



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
August 6, 1975

NHTSA -- 71-75 (GLW)
Tel. 202-426-0670

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced plans today to open a toll-free consumer's telephone Hotline service "to cut costs, delays, and citizen frustration" in the exchange of safety-related information between consumers and the federal safety agency.

Dr. James B. Gregory, NHTSA administrator, said the program should be ready for operation by next October. He described the planned service as an experimental, one-year project aimed at two objectives: improved collection of all safety-related consumer experience from which NHTSA determines a major portion of its defect investigative activity, and an increase in NHTSA's awareness of and response to consumer needs.

"We intend to watch this Hotline trial very closely," Dr. Gregory said, "to be sure it brings the kind of benefits in data and responsiveness we intend, and to achieve a measured performance as a basis for future decisions." In order to maintain close control of the experimental facility, the administrator explained, NHTSA's Hotline will limit its operation to an approximate 12-state area surrounding the Washington headquarters, during the "pilot" 12-month period.

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Staff recruitment and intensive training will be completed in the next two months, according to NHTSA, while the installation of Hotline facilities and the preparation of operator and information manuals is already in progress. A toll-free telephone number will be assigned to the service. Operating under the supervision of NHTSA's Office of Consumer Services, the Hotline's availability will be announced throughout its 12-state user-region when preparations are completed.

Dr. Gregory said the facility will be equipped with its own computerized system for measuring total performance; "not merely staff performance," he noted, "but the quality of data we receive, how it is used, and how great or small its impact on our effort toward saving lives on the highway." At the same time, NHTSA hopes its new service may measure up as a model in speedy response to consumer needs.

The administrator noted that citizens often need "instant" response to questions concerning product recalls or defects, or the defect-history of a newly purchased used car. "Cutting the costs and delays of correspondence," he said, "lessens citizen frustration and puts this vital information, immediately, into the hands of the vehicle owner who needs it." By limiting the Hotline to an experimental "pilot" period, he said, NHTSA can strive for the best possible performance and at the same time, measure the results accurately.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
August 11, 1975

NHTSA -- 73-75 (PF)
Tel. 202-426-9550

The U.S. Department of Transportation today amended its Federal Motor Vehicle Safety Standard No. 111, "Rearview Mirrors" and also proposed a number of additional amendments to the standard.

The department's National Highway Traffic Safety Administration (NHTSA) said the amendment, effective six months after date of publication, permits installation of truck-type mirror systems in multipurpose vehicles and also extends the coverage of the standard to trucks and buses.

The proposed amendments call for motorcycles to be equipped with either a mirror with a reflective surface of no less than 12.5 square inches, or a convex mirror with no less than 10 square inches of reflective surface. Heavy duty trucks would have two outside mirrors no smaller than 75 square inches each.

Under the proposed amendments, school buses would be equipped with outside rearview mirrors of no less than 50 square inches of reflective surface on both sides of the vehicle. In addition, school buses with conventional hoods would have a convex cross-view mirror to enable the driver to see small children in front of the vehicle.

Interested parties are invited to comment on the proposals, by writing to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh St. SW, Washington, D.C., 20590. The comment period closes Sept. 26, 1975. The proposed amendments would be effective six months after publication in the Federal Register.

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WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
August 14, 1975

NHTSA -- 72-75 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation has announced the award of grants to the cities of Washington and Philadelphia to help speed emergency medical services to stricken individuals during the Bicentennial celebration.

Under the grants -- \$149,000 to the nation's capital and \$99,000 to Philadelphia -- the two cities will design and develop rapid response emergency medical service systems that can serve as models in other urban areas.

The projects for a Medical Emergency Coordination Communications Assessment (MECCA) are expected to be able to rapidly mobilize and manage available resources in accidents and other medical emergencies.

The MECCA program will combine transportation facilities with medical assistance through a communications system using computer technology.

The demonstration projects will complement the National Highway Traffic Safety Administration's Emergency Medical Services (EMS) program to reduce highway deaths and injuries. This program is designed to bring medical care to the highway crash victim in the shortest possible time.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
August 14, 1975

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

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) has directed the Ford Motor Co. to recall its 1968 and 1969 Mustang and Cougar automobiles because of a safety-related defect in those vehicles.

