the effective dates of the standard. The safety agency based its withdrawal on the substantial costs required to meet the specified performance levels of the standard in view of achievable safety benefits. New interim standards for all trucks, buses and multipurpose vehicles are being prepared and will be issued in the near future.

In a separate action, the NHTSA proposed to extend the revised standard's applicability to school buses, effective Sept. 1, 1976. The agency has another proposal outstanding to delay the standard for four months to Jan. 1, 1976, as it applies to passenger cars.

The school bus action responds to the Motor Vehicle and Schoolbus Safety Amendments of 1974, which mandate the issuance of federal motor vehicle safety standards for several aspects of school bus performance, including vehicle operating systems. The proposed braking requirements would include minimum performance limits for stopping distance, fade, and water recovery and requirements for split service brake systems, master cylinder reservoir, and for a pressure loss warning system.

Interested paries are invited to comment on the school bus proposal by writing to the Docket Section, National Highway Traffic Safety Administration, 400 Seventh St. SW, Washington, D.C. 20590. The comment period ends on July 28, 1975.

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WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
May 9, 1975

NHTSA -- 43-75 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today cited increased consumer and manufacturer interest as a major reason for expanding to five days its previously announced May 19 public meeting to discuss future passive protection requirements under Federal Motor Vehicle Safety Standard No. 208.

Chaired by the Department's National Highway Traffic Safety Administration (NHTSA), the testimony agenda of the meeting now covers about 40 specific groups representing consumer interests, independent opinions, insurance companies and manufacturers of vehicles, seat belts, air bags, and test dummies. The meeting will now be held from May 19-23 inclusive, at two different locations. The first three days of sessions will be held at the U. S. Department of Commerce Auditorium, 14th St., and Constitution Ave., NW, Washington, D. C. The remaining two days will be held at the nearby Departmental Auditorium on Constitution Ave., between 12th and 14th Sts.

Purpose of the meeting is to collect and consolidate information that has been developed since NHTSA last March 1974 proposed requirements calling for mandatory passive restraint systems, such as air cushions, in the front seat of all passenger cars starting with the 1977 model year. Since then, the safety agency noted, a detailed cost-benefit analysis of passive systems has been issued and data on the desirability of requiring mandatory passive restraints has been reviewed.

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NHTSA said that it has invited interested participants to discuss issues such as benefits, costs, leadtime, and other factors. Agenda items for discussion, NHTSA said, include the status of passive restraint technology, vehicle manufacturer experience with passive restraints in their vehicle models, and the expected environmental and economic impact of mandatory passive restraint requirements.

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WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
May 12, 1975

NHTSA -- 44-75 (IHC)
Tel. 202-426-0670

Domestic and foreign manufacturers recalled approximately 2.8 million motor vehicles in 1974, the U. S. Department of Transportation announced today in releasing its annual report of motor vehicle defect campaigns.

In a total of 247 campaigns, some 2,345,469 domestic vehicles and 531,745 foreign vehicles were recalled. The number of vehicles recalled was more than 4 million below the 1973 total. Safety defect and standards enforcement investigations conducted by the department's National Highway Traffic Safety Administration (NHTSA) directly influenced 48 of the recall campaigns which involved more than 206,000 vehicles.

The report also lists the recall of more than 1.7 million items of motor vehicle equipment, such as tires, jacks and child seats.

The 1974 total brought to 46.7 million the number of vehicles recalled since September 1966, when the National Traffic and Motor Vehicle Safety Act was enacted. Under this Act, vehicle manufacturers must notify owners of any safety-related defect found in their vehicles. Late in 1974, the Act was amended to require the vehicle manufacturer to correct these defects at no cost to the owner. The requirement applies to defects discovered by the manufacturers in their products, as well as to defects identified through investigations by the NHTSA.

Federal officials emphasize that recall totals are always substantially higher than the total number of vehicles which actually contain defects. When a safety-related defect is discovered to exist in a production "run" the entire "run" may have to be recalled in order to inspect and identify the portion which actually carries the defect.

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The report, entitled "Motor Vehicle Safety Defect Recall Campaigns," and covering the period from Jan. 1, 1974 to Dec. 31, 1974, may be purchased for $1.65 from the U. S. Government Printing Office, Washington, D. C. 20402. It contains detailed information on each recall campaign, the models involved, a short description of the defect, and the manufacturers' corrective action.

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FOR IMMEDIATE RELEASE
May 14, 1975

NHTSA -- 48-75 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) has made an initial determination that the Firestone bias ply "Steel Belt 500" tire does not comply with the provisions of Federal Motor Vehicle Safety Standard No. 109, "New Pneumatic Tires."

The safety agency said it based its findings on the results of tests conducted by independent research laboratories which indicate that the tires do not meet the endurance and high speed performance requirements of the standard. The NHTSA said that the noncompliance pertains to the existence of cord separation in the Steel Belt 500 tires. Almost one million of these tires were produced between 1971 and 1974.

Firestone Tire and Rubber has been notified of the preliminary determination and will be given an opportunity to comment on the alleged noncompliance. A public meeting will be held June 12 at 10AM in room 4234, Department of Transportation Headquarters, 400 Seventh Street SW, Washington, D. C. All interested persons are invited to attend or submit their comments by mail to NHTSA, Office of Standards Enforcement, Room 3304, Transpoint Building, 2100 Second Street SW, Washington, D. C. 20590.

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FOR RELEASE THURSDAY
May 15, 1975

NHTSA -- 45-75 (HP)
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA) has issued a proposal to amend its defect notification regulation to conform to the recently enacted sections of the Motor Vehicle and Schoolbus Safety Amendments of 1974.

The proposal would amend the NHTSA regulation that has been in effect since March 1973. That regulation spells out requirements a manufacturer must meet when notifying first purchasers of motor vehicles and motor vehicle equipment of a safety-related defect, or a noncompliance with a federal safety standard.

The safety agency's proposal specifies requirements for the four types of notifications provided by law. These include manufacturer-initiated notification (when a manufacturer makes a defect or noncompliance determination); administrator-ordered notification (when a manufacturer does not contest a defect determination by the NHTSA administrator); provisional notification (when the manufacturer contests in court the administrator's determination); and post-litigation notification (when the manufacturer's court contest is unsuccessful).

Requirements under the first two types of notification are similar to those contained in the existing regulation, except that they take into account the new statutory requirements for manufacturer recall and remedy, without charge, and for informing the owner how he may notify the NHTSA when he believes that the manufacturer has failed to correct the problem or that the remedy is inadequate.

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The proposal also implements the new statutory requirements for the use of first class mail when sending notifications, instead of certified mail, as previously required, and for the use of state motor vehicle records or other sources to find the names of registered owners.

Under the proposal, a manufacturer required to recall and remedy without charge would have to tell the vehicle owner whether the remedy will be by repair, replacement, or refund (except in the case of replacement equipment).

If the manufacturer decides to repair the defect, he would have to provide general information, including when he intended to perform the repairs through his dealers or any of his other service facilities. If he elects to remedy the problem by replacement, the notification would be required to describe the replacement vehicle or item of equipment. If he chooses to remedy by refund, the notification would be required to specify the method by which he would compute the depreciation that the law allows him to deduct from the amount of the refund.

The proposed effective date of the amended regulation is Sept. 1, 1975, and the comment period on the proposal closes July 7, 1975.

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FOR RELEASE WEDNESDAY
May 21, 1975

NHTSA -- 50-75 (RC)
Tel. 202-426-9550

Secretary of Transportation William T. Coleman, Jr. will open a three day conference on May 28, to discuss the results of the initial study phase of a program to develop a safer and more economical car to meet the projected transportation challenges of the mid-1980's

Detailed findings of the five contractors selected by the Department's National Highway Traffic Safety Administration (NHTSA) to complete a 15-month preliminary design study of an advanced state-of-the-art Research Safety Vehicle (RSV) will be presented at the meeting. The RSV Program draws upon NHTSA's experience with the Experimental Safety Vehicle Program, associated research programs, and an ever-growing accident data base.

Information from this segment of the RSV Program, along with additional design and development data from four remaining phases in the future, could lead to the eventual fabrication of an RSV for testing, NHTSA said. The results of each phase, the federal safety agency said, will be made available to both government and industry participants to assist in decision making compatible with economic and environmental needs.

"This program addresses the major societal problems surrounding the automobile," declared Dr. James B. Gregory, head of the federal safety agency, "and attempts to create a safe, economical, and environmentally acceptable means of personal transportation."

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The meeting will be held in the International Conference Suite of the New State Department Building, Washington, D. C., and will feature progress reports by Ford, Volkswagen, Calspan, AMF, Inc., and Minicars, Inc.

Program needs as defined by the contractors will provide a detailed analysis of current accident data projected to the middle of the next decade, trends on expected automobile usage, with a particular emphasis upon population growth, economic factors, roadway trends, anticipated regulations, and alternate methods of transportation. All of this information has been analyzed as a basis for preliminary conceptual designs reflecting cost-effectiveness and projected safety payoff.

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FOR RELEASE WEDNESDAY P.M.
May 21, 1975

NHTSA -- 51-75 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation today issued a final rule establishing uniform tire quality standards designed to aid the consumer in making an informed choice when purchasing passenger car tires. The new rule is based on proposals published in June and August of 1974 and January 1975.

The department's National Highway Traffic Safety Administration (NHTSA) said the rule requires tire manufacturers to provide grading information for new passenger car tires in the areas of treadwear, traction, and temperature resistance. The respective grades are to be molded into the tire sidewall, and must be contained in a label affixed to each tire sold as replacement equipment.