The administrator of the safety agency, Dr. James B. Gregory, announced his final determination that a safety defect exists in the seat back pivot pin brackets of both front seats of the vehicles involved. There are approximately 600,000 1968 and 1969 Mustangs and Cougars in active use.

A NHTSA defect investigation report said the bracket failures can cause sudden partial collapse of the front seat backs, resulting in loss of vehicle control and possible accidents and injuries. The defect report attributes the cause of the pin bracket failure to repeated occupant pressure against the seat back.

The NHTSA made an initial determination of a safety defect in late March, and provided Ford an opportunity to present data, views, and arguments to challenge that finding at an April 22 public meeting.

Dr. Gregory notified the company of his final determination in a letter to Ford President L. A. Iacocca.

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FOR IMMEDIATE RELEASE
August 20, 1975

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

The nation's traffic fatalities in July were more than 12 per cent below the level of July 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 July is estimated at 4,537, a reduction of almost 650 from the 5,186 fatalities reported in July 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.

There were 200 more deaths in July over the same period last year, when a total of 4,337 traffic fatalities were reported. That represents a 4.6 per cent boost over July 1974, and reverses a one-month decline that saw the June 1975 figures drop 1.4 per cent below the death count for June 1974.

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"We are disappointed, naturally," said Dr. James B. Gregory, administrator of the NHTSA, "that the June decline did not continue into July. But, based on the results this year, we believe that many motorists are continuing to cooperate by observing the lower speed limits, recognizing that there are big payoffs both in safety and fuel conservation.

"Fatality figures can show another significant monthly decline, particularly with the long Labor Day holiday weekend approaching, if each motorist observes some fundamental safety precautions, such as observing the lower speed limits, wearing safety belts, and guarding against alcohol abuse."

In January, fatality figures were 5.8 per cent higher than January of last year; February was up nearly 7 per cent; March was up 6.4 per cent; April was up 1.5 per cent; and May climbed to 6.8 per cent above the same month in 1974.

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Traffic Fatality Estimates Based on Early Reports

July 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	JULY 1975	JULY 1974	JULY 1973
Alabama	85	87*	123*
Alaska	6	14*	10*
Arizona	62	67	99*
Arkansas	48	44	58
California	411	375	479*
Colorado	64	62	63*
Connecticut	32	31	45*
Delaware	15	5	8*
Florida	142	173*	197*
Georgia	179	127*	146*
Hawaii	10	7*	7*
Idaho	40	47*	43*
Illinois	203	167	234*
Indiana	104	116	150*
Iowa	75	74	67*
Kansas	52	64	58*
Kentucky	90	66*	116*
Louisiana	111	68	110*
Maine	28	28	29*
Maryland	69	63*	65*
Massachusetts	83	79	88*
Michigan	202	193	225*
Minnesota	111	78	108*
Mississippi	55	45*	102*
Missouri	108	83	155*
Montana	28	36	37*
Nebraska	48	59	37*
Nevada	21	18	26*
New Hampshire	13	7	19*
New Jersey	101	71	139*
New Mexico	53	56	51*
New York	246	243	316*
North Carolina	147	148	170*
North Dakota	15	23	26*
Ohio	211	199	226*
Oklahoma	92	76	81*

STATE	JULY 1975	JULY 1974	JULY 1973
Oregon	59	60*	74*
Pennsylvania	202	209*	200*
Rhode Island	14	10	13*
South Carolina	82	60*	86*
South Dakota	28	16	20*
Tennessee	82	132*	151*
Texas	314	320	306*
Utah	44	30	49*
Vermont	10	16	15*
Virginia	95	125	108*
Washington	82	76*	68*
West Virginia	47	43	37*
Wisconsin	79	99	119*
Wyoming	29	38*	20*
Dist. of Col.	10	4	7*

%Change %Change
1975-74 1975-73

TOTAL 4,537 4,337 5,186

+4.6 -12.5

*REVISED FIGURES

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NEWS

YAD-493

WASHINGTON, D. C. 20590

FOR RELEASE MONDAY
August 25, 1975

NHTSA -- 76-75 (HP)
Tel. 202-426-0670

The publication of a pamphlet that spells out consumer protection under the new antitampering odometer law was announced today by the U. S. Department of Transportation.

The new publication was developed by the department's National Highway Traffic Safety Administration (NHTSA) in connection with the safety agency's crackdown, begun last February, against the practice of odometer tampering by automobile dealers and private sellers.

The federal odometer law, part of the Motor Vehicle Information and Cost Savings Act, is intended to protect car buyers from the deceptive practice of concealing a car's true mileage by turning back or disconnecting the odometer. Actual mileage is an important indicator of a vehicle's condition.

Information contained in the publication alerts consumers to federal prohibitions against odometer rollback and disconnection. It also informs consumers that the law requires a written mileage disclosure statement by the seller any time a vehicle changes hands. There is also advice on available remedies if a buyer is victimized by an unscrupulous seller or dealer.

Dr. James B. Gregory, administrator of the safety agency, said the publication could serve an important consumer need. "The only way we can begin to make effective progress in our attack on the problem of odometer fraud is to fully inform the public of the existence of the odometer law," he said. "Wide distribution of this comprehensive, consumer oriented pamphlet should go far toward accomplishing this goal."

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The NHTSA plans nationwide distribution of the pamphlet through local consumer action groups. In addition, the general public may obtain free copies by writing to the Office of Consumer Services, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
August 29, 1975

NHTSA -- 77-75 (HP)
Tel. 202-426-9550

The federal government's traffic safety chief urged motorists today to make safe driving their No. 1 priority over the Labor Day holiday weekend.

"I can't think of anything more important to a driver and his family," said Dr. James B. Gregory, Administrator of the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

"If everyone will concentrate on driving safely, we can go a long way toward reducing the tragic traffic toll that normally occurs on this last major holiday weekend of the summer season," Dr. Gregory said.

He called on motorists to follow some basic rules and precautions before embarking on a vacation trip. "You always get a good start by making sure your automobile is in safe operating condition.

"Once this is done, then the key to avoiding accidents and staying alive is driver performance. One vital factor is to observe traffic safety rules and the 55 mph speed limit, which not only saves lives but conserves fuel. Remember that drinking is involved in about half of the nation's traffic fatalities."

The traffic safety chief added this advice:

"Each driver should make sure that he and all his passengers are protected by wearing the safety belts available in his vehicle. Watch out for the mistakes of others and be alert to correct for emergencies."

"The Labor Day holiday rightfully recognizes the various contributions of this nation's dedicated working men and women. The loss of even one life in a senseless traffic accident is a tragedy we can and must endeavor to avoid."

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WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
August 29, 1975

NHTSA--78-75 (PF)
Tel. 202-426-9550

Responding to petitions by a number of truck and component manufacturers, the U. S. Department of Transportation has amended its standard on air brake systems for trucks. The amendment grants a temporary change, until Jan. 1, 1978, in certain service brake system stopping distances from 258 feet to 277 feet.

The department's National Highway Traffic Safety Administration (NHTSA) said that the increases in stopping distances were granted to alleviate problems associated with the practice of over sizing front brakes. This over-design could degrade the handling characteristics of the vehicles under certain braking situations.

The grant in increased stopping distance to Jan. 1, 1978 will provide additional time to determine the most practical method of reducing and/or accounting for production and test variables.

Other provisions of the amendment increase brake application and release times for trucks, buses, and trailers.

The amendment also exempts certain specialized vehicles from the standard, since limited highway use of these vehicles would not justify the expense of air brakes.

The amendments are effective immediately.

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WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
September 4, 1975

NHTSA -- 79-75 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation today proposed a new federal motor vehicle safety standard that could help reduce the incidence of fires in motor vehicles.

In an advanced notice of proposed rulemaking, the department's National Highway Traffic Safety Administration (NHTSA) called for information which could lead to the regulation of electrical systems in motor vehicles.

Dr. James B. Gregory, NHTSA administrator, said: "Statistics indicate that between 500 and 750 deaths are caused every year by motor vehicle fires. Our Federal Motor Vehicle Safety Standard No. 301, which deals with fuel system integrity, regulates the spillage of fuel as a means of preventing vehicle fires in a crash, thus handling one major cause of vehicle fires. The establishment of performance requirements for electrical systems should combat the other major contributor to such fires."