The new rule calls for all radial tires to be graded by Jan, 1, 1976; all bias-belted tires by July 1, 1976; and all bias ply tires by Jan. 1, 1977. The grades must appear on paper tread labels and in consumer information pamphlets by these dates. For each construction type, an additional six months is provided for molding the information into tire sidewalls.

A tire's treadwear grade is based on the total mileage which it can be expected to achieve on a single, predetermined test course established by the NHTSA at San Angelo, Tex.

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This mileage is projected from measurements made during a 6,400 mile test run on this government course. The mileage that a motorist can actually obtain from his tires may differ significantly from the mileage projected on the government course because treadwear varies with the conditions of use, including driving habits, service practices, and differences in road characteristics and climate.

To permit comparison of tires without encouraging misinterpretation of the projected mileages, treadwear grades are expressed as a percentage of a 100 per cent norm. This norm corresponds to a tire which would wear for 30,000 miles on the standard course under the specified test conditions. For example, a tire graded "80" would have a projected mileage on the standard course under the prescribed test conditions of at least 24,000 (80 per cent of 30,000 miles), while a tire graded "160" would have a projected mileage of at least 48,000 (160 per cent of 30,000 miles), under the same conditions.

There will be three possible traction grades designated by these symbols: " ** ", " * ", and " 0 ". These represent the tire's ability to stop on wet pavements as measured on concrete and asphalt test surfaces located at the government test course. Two stars will indicate the highest grade, while a tire marked " 0 " may have poor traction performance.

Sustained high temperature can cause the material of a tire to degenerate and reduce the life of the tire. Excessive temperature can lead to sudden tire failure. The temperature resistance grades are A (the highest), B, and C, representing the tire's resistance to the generation of heat, and its ability to dissipate heat.

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FOR RELEASE THURSDAY
May 22, 1975

NHTSA -- 52-75 (HP)
Tel. 202-426-9550

The nation's traffic fatalities in April were 23 per cent below the level of April 1973, according to preliminary figures reported to-the U. S. Department of Transportation today.

The department's National Highway Traffic Safety Administration (NHTSA) said the number of persons killed in April is estimated at 3,463, a reduction of more than 1,000 from the 4,500 fatalities reported in April 1973.

The NHTSA uses 1973 as a base year for statistical comparison, rather than 1974, when the energy shortage brought about changed driving habits and a dramatic reduction in traffic deaths.

Significantly, the figures for April 1975 were virtually the same as those estimated for April 1974 with only nine fewer deaths recorded in that month last year. It marked the first time this year that the fatality count was approximately the same as the corresponding month of a year ago. In January the figures were 5.5 per cent higher than January of last year; February was up nearly 9 per cent over February 1974, while March figures were only 5 per cent above the same month in 1974.

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"I am extremely encouraged by the April report," said Dr. James B. Gregory, the NHTSA administrator. "These figures indicate that the public is cooperating with the lower speed limits, recognizing that there is a big payoff in safety as well as in fuel conservation."

Dr. Gregory noted that this weekend's three-day Memorial Day holiday signals the start of the summer vacation period. "Last year, we came through the Memorial Day holiday period with the lowest highway death count in more than a decade. This year's goal should be to better that performance. If we can eliminate the drinking driver, if each individual motorist continues to observe the 55 mile per hour speed limit, and if all vehicle occupants wear the safety belts provided in their cars, I am confident that we can record one of the safest vacation periods in our history."

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Traffic Fatality Estimates Based on Early Reports

April 1975/1974/1973

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	APRIL 1975	APRIL 1974	APRIL 1973
Alabama	77	69*	106*
Alaska	10	5*	1*
Arizona	39	58	82*
Arkansas	30	41	51
California	306	317	413*
Colorado	29	50	45*
Connecticut	24	27	45*
Delaware	6	5	9*
Florida	162	197*	256
Georgia	146	135*	153
Hawaii	14	8	11
Idaho	17	18*	30*
Illinois	154	132	196*
Indiana	77	77	124
Iowa	48	48	67*
Kansas	33	38	44*
Kentucky	72	64*	80
Louisiana	88	68	88
Maine	13	11	30*
Maryland	58	57	65*
Massachusetts	81	89	90*
Michigan	97	111	140*
Minnesota	35	53	69*
Mississippi	51	58*	79*
Missouri	106	96	133*
Montana	19	11	22
Nebraska	32	34	37*
Nevada	15	24	10
New Hampshire	7	6	9*
New Jersey	88	69	104
New Mexico	43	37	46*
New York	228	226	260*
North Carolina	113	119*	146
North Dakota	6	5	17
Ohio	122	130	185*
Oklahoma	48	47	59
Oregon	41	40*	61*
Pennsylvania	172	161*	210*

STATE	APRIL 1975	APRIL 1974	APRIL 1973		
Rhode Island	8	8	15*		
South Carolina	66	80*	79		
South Dakota	15	20	18*		
Tennessee	96	108*	128		
Texas	288	217	302*		
Utah	14	24	30*		
Vermont	4	5	16*		
Virginia	79	76	97*		
Washington	66	48*	73*		
West Virginia	33	49	36*		
Wisconsin	61	59	116*		
Wyoming	22	13*	10		
Dist. of Col.	4	7	7*		
				%Change 1975-74	%Change 1975-73
TOTAL	3,463	3,455	4,500	+0.2	-23.0

DEPARTMENT OF TRANSPORTATION
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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
May 23, 1975

NHTSA -- 47-75 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today announced important amendments to its bumper safety Standard No. 215, reflecting changes in testing requirements.

The Department's National Highway Traffic Safety Administration (NHTSA), in a notice to be published in the Federal Register, granted a one year delay to Sept. 1, 1976, for required low-corner impact tests on all "full-sized" vehicles with wheelbases exceeding 120 inches. Smaller cars would be required to meet the current Sept. 1, 1975, deadline.

At the same time, the safety agency reduced the number of pendulum impacts required from the present six to two, both front and rear. Pendulum tests are designed to assure bumper height uniformity in order to eliminate serious mismatch problems.

NHTSA said the amendment action on the low-corner impact requirement was taken because the Chrysler Corp. contended that bringing all production vehicles into compliance by the original Sept. 1, 1975 deadline would add significantly to its financial burdens.

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FOR RELEASE MONDAY A.M.
May 26, 1975

NHTSA -- 53-75 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced today it has made an initial determination that a safety defect exists in the power brake vacuum check valves installed as original equipment on certain 1965 through 1970 General Motors automobiles.

The vehicles involved are 1965 - 1970 Oldsmobile 88's and 98's; 1968 - 1970 Oldsmobile Cutlasses; 1965 - 1970 Cadillacs; 1965 - 1969 Chevrolet Chevelles and Chevy II's, and regular and intermediate Pontiacs; 1965 - 1967 Corvettes; 1967 - 1969 Chevrolet Camaros; 1969 Buick and Pontiac Grand Prix; 1967 - 1968 Buick Electras, Wildcats, LeSabres and Rivieras; and 1968 Buick Special and Skylark. It is estimated that more than 10 million vehicles originally equipped with these vacuum check valves are currently still in use.

The safety agency said that its investigation identified two vacuum check valve designs which showed significantly greater failure tendencies than those of other General Motors vehicles, and those used by other domestic motor vehicle manufacturers. The vacuum check valve, which is a component in the brake power assist system, showed unforewarned separation of the cap from the body, resulting in loss of the brake power-assist feature. The investigation also showed that warnings of impending or actual failures were sometimes present, but often went undetected because they could easily be attributed to other vehicle malfunctions.

- more -

The two check valve designs are no longer in production; they were originally supplied by Delco Moraine Division of General Motors. Production was terminated at the end of the 1970 model year in favor of another check valve.

General Motors has been notified of the initial safety defect determination. The manufacturer will be given an opportunity to present its views at a June 24 meeting before a final determination is made. The meeting will be held at the Department of Transportation headquarters, 400 7th St. SW, Washington, D. C. Interested parties are invited to attend or make their views known by mail.

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76044

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WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
May 30, 1975

NHTSA -- 55-75 (HP)
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA) has reopened the period for comments on recent notices proposing school bus safety standards relating to body joint strength, rollover protection, emergency exits and fuel system integrity.

The safety agency acted in response to a request by Congressman John E. Moss and Les Aspin who asked that more time be allowed for members of Congress to evaluate the joint strength, rollover, and emergency exit proposals.

Petitions from the Motor Vehicle Manufacturers Assn. and the Truck Body and Equipment Assn. served as the basis for the extension of the period to comment on the school bus provisions of the fuel system integrity standard. The new comment period for all four proposals is 30 days.

One proposed standard, calling for an effective date of March 1, 1976, would improve the structural safety of school buses by requiring manufacturers to provide stronger bus body panel joints.

The proposal on rollover protection is designed to reduce the danger of roof collapse in a rollover accident. This standard would be effective April 1, 1976, as would another calling for new requirements for emergency doors. School buses would have to be equipped with either a single rear emergency door or two side emergency doors, one on each side of the rear half of the bus.

- more -

The proposal on fuel system integrity, which would extend the standard's applicability to school buses with a gross vehicle weight rating over 10,000 pounds, is designed to protect children in school buses from the hazard of fire in the event of a crash.

Interested persons are again invited to submit data, views, and arguments on the proposals, by June 26, to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D. C. 20590.

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WASHINGTON, D.C. 20590

FOR RELEASE MONDAY 11:00 A.M.
June 2, 1975

NHTSA -- 56-75 (HP)
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA) and the Motorcycle Safety Foundation (MSF) have agreed to join forces to combat deaths and injuries resulting from motorcycle accidents.

A Memorandum of Understanding, signed today by Dr. James B. Gregory, administrator of the NHTSA, and Dr. Charles H. Hartman, president of the MSF, is designed to achieve significant reductions in the number and severity of accidents involving motorcycles.

The goals of the agreement include:

1. Development of improved motorcycle rider safety education and training programs.

2. Encouragement of improved motorcycle rider safety programs across the 50 states.

3. Development of improved motorcycle rider licensing procedures and criteria.

"This agreement represents a truly cooperative effort between the public and private sectors," said Dr. Gregory. "It will facilitate the exchange of technical data between our organizations and should accelerate the development, evaluation and implementation of much needed safety programs for motorcyclists."

- more -

Motorcycle accidents, and their resulting injuries and deaths, have been on the rise in the United States since the mid-1960's. Last year an estimated 3,380 motorcyclists died in traffic accidents.

"With the current economic situation and continued energy shortage, it is most likely that the popularity of motorcycles will continue to increase. Unless appropriate rider safety programs are developed and implemented, the accident picture may grow even worse," Dr. Gregory said.

Under the agreement, the NHTSA and the MSF will cooperate in a multi-year program. The safety agency will fund a demonstration project early next year, in a state to be designated, for the purpose of administering and evaluating improved rider licensing procedures and safety education and training programs for a period of at least three years.

The Motorcycle Safety Foundation will assist with the demonstration project by conducting an independent pilot program of the prototype tests developed under the NHTSA research.

MSF also has agreed to produce the test manuals in sufficient quantities for the demonstration project and to train the demonstration project personnel in their use. Motorcycles and range facilities during developmental testing will also be made available by the MSF.

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WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
June 5, 1975

NHTSA -- 54-75 (GLW)
Tel. 202-426-0670

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a warning today which cautions owners of "Slide-in" or "Cap-type" truck-camper vehicles to inspect the exhaust system tail-pipes and tail-pipe connections of these recreational units.

The federal safety agency said it had received reports of 4 deaths from carbon monoxide exhaust poisoning, caused when camper occupants were resting inside their camper units with the vehicle engine running. A probable cause, NHTSA said, was the installation of "slide-in" campers, or the use of "Cap" units (a cover or roof installed over the pickup body), without making sure that the vehicle exhaust pipe extended out from under the truck body and its overhanging camper unit. This can result, with any leakage in the flooring of camper or truck body, in a lethal flow of exhaust fumes into the camper compartment.

Dr. James B. Gregory, NHTSA Administrator, said the warning is "particularly urgent at this time" when many familes are about to start camper-vacation trips. He noted that home-made camper units might be especially hazardous, since many home craftsmen might overlook the danger of vehicle exhaust systems too short to deliver the exhaust well out from under both truck body and overhanging campers.

NHTSA said all owners of truck-camper combinations should inspect their vehicle exhaust systems, whether the units are home-made or commercially designed. Owners should be sure that vehicle tail-pipe length is adequate to bring the exhaust out from under both truck and camper; and that all exhaust system connections and parts are leak proof.

- more -

Owners were also warned that campers equipped with accessories such as air-conditioners, heaters, fans, etc. which require the vehicle engine to be running in order to work properly, should be altered so these accessories operate off a different power source. This is not only a safety precaution, NHTSA said, but a fuel-saving necessity as well.

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FOR RELEASE TUESDAY
June 10, 1975

NHTSA -- 58-75 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation today proposed a number of technical amendments to its Federal Motor Vehicle Safety Standard No. 121 "Air Brake Systems". The proposed changes are a result of petitions by a number of manufacturers and a trade association.

Officials of the National Highway Traffic Safety Administration (NHTSA) said the proposal would establish new interim service brake stopping distances, until Jan. 1, 1978, and increase brake actuation times permanently. The proposal also recommends the exclusion of several new groups of vehicles from the standard, because of their low usage on highways and the relatively great expense of equipping the vehicles with the brakes in relation to their overall cost. The vehicles are small trailers, trailers with no cargo-carrying function, and other vehicles with no cargo-carrying function that are speed restricted to 45 mph.

The safety agency also denied a number of petitions calling for complete suspension of the standard, or for modifications that would limit the stopping distance requirements to 55 mph and further increase the stopping distance. Agency officials reiterated the earlier determination that the long term safety benefits of the standard will outweigh its costs and the difficulties of working out initial problems.

Interested parties are invited to submit comments on the proposal, by writing to: Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street SW, Washington, D. C. 20590. The comment period ends on July 11, 1975.

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FOR RELEASE WEDNESDAY
June 11, 1975

NHTSA -- 59-75 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation today announced a four month delay, to Jan. 1, 1976, of the effective date for its new hydraulic brake system standard for passenger cars. The rulemaking formalizes a proposal made in March of this year.

Officials of the National Highway Traffic Safety Administration (NHTSA) said that the four month transitional period will give the manufacturers an opportunity to introduce the new brake system along with a staggered introduction of its new models, as dictated by the economic situation of the automotive industry.

The new rulemaking also modifies the present standard No. 105 to give manufacturers a choice of either meeting that standard or the new 105-75 until Jan. 1, 1976, at which time the new standard becomes mandatory.

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FOR RELEASE FRIDAY
June 13, 1975

NHTSA -- 60-75 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today adopted a new federal motor vehicle safety standard that will improve occupant protection in the event of a crash involving the windshield.

The standard is intended to preserve the energy absorbing characteristics of so-called high penetration resistant windshields, and prevent the intrusion of rigid objects into the passenger compartment. This will reduce the possibility of serious injury and death in a frontal collision, the department's National Highway Traffic Safety Administration said.

New testing procedures, as set forth by the federal safety agency, regulate the intrusion of vehicle components outside the passenger compartment into a defined zone in front of the windshield. During a 30 mph barrier collision test, the new standard requires that no part of the vehicle outside the occupant compartment, such as the hood, can penetrate a protected zone in front of the windshield. The zone generally covers the area that might be struck by an occupant's head in the event of a crash, and the standard allows the windshield to bulge or pocket upon contact by an occupant in this area without interference from rigid external parts of the vehicle.

In addition, the standard prohibits penetration of the inner surface of the windshield below the protected zone, during a 30 mph barrier collision test.

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FOR RELEASE MONDAY
June 16, 1975

NHTSA -- 61-75 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today announced new procedures for vehicle exhaust emission inspections at state diagnostic inspection demonstration projects funded by federal grants.

Five such projects have been established by the National Highway Traffic Safety Administration (NHTSA) under the Motor Vehicle Information and Cost Savings Act. They are located in Alabama, Arizona, Tennessee, the District of Columbia, and Puerto Rico.

The criteria and procedures for the emission inspections were developed in conjunction with the Environmental Protection Agency and are effective July 5, 1975. They apply only to 1967-73 model passenger cars inspected as part of the projects, and do not apply to other vehicles, NHTSA said.

Carbon monoxide and hydrocarbon emissions will be measured in the inspection process, which permits testing either with the engine running and in gear, utilizing a dynamometer, or with the car in neutral gear and the engine idling at 2250 rpm.

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FOR RELEASE THURSDAY
June 19, 1975

NHTSA--62-75 (BMA)
Tel. 202-426-0670

In an effort to improve owner response to defect notification letters, the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today announced an important amendment to its federal regulation dealing with procedures whereby manufacturers provide defect notification to owners of their vehicles and motor vehicle equipment. Effective Sept. 14, 1975, such notification letters sent to owners in the Commonwealth of Puerto Rico and the Canal Zone must be written in Spanish as well as English.

This major amendment to the Defect Notification Regulation (49 CFR Part 577) is reflected in a notice published in the Federal Register. The amendment also clarifies the wording manufacturers are required to use in their defect notification letters when they determine that a safety-related defect exists in one of their products.

- more -

The NHTSA said its requirement for bilingual notification in certain cases is necessary to overcome a language problem which has resulted in a below-average response by owners to defect notification campaigns in Puerto Rico. Such notification is also expected to improve the owner response rate to campaigns in the Canal Zone.

Clarification of the wording required in defect notification letters will prohibit a manufacturer from indicating, in the second paragraph of the letter, his belief that the cause of a defect in his product is an item other than that which he manufactured. If the manufacturer believes the cause of the defect to be an item other than that which he manufactured, such information can be provided in other parts of the notification letter.

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FOR RELEASE FRIDAY
June 20, 1975

NHTSA --63-75 (HP)
Tel. 202-426-9550

Preliminary figures reported to the U.S. Department of Transportation by the 50 states and the District of Columbia indicate that traffic fatalities in May were 16 per cent below the level of May 1973.

The department's National Highway Traffic Safety Administration (NHTSA) said the number of persons killed in May is estimated at 4,025, a reduction of almost 800 from the 4,801 fatalities reported in May 1973.

The NHTSA uses 1973 as a base year for statistical comparision, rather than 1974, when the energy shortage brought about changed driving habits and a dramatic reduction in traffic deaths.

However, the figures for May were 7 per cent above the same month in 1974, when 3,762 traffic fatalities were reported. This marked a sharp jump from April 1975 when the fatality figures were virtually the same as those estimated for April 1974. In January, the figures were 6 per cent higher than January of last year, February was up nearly 9 per cent over February 1974, while March figures were 5 per cent above the same month in 1974.

-more-

Secretary of Transportation William T. Coleman, Jr. said the figures for May cannot be described as anything but disappointing. "It clearly shows, once again, that the states must intensify their enforcement of the 55 mile per hour national speed limit, and the critical necessity for motorists to obey the law," the secretary said.

Dr. James B. Gregory, Administrator of the NHTSA, also expressed disappointment in the May traffic toll. "The summer season is upon us which means there will be more drivers and more cars on the highways. We urge all motorists to reexamine their driving habits, recognizing that by observing the lower speed limits, wearing their safety belts and guarding against the danger of alcohol abuse, they can bring about a big payoff in safety as well as in fuel conservation."

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Traffic Fatality Estimates Based on Early Reports

May 1975/1974/1973

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	MAY 1975	MAY 1974	MAY 1973
Alabama	92	87*	104*
Alaska	5	7*	17*
Arizona	54	51	87
Arkansas	49	58	61
California	384	323	419*
Colorado	66	54	73
Connecticut	32	24	58*
Delaware	11	15	15
Florida	186	182*	241
Georgia	105	134*	177
Hawaii	16	9*	11
Idaho	26	31*	31*
Illinois	185	163	201*
Indiana	106	88	137
Iowa	65	47	79*
Kansas	46	29	70*
Kentucky	82	61*	115
Louisiana	81	51	123
Maine	19	12	16*
Maryland	62	65	80*
Massachusetts	66	72	97*
Michigan	148	140	180*
Minnesota	70	58	98*
Mississippi	43	59*	83*
Missouri	84	115	111*
Montana	30	22	24
Nebraska	24	33	30*
Nevada	11	20	20
New Hampshire	15	22	9*
New Jersey	98	94	123
New Mexico	57	50	51*
New York	234	274	266*
North Carolina	125	105*	161
North Dakota	22	8	14
Ohio	147	157	194*
Oklahoma	88	66	60
Oregon	57	68*	51*
Pennsylvania	217	173*	201*

STATE	MAY 1975	MAY 1974	MAY 1973	%Change 1975-74	%Change 1975-73
Rhode Island	10	10	11*		
South Carolina	68	82*	78		
South Dakota	21	8	20		
Tennessee	98	85*	105		
Texas	315	245	296*		
Utah	23	32	35*		
Vermont	17	16	6*		
Virginia	69	69	127*		
Washington	54	52*	75*		
West Virginia	32	29	54*		
Wisconsin	86	87	86*		
Wyoming	19	13*	12		
Dist. of Col.	5	7	8*		
TOTAL	4,025	3,762	4,801	+7.0	-16.2

* Revised figures

DEPARTMENT OF TRANSPORTATION
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FOR RELEASE THURSDAY
July 17, 1975

NHTSA -- 67-75 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today announced the award of contracts totaling more than $6 million for the final design of an advanced state-of-the-art Research Safety Vehicle (RSV). Now in the second stage of development, work on the smaller, more economical family car designed for possible production in the 1980's, will be conducted by Calspan Corp. of Buffalo, N. Y. ($3,137,595), and Minicars Inc. of Goleta, Calif., ($3,286,424).

The two companies were among five that completed $2 million in preliminary design studies on the RSV in April. Results of this first phase project were presented at an international conference at the U. S. State Department in May, attended by more than 250 national and international representatives of government and industry.

Administered by the Department's National Highway Traffic Safety Administration (NHTSA), the RSV Program draws upon the Federal safety agency's experience with the Experimental Safety Vehicle Program, related research projects and an expanding accident data base. Part of the present 16-month phase of the RSV Program will produce two mockups of the smaller car for exhibit at the Sixth International Technical Conference on Experimental Safety Vehicles, which will be held in Washington, D. C. next year, as part of the Bicentennial Celebration.

- more -

"This is a most gratifying and exciting step," said Dr. James B. Gregory, Administrator of the NHTSA. "The technology to design and build a better car, in terms of safety, economy and the environment, is at hand. Phase II of the RSV Program will coordinate and refine this knowledge. We look toward an end product which will demonstrate the practicability of employing this knowledge."

NHTSA will use the results of the long-range RSV Program, Dr. Gregory stated, as an aid in the establishment of safety standards for all cars in the mid-1980's. The results of each phase, he added, will be made available to both government and industry participants.

Light weight is a key requirement in both contractors' designs with the Calspan car projected at 2,700 pounds and Minicars' design at under 2,000 pounds. The Calspan five-passenger, four-door vehicle will employ front-wheel drive, using a sidewise mounted engine to produce an expected 30-mile-per gallon fuel economy. Engine emissions will be those required for 1982 operation by the Environmental Protection Agency. The design will also stress accident avoidance characteristics, overturning immunity, improved visibility, and a special occupant restraint system, developed for the RSV, with protection to 50 mph frontal crashes.

Minicars' four-passenger RSV will be designed to get 37 miles per gallon and protect its occupants from serious injury in accidents up to 50 miles per hour. Weight saving in the design is planned by using an unconventional sheet metal box frame structure with all voids filled with plastic foam, a process which the company states will offer improved crash protection to the occupants. In addition, the Minicars' design features air cushion restraints for the driver and right-front passenger, radar activated high performance emergency braking, a small on-board digital computer, and instrument readouts displayed on a TV screen.

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FOR RELEASE FRIDAY
July 18, 1975

NHTSA -- 65-75
Tel. 202-426-9550

MONTHLY

COMPLIANCE REPORT

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

Reproduced copy of any page, or an entire report, may be purchased at the above address in accordance with the fee schedule prescribed by Part 7, 40 CFR (Public Availability of Information). Basically, the fee is established at 25¢ for each page not larger than 12 X 8 inches.

SUMMARY OF ENFORCEMENT TEST PROGRAM FY 1974 and FY 1975
released for May 1975 wherein the component or vehicle
failed to meet the requirements of the Standard.

FY 1974 Test Program

FMVSS No. 209	Seat Belt Assemblies Ford Motor Company	DOT/HS 614759-614760
FMVSS No. 218	Motorcycle Helmets Border Distributing Company	DOT/HS 614761

FY 1975 Test Program

FMVSS No. 106	Hydraulic Brake Hoses Renault, Inc	DOT/HS 614729 and DOT/HS 614742

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MAY 1, 1975 TO MAY 31, 1975

EQUIPMENT STANDARDS

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
106	15	0	0	2	0	1	0
107	0	0	0	0	0	0	0
108	6	0	1	9	0	0	7
109	0	0	0	17	0	6	4
111	0	0	0	0	0	0	0
116	0	0	1	0	0	0	0
117	0	0	0	9	0	0	0
119	0	0	0	0	0	0	0
126	0	0	0	8	0	0	3
205	0	0	0	0	0	0	0
206	4	0	0	0	0	0	0
209	6	1	0	12	0	0	0
211	0	0	0	0	0	0	0
213	0	0	0	2	0	0	0
218	1	1	0	56	0	0	0
302	0	0	0	12	0	5	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MAY 1, 1975 TO MAY 31, 1975

VEHICLE STANDARDS

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
101	0	0	0	0	0	0	1
102	0	0	0	0	0	0	0
103	0	0	0	3	0	0	0
104	0	0	0	1	0	1	1
105	4	0	0	4	0	0	1
110	0	0	0	0	0	0	0
112	0	0	0	0	0	0	0
113	0	0	0	0	0	0	0
114	0	0	0	0	0	0	0
118	0	0	0	0	0	0	0
124	0	0	0	0	0	0	0
201	0	0	0	0	0	0	0
202	0	0	0	0	0	0	0
203	0	0	0	0	0	0	0
204	4	0	0	0	0	0	0
207	0	0	0	4	0	2	0
208	4	0	0	1	0	0	0
210	0	0	0	0	0	0	1
212	4	0	0	1	0	1	0
214	2	0	0	0	0	0	0
215	0	0	1	6	0	4	1

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MAY 1, 1975 TO MAY 31, 1975

VEHICLE STANDARDS

FMVSS	STANDARD ENFORCEMENT RPTS ACCEPTED	INVESTIGATIONS INITIATED	INVESTIGATIONS CLOSED	INVESTIGATIONS IN PROGRESS -CUMULATIVE-	CORRECTIVE ACTION INITIATED BY MANUFACTURER	ENFORCEMENT ACTION IN THE OFFICE OF CHIEF COUNSEL	INVESTIGATORY FILES RELEASED TO PUBLIC
216	0	0	0	1	0	0	0
217	0	0	1	8	0	2	1
301	3	0	0	0	0	0	0
P555	0	0	0	0	0	0	0
P567	0	0	0	0	0	0	0
P568	0	0	0	0	0	0	0
P572	0	0	0	0	0	0	0
P573	0	0	0	0	0	0	0
P574	0	0	0	0	0	0	0
P575	0	0	0	0	0	0	0
P580	0	0	0	0	0	0	0

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION PAGE 1

STANDARDS ENFORCEMENT TEST PROGRAM - FY-73

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 108

LAMPS, REFLECTIVE DEVICES, AND ASSOC. EQUIPMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	BBR73322G	PASSED	614758	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	BBR73322H	PASSED	614758	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	BBR73322I	PASSED	614758	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	BBR73322J	PASSED	614758	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	BBR73322K	PASSED	614758	
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN AUDI 100 REAR TAIL LAMP	REAR TAIL LAMP	MSRBBL 328ZR	BBR73322L	PASSED	614758	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-74

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 206

DOOR LOCKS AND DOOR RETENTION COMPONENTS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
GENERAL MOTORS CORPORATION GMC JIMMY	HINGES LATCHES		DTL74047	PASSED	614721	
GENERAL MOTORS CORPORATION GMC JIMMY	HINGES LATCHES		DTL74048	PASSED	614722	
INTERNATIONAL HARVESTER INTERNATIONAL SCOUT	HINGES LATCHES		DTL74049	PASSED	614723	
INTERNATIONAL HARVESTER INTERNATIONAL SCOUT	HINGES LATCHES		DTL74050	PASSED	614724	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-74

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 209

SEAT BELT ASSEMBLIES

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY AUTOLIV HH A9057	SEAT BELT ASSEMBLY ELR	74EB T612K28	UST74037	FAILED	614759	
FORD MOTOR COMPANY AUTOLIV HH A9057	SEAT BELT ASSEMBLY ELR	74EB T612K28	UST74038	FAILED	614760	
GENERAL MOTORS CORPORATION JIM ROBBINS 3400	SEAT BELT ASSEMBLY ELR	9696374	UST74053	PASSED	614725	
GENERAL MOTORS CORPORATION JIM ROBBINS 3400	SEAT BELT ASSEMBLY ELR	9696374	UST74055	PASSED	614726	
FIAT MOTOR COMPANY KLIPPAN 1023	SEAT BELT ASSEMBLY ELR	8725	UST74056	PASSED	614727	
FIAT MOTOR COMPANY KLIPPAN 1023	SEAT BELT ASSEMBLY ELR	8725	UST74057	PASSED	614728	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-74

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 218

MOTORCYCLE HELMETS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
BORDER DISTRIBUTING COMPANY, INC. J.C.B. PLASTICS 100-C	MOTORCYCLE HELMET	100-C	SRI740654001	FAILED	614761	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-75

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 105

HYDRAULIC BRAKE SYSTEMS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
CHRYSLER CORPORATION PLYMOUTH 1975 FURY	2 DOOR SEDAN		NAT750012101	PASSED	614762	75317
CHRYSLER CORPORATION DODGE 1975 DART	2 DOOR HARD TOP		NAT750022102	PASSED	614763	75316
VOLKSWAGEN OF AMERICA, INC. VOLKSWAGEN 1975 SCIROCCO	2 DOOR COUPE		NAT750032103	PASSED	614764	75514
FORD MOTOR COMPANY (FOREIGN) MERCURY 1976 CAPRI II	3 DOOR SPORT COUPE		NAT750042104	PASSED	614765	75515

STANDARDS ENFORCEMENT TEST PROGRAM - FY-75

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 106

HYDRAULIC BRAKE HOSES

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
RENAULT, INC. RENAULT CP10 412	BRAKE HOSE		VPI75003	FAILED	614729	
GENERAL MOTORS CORPORATION INLAND DIVISION VEGA 9757630	BRAKE HOSES	9757630	VPI75004	PASSED	614730	
GENERAL MOTORS CORPORATION INLAND DIVISION CADILLAC 9757660	BRAKE HOSES	9757660	VPI75005	PASSED	614731	
VOLKSWAGEN OF AMERICA, INC. ALFRED TEVES 113 611 775C	BRAKE HOSE		VPI75010	PASSED	614732	
VOLKSWAGEN OF AMERICA, INC. SCHAEFER 823 611 707	BRAKE HOSE		VPI75011	PASSED	614733	
FIAT MOTOR COMPANY PIRELLI FIAT 128	BRAKE HOSE		VPI75012	PASSED	614734	
TOYODA GOSEI LTD MAZDA 1757 43820	BRAKE HOSE		VPI75013	PASSED	614735	
TOYODA GOSEI LTD TOYOTA MOTOR CO 90947 02259	BRAKE HOSE		VPI75014	PASSED	614736	
TOYODA GOSEI LTD TOYOTA MOTOR CO 90947 02260	BRAKE HOSE		VPI75015	PASSED	614737	
FORD MOTOR COMPANY WEATHERHEAD CO D4DA 2078AA	BRAKE HOSES		VPI75016	PASSED	614738	
FORD MOTOR COMPANY WEATHERHEAD CO D3AA 2078AA	BRAKE HOSES		VPI75017	PASSED	614739	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-75

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 106

HYDRAULIC BRAKE HOSES

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
NISSAN MOTOR COMPANY LTD NICHIRIN RUBBER 46202 H 7200	BRAKE HOSE		VPI75018	PASSED	614740	
FORD MOTOR COMPANY (FOREIGN) ALFRED TEVES CAPRI DSRY 2078A	BRAKE HOSE		VPI75019	PASSED	614741	
RENAULT, INC. RENAULT CP10 412	BRAKE HOSE		VPI75020	FAILED	614742	
VOLKSWAGEN OF AMERICA, INC SCHAEFER 823 611 707	BRAKE HOSE		VPI75021	PASSED	614743	

STANDARDS ENFORCEMENT TEST PROGRAM - FY-75

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 204

STEERING CONTROL REARWARD DISPLACEMENT

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
GENERAL MOTORS CORPORATION CHEVROLET 1975 VEGA	2 DOOR HATCHBACK	1V77B5U13837	GEC75002	PASSED	614744	75131
FORD MOTOR COMPANY FORD 1975 MUSTANG II	2 DOOR HARDTOP	5F02Y110326	GEC75003	PASSED	614745	75215
GENERAL MOTORS CORPORATION CHEVROLET 1975 NOVA	2 DOOR HARDTOP	1X27HST12542	GEC75004	PASSED	614746	75133
GENERAL MOTORS CORPORATION CHEVROLET 1975 IMPALA	2 DOOR SPORT COUPE	1L75H5Y11373	GEC75005	PASSED	614766	75132

STANDARDS ENFORCEMENT TEST PROGRAM - FY-75

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 208

OCCUPANT CRASH PROTECTION

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
FORD MOTOR COMPANY (FOREIGN) MERCURY DIVISION CAPRI	2DR SCP(BELT FIT CHECKS)	GAECPA03779	AGA75013	PASSED	614748	75511
AMERICAN MOTORS CORPORATION AMERICAN MOTORS PACER	2DR SDN(BELT FIT CHECKS)	A5S667E21054	AGA75014	PASSED	614749	75403
GENERAL MOTORS CORPORATION BUICK ELECTRA 225	4DR HDT(AIR CUSH RESTR)F	4V39T5H49106	DYS75006	PASSED	614767	75122
GENERAL MOTORS CORPORATION BUICK ELECTRA 225	4DR HDT(AIR CUSH RESTR)L	4V39T5H49027	DYS75012	PASSED	614747	75124

STANDARDS ENFORCEMENT TEST PROGRAM - FY-75

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 212

WINDSHIELD MOUNTING

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
GENERAL MOTORS CORPORATION CHEVROLET 1975 VEGA	2 DOOR HATCHBACK	1V77B5U13837	GEC75002	PASSED	614750	75131
FORD MOTOR COMPANY FORD 1975 MUSTANG II	2 DOOR HARDTOP	5F02Y110326	GEC75003	PASSED	614751	75215
GENERAL MOTORS CORPORATION CHEVROLET 1975 NOVA	2 DOOR HARDTOP	1X27H5T12542	GEC75004	PASSED	614752	75133
GENERAL MOTORS CORPORATION CHEVROLET 1975 IMPALA	2 DOOR SPORT COUPE	1L75H5Y11373	GEC75005	PASSED	614753	75132

STANDARDS ENFORCEMENT TEST PROGRAM - FY-75

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 214

SIDE DOOR STRENGTH

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
CHRYSLER CORPORATION CHRYSLER 1975 CORDOBA	2 DOOR HARDTOP		OTL75011	PASSED	614754	75301
CHRYSLER CORPORATION PLYMOUTH 1975 DUSTER	2 DOOR COUPE		OTL75012	PASSED	614755	75307

STANDARDS ENFORCEMENT TEST PROGRAM - FY-75

REPORTS ACCEPTED - MAY MONTHLY 1975

FEDERAL MOTOR VEHICLE SAFETY STANDARD - 301

FUEL TANKS, FUEL TANK FILLER PIPES, & FUEL TANK CONNECTIONS

MANU/VEHICLE-BRAND/MODEL NO.	COMPONENT IDENTIFICATION	MFG. PART NO.	LABORATORY TEST REPORT NUMBER	TEST RESULTS	DOT/HS NO.	NHTSA NO.
GENERAL MOTORS CORPORATION CHEVROLET 1975 CHEVROLET VEGA	2 DOOR HATCHBACK	1V77B5U13837	GEC75002	PASSED	614756	75131
FORD MOTOR COMPANY FORD 1975 MUSTANG II	2 DOOR HARDTOP	5F02Y110326	GEC75003	PASSED	614757	75215
GENERAL MOTORS CORPORATION CHEVROLET 1975 IMPALA	2 DOOR SPORT COUPE	1L75H5Y11373	GEC75005	PASSED	614768	75132

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INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
106	E.I.S. AUTOMOTIVE CORP.
106	RENAULT, INC.
108	AMERICAN MOTORS CORPORATION (2)
108	CHRYSLER CORPORATION
108	FORD MOTOR COMPANY (2)
108	FORD MOTOR COMPANY (FOREIGN)
108	GENERAL MOTORS CORPORATION
108	SIGNAL STAT COMPANY
108	VOLVO OF AMERICA CORPORATION
109	ALLIANCE TIRE & RUBBER CO LTD
109	ARMSTRONG RUBBER COMPANY (2)
109	B.F. GOODRICH TIRE & RUBBER CO. (4)
109	GATES RUBBER COMPANY (5)
109	KELLY-SPRINGFIELD TIRE CO.
109	PENNSYLVANIA TIRE AND RUBBER CO.
109	SEIBERLING TIRE & RUBBER COMPANY (2)
109	UNIROYAL TIRE COMPANY
117	ARMOR TREAD TIRE INC BHF
117	B.F. GOODRICH TIRE & RUBBER CO.
117	CANTOR BROS INC JAV
117	DUNCAN BROS. TIRE COMPANY INC.
117	EVERGREEN TIRE

STANDARDS ENFORCEMENT TEST PROGRAM

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INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
117	KENBRIDGE TIRE RECAPPING COMPANY
117	PHILLIPS & ANDERSON TIRE COMPANY
117	POPES TIRE RECAPPING & MANUF.
117	WILSON TIRE & RECAPPING INC AYN
126	BOSWELL CAMPER IND., INC.
126	CARAVAN COMPANY
126	HAPPY TRAVLIR COACHES, INC.
126	NEONEX LEISURE PRODUCTS CA. INC.
126	PERRIS VALLEY CAMPER INC
126	QUALITY TRAVEL PRODUCTS
126	RECREATION VEHICLE SERVICE
126	SHELTON INDUSTRIES INC.
209	BMW OF NORTH AMERICA, INC.
209	BRITISH LEYLAND MOTORS (2)
209	CHRYSLER CORPORATION
209	FIAT MOTOR COMPANY, INC.
209	FORD MOTOR COMPANY (3)
209	FORD MOTOR COMPANY (FOREIGN) (2)
209	GENERAL MOTORS CORPORATION
209	RENAULT, INC.
213	BABYHOOD INDUSTRIES, INC.
213	PRIDE-TRIMBLE CORPORATION

STANDARDS ENFORCEMENT TEST PROGRAM

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INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
218	ACCESSORY DISTRIBUTORS, INC. (3)
218	AMERICAN SAFETY EQUIPMENT CORP.
218	AMERICAN SPORTS COMPANY, INC. (2)
218	BELL HELMETS INCORPORATED (4)
218	BENSCO COMPANY
218	BORDER DISTRIBUTING COMPANY, INC.
218	CYCRAFT MANUFACTURING, INC.
218	DAYTONA SPORTS COMPANY (2)
218	ELECTROFILM INCORPORATED (2)
218	FALCON ENTERPRISES INCORPORATED
218	FIM PRODUCTS, INC.
218	FLORIDA SAFETY PRODUCTS INC.
218	JEFFERSON HELMETS, INC.
218	LEAR SIEGLER INC. (6)
218	LEAR SIEGLER, INC.
218	MCHAL ENTERPRISES, INC. (2)
218	NORCON MANUFACTURING COMPANY (2)
218	PREMIER PACIFIC, INC. (2)
218	PREMIER SEAT & ACCESSORY COMPANY
218	RALPH BARNES MOULDED PLASTICS CO
218	REBCOR, INC. (2)
218	ROPER CORPORATION (3)

STANDARDS ENFORCEMENT TEST PROGRAM

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INVESTIGATION IN PROGRESS (CUMULATIVE)

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
218	ROYAL INDUSTRIES-GRANT DIVISION
218	SAFETECH (3)
218	SAFETY ENGINEERING CORP.
218	SHOEI SAFETY HELMET CORPORATION (3)
218	STERLING PRODUCTS COMPANY, INC.
218	T & C MANUFACTURING CO. (2)
218	TRABACA PRODUCTS OF CALIF., INC. (2)
218	YODER WESTERN, INC. (2)
302	CHAMPION HOME BUILDERS COMPANY
302	COMMANDER MOTOR HOMES
302	FMC CORPORATION
302	OPEN ROAD INDUSTRIES, INC. (2)
302	PACE ARROW INCORPORATED
302	ROBIN HOOD MOTOR HOMES
302	TRAVCO CORPORATION
302	TRAVEL EQUIPMENT CORPORATION (2)
302	TRAVOY CORPORATION
302	WINNEBAGO INDUSTRIES, INC.

STANDARDS ENFORCEMENT TEST PROGRAM

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INVESTIGATION IN PROGRESS (CUMULATIVE)

VEHICLE STANDARDS

FMVSS	MANUFACTURER
103	FORD MOTOR COMPANY
103	GENERAL MOTORS CORPORATION
103	TOYO KOGYO U.S.A.
104	BRITISH LEYLAND MOTORS
105	CHRYSLER CORPORATION
105	GENERAL MOTORS CORPORATION (2)
105	PORSCHE KG
207	AMERICAN MOTORS CORPORATION
207	FORD MOTOR COMPANY (2)
207	GENERAL MOTORS CORPORATION
208	VOLKSWAGEN OF AMERICA, INC.
212	CHRYSLER CORPORATION
215	BRITISH LEYLAND MOTORS
215	CHRYSLER CORPORATION
215	FORD MOTOR COMPANY (3)
215	SAAB, SCANIA OF AMERICA
216	GENERAL MOTORS CORPORATION
217	AMERICAN MOTORS CORPORATION
217	BLUE BIRD BODY COMPANY
217	BUS AND TRUCK SUPPLY COMPANY
217	FLXIBLE COMPANY
217	GENERAL MOTORS CORPORATION

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INVESTIGATION IN PROGRESS (CUMULATIVE)

VEHICLE STANDARDS

FMVSS	MANUFACTURER
217	HIGHWAY PRODUCTS,INC.
217	MINIBUS INCORPORATED
217	OTIS ELEVATOR COMPANY

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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MONTHLY REPORT - MAY 1, 1975 TO MAY 31, 1975

INVESTIGATORY FILES RELEASED TO PUBLIC

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER	CIR NUMBER
108	AMERICAN MOTORS CORPORATION	105101
108	CHRYSLER CORPORATION	035201
108	CHRYSLER CORPORATION	035104
108	CHRYSLER CORPORATION	035103
108	CHRYSLER CORPORATION	035102
108	CHRYSLER CORPORATION	035101
108	VOLKSWAGEN OF AMERICA, INC.	1074
109	UNIROYAL TIRE COMPANY	03990401
109	UNIROYAL TIRE COMPANY	03990301
109	UNIROYAL TIRE COMPANY	03990201
109	UNIROYAL TIRE COMPANY	03990101
126	MARQUIS TRAVEL PRODUCTS	1255
126	OPEN ROAD INDUSTRIES, INC.	1256
126	ROAD RUNNER MFG., INC.	1252

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MAY 1, 1975 TO MAY 31, 1975

INVESTIGATORY FILES RELEASED TO PUBLIC

VEHICLE STANDARDS

FMVSS	MANUFACTURER	CIR NUMBER
101	WAYNE CORPORATION	0989
104	CHRYSLER CORPORATION	1055
105	NISSAN MOTOR CORPORATION IN USA	0968
210	GENERAL MOTORS CORPORATION	1142
215	FORD MOTOR COMPANY	1162
217	MOTOR COACH INDUSTRIES, INC.	1213

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

STANDARDS ENFORCEMENT TEST PROGRAM

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INVESTIGATION CLOSED

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER	CIR NUMBER
108	WAGNER ELECTRIC CORPORATION	1086
116	WARWICK LABORATORIES CO. INC	1015

STANDARDS ENFORCEMENT TEST PROGRAM

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INVESTIGATION CLOSED

VEHICLE STANDARDS

FMVSS	MANUFACTURER	CIR NUMBER
215	FORD MOTOR COMPANY	1162
217	MERCEDES-BENZ OF NORTH AMERICA	1160

STANDARDS ENFORCEMENT TEST PROGRAM

MONTHLY REPORT - MAY 1, 1975 TO MAY 31, 1975

INVESTIGATION INITIATED

EQUIPMENT STANDARDS

FMVSS	MANUFACTURER
209	FORD MOTOR COMPANY
218	BORDER DISTRIBUTING COMPANY, INC.

DEPARTMENT OF TRANSPORTATION
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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
July 21, 1975

NHTSA -- 64-75 (GLW)
Tel. 202-426-9550

DEFECT INVESTIGATORY CASES REPORT

The U.S.Department of Transportation's National Highway Traffic Safety Administration(NHTSA) issued a new investigatory cases report today, combining the months of March, April and May into a single report listing one new defect investigation opened during the three-month period and one investigation terminated.

The federal safety agency report also listed 71 active defect investigations in progress, five cases in court litigation, and two investigations placed in the "suspended" category during the reporting period.

NHTSA's newly opened investigation, Case C5-32, is based upon an allegation that the "Saf-T-Release" motorcycle helmet strap fasteners manufactured by Fruhling Products, Inc. may fail to remain locked under motorcycle crash conditions. The Fruhling product is marketed under the brand name Saf-T-Release as a quick-release strap coupling which "works like a miniature seat belt." NHTSA's investigation stems from the report of one fatality, allegedly due to a failure of the Fruhling strap fastener.

The safety agency terminated Case 248 during the period; an investigation of International Harvester's models 1600, 1700S and 1800 vehicles for alleged brake system defects, due to the failure of certain welds within the brake shoe construction. NHTSA's investigation concluded that the failures seldom increase vehicle stopping distances and that the brake shoes in question are no longer in active service.

The suspended cases included Ford Motor Company's 1971 Mercury Capri models -- under investigation for alleged fire hazards due to the malfunction of their evaporative emission control systems -- and an investigation of Honda motorcycle models CB 750, CB 500, and CB 450(K3 and K4) for an alleged fire hazard due to the dislodgement of their fuel tank filler caps.

NHTSA's report included a summary of each of the 71 active defect investigations still in progress, together with an explanation of the problems under study for each one.

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 St. SW, 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 the summaries of the NHTSA's findings in terminated cases, or the public file for suspended cases, may do so in the technical reference room, 5108, of the NHTSA, at the above address.

PLEASE NOTE:

These monthly reports are furnished to the Consumer Product Information Center, Pueblo, Co. 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 THIS INVESTIGATION MAY REPORT THE MATTER IN DETAIL TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.

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.

Case Number:	C3-02
Manufacturer:	Honda
Make:	Honda
Model:	CB 750, CB 500, and CB 450 (K3 & K4)
Year(s):	ALL
Possible Problems:	Gas Tank Filler Cap becomes dislodged allowing gas to be ignited.
Status:	Suspended November 30, 1974, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

Reporting Period: May 31, 1975

SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

Case Number: C5-32
Manufacturer: Fruhling Products, Incorporated
Make: Fruhling
Model: Saf-T-Release Motorcycle Helmet Fastener
Year(s): All
Possible Problems: The Saf-T-Release motorcycle helmet strap fastener may be prone to opening while in use.

SUBJECT: Fruhling Products, Inc.
Helmet Strap Fastener
ODI Case No. C5-32

BASIS FOR INVESTIGATION:

A case was opened on May 20, 1975, based on a report from Mr. David Broiles alleging failure of a helmet strap fastener manufactured by Fruhling Products, Inc. (Fruhling). The reported incident resulted in death to the motorcyclist wearing a helmet with the subject fastener.

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 FRUHLING FASTENER:

The Fruhling helmet strap fastener is an accessory device which is marketed as a "Saf-T-Release" coupling for motorcycle helmet straps and described as a "quick release that works like a miniature seat belt." It is intended to replace the "D" rings originally equipped on most motorcycle safety helmets.

ANALYSIS OF ALLEGED PROBLEM:

Failure Mode: Reportedly, the design of the Fruhling fastener is such that the fastener may open under motorcycle crash conditions.

Failure Symptoms: There are no known failure symptoms.

Potential Safety Related Concern: Whether the Fruhling fastener could open under motorcycle crash conditions resulting in the likelihood that the helmet would be dislodged from the wearer's head.

Reporting Period: May 31, 1975

SAFETY RELATED DEFECT INVESTIGATORY CASES

TERMINATED THIS REPORTING PERIOD

Case Number:	248
Manufacturer:	International Harvester
Make:	International Harvester
Model:	1600, 1700S, and 1800
Year(s):	1958 - 1970

Possible Problems: Alleged shoe separation from shoe web causing possible brake shoe failure.

Conclusions: Brake shoe web/table separation from failed welds on front or rear brake shoes does not increase stopping distance or necessarily result in a broken web end. The most recent vehicle now in use which might have had a problem is estimated to be 7 years old, and normal scheduled maintenance for these vehicles would have resulted in at least three rear brake shoe changes during the 7-year period. It is extremely unlikely that there are defective rear brake shoes remaining in the vehicle population involved in this investigation.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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I. INVESTIGATIONS

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 NO.	MANUFACTURER/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	1968-1969	16 x 5.5 Two Piece Wheel	Lock Ring Gutter Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels and Tires	Overloading of Suspension
212	Ford	Ford Full-Size Lincoln, Mercury and Thunderbird	1965-1969	Front Lower Control Arm	Failure of Front Lower Control Arm at Ball Joint Area
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

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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
C2-25	Ford, Chrysler, GM, and International Harvester	School Bus	Pre-1966	Hydraulic Brake Line	Steel Hydraulic Brake Line Failure Due to Corrosion
C2-32	General Motors	GMC and Chevrolet Pickup	Various	15" Single Piece Wheel	Bead Seat Failure
C2-53	Ford	ALL	1967-1971	Brake Master Cylinder	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	ALL	Pre-1966	Heater	Engine Fume Intrusion into Passenger Compartment
C2-61	Ford	Ford, Mercury	1970	15 x 6.5 Single Piece Wheel	Disc Failure
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead Electrical Connector	Becomes Disconnected
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 800 B	1970-1973	Clutch Cable	Breakage Due to Bending Fatigue

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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CASE NO.	MANUFACTURER/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	All Light Duty	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	1971-1972	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

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CASE NO.	MANUFACTURER/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 Motor Home	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 Motor Home	1971	Front Tires, Wheels Springs and Axles	See C4-10
C4-12	Champion Home Builders	24-Foot Motor Home	1971	Front Tires, Wheels Springs and Axles	See C4-10
C4-13	Boise Cascade	Lifetime Premier 23-Foot Motor Home	1969-1971	Front Tires, Wheels Springs and Axles	See C4-10
C4-14	PRF Industries	Travco 220 Motor Home	1970	Front Tires, Wheels Springs and Axles	See C4-10

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CASE NO.	MANUFACTURER/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	Fairlane and Ranchero Mercury Montego Ford Falcon Mercury Comet	1965-1969 1965-1969 1965-1970 1965-1970	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 Motor Home	1973	Gas Tank	Location and Installation of Gas Tank may Cause Overloading

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 Carburetors	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 Carburetors	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
C4-51	Globe Fabricated	JS-100	Various	Auto Jack Stand	Failure to Meet Load Rating
C4-52	International Harvester	Scout II, 1110-1300-D, 1010-1310, 4x4	1970-1973	Braking Lining	Brake Pull and Fade Upon Application
C4-53	General Motors	Chevrolet Chevelle V8 Engine	1965-1969	Engine Mount	Secondary Effects from Shearing of Engine Mounts

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-58	Volvo	142, 144, 145, 164 and 1800E	1971-1973	Bosch Fuel Injectors	Fuel Leaks from Pressurized System Onto Engine Exterior
C4-59	Volkswagen	VW Type 3 prior to August 1971 Porsche 914 1.8, 1.7 and 2.0 Liter Engine VW Type 4 1.7 Liter Engine	1970-1972	Bosch Fuel Injectors	See C4-58
C4-60	Renault	Model 17 Sports Coupe	1971-1973	Bosch Fuel Injectors	See C4-58
C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear Wheel Bearing	Failure Due to Insufficient Lubrication
C5-02	Cabana	25-Foot Motor Home	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	Various	Tire	Failure in Bead Area
C5-07	General Motors	Pontiac all V8 Equipped Engines	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain
C5-08	Toyota Motor Sales	Corolla Equipped with 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-09	Kar-Rite	Jack Stand - Model 1052, Rated at 4,000 pounds	ALL	Jack Stand	Alleged Unsatisfactory Performance
C5-25	Volvo	Volvo	1973	Front Bumper Bracket Failure	Failure of Front Bumper Support Bracket
C5-26	Ford	Mercury Capri	1971-1973	Seat Failure	Failure in Reclining Mechanism Allowing Seat to Rotate Rearwards and Could Result in Loss of Vehicle Control
C5-27	Symons Corporation (Mulkey Division)	Kari-Krete Placer Vehicles	1970-1971	Overload Condition of Concrete Conveyor	Concrete Conveyor too Heavy for Truck Suspension Resulting in Breakage of Rear Wheel Mounting Lug Bolts
C5-28	Ford	Mustang II	1974	Exhaust Heat Transfer to Rear Passenger Compartment	Routing of Exhaust System in Rear Axle Area Results in Scorching and Charring of the Underside of the Rear Seat and Melting of the Floorboard Insulation
C5-32	Fruhling Products Incorporated	Fruhling SAF-T-RELEASE Motorcycle	ALL	Helmet Strap Fastener	Motorcycle Helmet Strap May be Prone to Opening While in Use.

DEPARTMENT OF TRANSPORTATION
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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

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

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
051	General Motors (IN LITIGATION 7-12-72)	Chevrolet and GMC 3/4-Ton Pickup Truck	1960-1965	Kelsey-Hayes 15 x 5.5 Three Piece Wheel	Breakage
132	General Motors (FINAL DEFECT DETERMINATION 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajet Carburetor	Fuel Leakage at Plug, Resulting in Fire Potential
140	Ford (INITIAL DEFECT DETERMINATION MADE 3-10-75)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failure
161	GM, Chrysler, AMC and Ford (FINAL DEFECT DETERMINATION 05-16-75, IN LITIGATION)	All	1965-1971	Power Brake Vacuum Check Valve	No Power Assist With Failure
258.5	General Motors (FINAL DEFECT DETERMINATION 12-19-74, IN LITIGATION)	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 Emmission System	Underhood Fires Due to System Malfunction

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

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-02	HONDA (INVESTIGATION SUSPENDED 11-30-74)	CB 750, CB 500 and CB 450 (K3 & K4)	All	Gas Tank Filler Cap	Becomes Dislodged Allowing Gas to be Ignited
C3-11	General Motors (IN LITIGATION 2-13-74).	Cadillac	1959-1960	Steering Pitman Arm	Fatigue Failure Causing Loss of Vehicle Control
C3-29	Ford (INITIAL DEFECT DETERMINATION MADE 3-31-75)	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft Motor Fails Due to Underpower

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT-INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS -

Report for Month Ending: May 31, 1975

CASE NO.	MANUFACTURER/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 Suspension may Exceed Component Ratings
S4-45	Various Manufacturers	Various	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	Wheels, Tires Springs and Axles	Loading of Suspensions May Exceed Component Ratings in Late Model Vehicles.
A2-58	General Motors	Chevrolte	1965-1970	Engine Mount	Recall #71-0235
A3-04	Toyota	1200 and 1600cc	1970-1971	Fuel System	Recall #72-0014
A4-21	Ford	Torino and Ranchero Mercury Montego	1972	Rear Axle Assembly	Recall #72-0095
A4-39	AMF/Harley Davidson	XL1000 and XLCH1000	1973	Frame	Recall #73-0215

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CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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
A5-06	Mack Trucks	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001
A5-11	Chrysler	Imperial	1974	Parking Brake Shoe Spring	Recall #74-0082
A5-12	Chrysler	Imperial	1974	Seat Back Retainer Clip	Recall #74-0056
A5-13	American Motors	Jeeps with Power Brakes	1974	Power Brake Booster	Recall #74-0040
A5-14	Ford (Firestone Tires)	Ford, Tornino Elite Passenger Cars and Light Duty Trucks	1974	Firestone Tires HR 78-15	Recall #74-0118
A5-15	Ford	Torino, T-Bird. Montego, Cougar Ranchero and Continental Mark IV	1974	Speed Control	Recall #74-0011

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CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A5-16	BMW	2002, 2002A and 2002 Tii	1974	Inertia Reel Seat Belt	Recall #74-0019
A5-17	Volkswagen	Type I Beetle and Super Beetle	1973	Seat Belt Mounting Retractor Bracket	Recall #73-0133
A5-18	Fiat	X1-9	1974	Accelerator Pedal	Recall #74-0026
A5-19	AMF	Harley Davidson	1973-1974	Rear Disc Brake Caliper	Recall #74-0046
A5-20	Goodyear Tire and Rubber Company	Power Cushion Polyglass Load Range B. F78-14	1973	Tire	Recall #74E-009
A5-21	Firestone Tire and Rubber Company	Transport I, Tube-less Nylon	1973	Tire	Recall #74E-006
A5-22	Volkswagen	Audi 100	1973	Electric Motor for Fan	Recall #73-0229
A5-23	Mack Trucks, Inc.	DM, F, MB, R, U, FL, FS, RL and RS	March 1971 thru June 1973	SW56 and SW57 Bogie Housing	Recall #74-0032
A5-24	Cooper Tire and Rubber Company	H70-14 and H70-15	1973	Tire	Recall 74E-020
A5-29	White Motors	ALL	1956 thru April 1971	Suspension Hanger Brackets	Recall #73-0140

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III. SURVEYS AND AUDITS

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A5-30	DeGiorgio Corp.	Mini Motor Home	1974	Tailpipe	Recall #73-0119
A5-31	Peugoet, Inc.	504 Diesel Sedans and Station Wagons	1974	Brake Line Corrosion	Recall #74-0164

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

FOR IMMEDIATE RELEASE
July 21, 1975

NHTSA -- 68-75 (HP)
Tel. 202-426-9550

The nation's traffic fatalities in June were 20 per cent below the level of June 1973 and, significantly, dipped more than 1 per cent below the death total for the same month last year, the U. S. Department of Transportation said today.

Based on preliminary figures reported to the department's National Highway Traffic Safety Administration (NHTSA), the number of persons killed in June is estimated at 4,142, a reduction of more than 1,000 from the 5,176 fatalities reported in June 1973 and 59 fewer than recorded in June 1974.

The NHTSA uses 1973 as a base year for statistical comparison, rather than 1974, when the energy shortage brought about changed driving habits and a dramatic reduction in traffic deaths.

The June 1975 figures, 1.4 per cent lower than June 1974, marked the first time this year that the fatality count was below a corresponding month a year ago. In January, the figures were 5.5 per cent higher than January of last year; February was up nearly 9 per cent; March was up 5 per cent; April was up 1.5 per cent; and May climbed to 7 per cent above the same month in 1974.

Secretary of Transportation William T. Coleman, Jr., who only last month called for the states to intensify their enforcement of the 55 mile per hour national speed, said he was encouraged by the June report. "We would like to infer from these figures that many motorists are cooperating with the lower speed limits, recognizing that there is a big payoff in safety as well as in fuel conservation."

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Dr. James B. Gregory, the NHTSA administrator, said he was cautiously optimistic about the June figures. "We still have half of the summer remaining, a period when there are more cars on the road and a high potential for tragedy exists. If each motorist will observe the lower speed limit, and vehicle occupants wear the safety belts provided in their cars, I am confident we will come through the summer season with fewer traffic deaths than anticipated."

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Traffic Fatality Estimates Based on Early Reports

June 1975/1974/1973

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	JUNE 1975	JUNE 1974	JUNE 1973
Alabama	73	74*	104*
Alaska	11	4*	8*
Arizona	63	57	97
Arkansas	42	39	59
California	394	351	463*
Colorado	44	58	71
Connecticut	40	42*	55*
Delaware	14	7	11*
Florida	153	200*	199
Georgia	119	136*	154
Hawaii	14	6*	10*
Idaho	24	35*	39*
Illinois	204	186	208*
Indiana	131	111	175
Iowa	66	50	83*
Kansas	38	67	66*
Kentucky	82	69*	111
Louisiana	67	88	108
Maine	19	15*	26*
Maryland	58	67*	61*
Massachusetts	97	92*	111*
Michigan	167	197*	230*
Minnesota	86	85	89*
Mississippi	52	67*	80*
Missouri	106	101	132*
Montana	33	44	24
Nebraska	31	35	39*
Nevada	25	20	29
New Hampshire	19	21*	15*
New Jersey	90	107	109
New Mexico	54	67	68*
New York	235	214	279*
North Carolina	127	146*	181
North Dakota	18	20	32
Ohio	154	177	229*
Oklahoma	63	66	78

STATE	JUNE 1975	JUNE 1974	JUNE 1973
Oregon	46	77*	50*
Pennsylvania	197	187*	250
Rhode Island	7	8*	12*
South Carolina	56	69*	102
South Dakota	13	24	28*
Tennessee	105	109*	118
Texas	335	245	338*
Utah	35	24	31*
Vermont	10	11*	18
Virginia	89	96	130*
Washington	71	77	74*
West Virginia	43	42	54*
Wisconsin	89	87	112*
Wyoming	24	19	21
Dist. of Col.	9	5	5*

				%Change 1975-74	%Change 1975-73
TOTAL	4,142	4,201	5,176	-1.4	-20

*REVISED FIGURES

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

DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE THURSDAY
July 24, 1975

NHTSA -- 66-75 (HP)
Tel. 202-426-9550

The California Department of Motor Vehicles in Sacramento, Calif., has been awarded a $570,240 contract to conduct an improved motorcycle driver licensing and training program, the U. S. Department of Transportation said today.

Awarded by the department's National Highway Traffic Safety Administration (NHTSA), the objective of the three-year contract is to demonstrate that upgrading beginner's skills for new motorcyclists will result in a lower accident rate.

Motorcycle accidents have been on the rise in the United States since the mid-1960's. Last year, an estimated 3,380 cyclists died in traffic accidents.

Only last month, the NHTSA and the Motorcycle Safety Foundation (MSF) agreed to join forces in an attempt to combat deaths and injuries resulting from motorcycle accidents.

The contractor will use refined motorcycle driver skill and knowledge tests developed by the Motorcycle Safety Foundation and a modified MSF Beginning Rider Course to assure that randomly selected beginners have the basic knowledge and skills to drive safely.

The first phase of the contract, estimated to run six months, will consist of the preparation of a comprehensive plan for conducting and evaluating an improved motorcycle driver license examination program.

- more -

The second phase, a demonstration project lasting approximately two years, will divide thousands of applicant drivers into study and control groups. The accident and violation experience of the two groups will be analyzed on a periodic basis for two or three years following the issuance of licenses.

The final phase will involve a report period during which the California Department of Motor Vehicles will conduct an in-depth analysis of the demonstration project. The final report from the contractor will include recommendations for conducting motorcycle driver license programs, knowledge and skill test criteria, and supplemental education and training requirements.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE THURSDAY
July 31, 1975

NHTSA -- 70-75 (HP)
Tel. 202-426-9550

The administrators of the National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) have initiated proceedings that will determine whether the U.S. Department of Transportation invokes sanctions against the states of California, Illinois and Utah.

The basis for the proposed action is the failure of California and Illinois to enact helmet laws for motorcycle drivers and passengers, and the failure of Utah to enact a fully effective helmet law.

In a notice published in the Federal Register, the Transportation Department agencies said officials from California, Illinois and Utah and all interested parties will be given an opportunity to present their position in public hearings. The hearing for Utah will be held on Sept. 4 in Room 2230 of the Department of Transportation

-more-

Headquarters Building in Washington, D.C. Illinois will be heard on Sept. 9 and California on Sept. 11, both in Room 4234 of the DOT Building.

If, at the conclusion of the hearings, Secretary of Transportation William T. Coleman, Jr. decides that sanctions should be imposed, all three states could lose their highway safety funds allocated by the federal government. They could also lose 10 per cent of their federal-aid highway construction money, unless the Secretary determines that loss of such funds is not in the public interest.

Under the Highway Safety Act of 1966, the states are required to implement a comprehensive highway safety program that complies with minimum safety standards established by the NHTSA and the FHWA. Currently, there are 18 highway safety program standards.

Standard No. 3, "Motorcycle Safety," was issued as one of the original 13 standards in 1967. One of its principal features is a requirement that motorcyclist wear an approved safety helmet and eye protection when operating vehicles on streets and highways.

California and Illinois do not have helmet laws. Utah has a helmet law that requires usage on roads posted for maximum speeds of 35 miles per hour or higher, but not elsewhere. The 47 other

states, the District of Columbia and Puerto Rico all have enacted effective helmet laws for motorcyclists and their passengers.

The two government agencies said the rapid growth in motorcycle ownership and use in recent years has been accompanied by an increase in the number of injuries and deaths among motorcyclists. Last year, over 3,000 cyclists were killed in traffic accidents. The use of protective helmets has been found to be the most effective means of reducing fatal and near-fatal head injuries when crashes occur. The effectiveness of helmets makes state compliance with the full requirements of Standard No. 3 a matter of particular urgency.

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