The safety agency asked for comments on major aspects of a motor vehicle's electrical system and suggestions on improvements of its safety level. Comments are also requested on electrical system component failure and malfunction, as well as information on ways to obtain a required level of operational integrity.

Interested parties are invited to submit comments to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh St. SW, Washington, D.C., 20590. The comment period closes on Nov. 3, 1975.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

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WASHINGTON, D.C. 20590

**CONSUMER SENSITIVE
REQUEST FOR
PUBLIC COMMENT**

FOR RELEASE TUESDAY
September 9, 1975

NHTSA -- 82-75 (RHC)
Tel. 202-426-9550

The U.S. Department of Transportation announced today plans to issue a new safety rule for bicycle carriers mounted on the exterior of motor vehicles and asked consumers to comment. Developed by the department's National Highway Traffic Safety Administration (NHTSA), the proposal reflects growing consumer concern over the hazards which these units pose for pedestrians, the federal safety agency said.

In an advance notice of proposed rulemaking, NHTSA said the rule would apply to bicycle carriers used on passenger cars, multipurpose passenger vehicles, trucks and buses with a gross vehicle weight rating of 10,000 pounds or less. It would require that all mounting hardware for the units be installed in a manner that would minimize any hazard to pedestrians; sharp edges be reduced or eliminated on the carriers; projection of any supporting arms for the bicycle be limited to a specified distance when the carrier is not in use, and the units are labeled to warn against installation on the front of vehicles.

Extensive information is needed on bicycle carrier use, before proceeding further, NHTSA said in soliciting comments from the public. This information includes the extent of fatalities, injuries and property damage resulting from exterior mounted carriers; safety and design hazards found in current designs; economic data, such as total sales, unit costs, number of manufacturers, and detailed insurance rate information for vehicles equipped with bicycle carriers.

Interested persons are invited to submit their comments on the proposal by Dec. 2, 1975 to: Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D.C. 20590.

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
September 10, 1975

NHTSA -- 83-75 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation has issued a new regulation designed to expedite the handling of public petitions requesting new rulemaking or vehicle recall actions.

The department's National Highway Traffic Safety Administration (NHTSA) said the regulation will simplify the task of identifying and separating these requests from the many thousands of communications NHTSA receives annually.

Any interested party may file a petition with the NHTSA administrator, asking him to start a proceeding that could lead to the issuance, amendment, or revocation of a motor vehicle standard, or to begin a proceeding to determine whether to order a recall campaign because of a safety-related defect in a motor vehicle or failure to comply with a federal motor vehicle safety standard.

Petitions must be written in English, carry a heading which includes the word "Petition," be addressed to the NHTSA administrator, and contain the reason for the request.

The safety agency will conduct a technical review of each of the petitions. In addition, a public hearing may be held at the agency's discretion.

Granting of a petition will lead to further proceedings and a final disposition. Denial of any petition will be published in the Federal Register within 45 days of the decision.

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

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Friday, September 12, 1975

NHTSA 84-75 (GLW)
Tel. 202-426-0670

The National Highway Traffic Safety Administration (NHTSA) joined with an Ohio manufacturing firm today in announcing the recall of 35,000 defective, potentially dangerous, aerosol "tire inflator cans."

Sold under the brand name of "Instant Spare" and intended for use as a portable source of compressed air for emergency tire inflation, the 35,000 defective aerosol cans were manufactured by Taylor Made Products, Inc. of Akron, Ohio, and were distributed to wholesalers and retail outlets between Sept. 10 and Nov. 26, 1973.

The Ohio firm first announced a recall of the product in May 1974. The company warned that the aerosol containers contained a defect and could explode if subjected to the heat of direct sunlight--through the windows of automobiles, for instance--for an extended period of time. NHTSA joined in a re-announcement of the recall today, because limited response to the earlier announcement indicates that many of the defective "Instant Spare" products may still be in consumer hands.

NHTSA's announcement identified the defective cans as those having a marking of J103 stamped on the bottom. Originally sold for approximately \$1.25 each, full refund has been authorized by the manufacturer and will be paid to purchasers who return the product to the dealer from whom it was purchased.

While data available to NHTSA include no injuries caused by the product, purchasers have continued to report instances of can explosions which could have been dangerous. Consumers who require additional information about the product or its recall should contact Taylor Made Products, Inc. at 3200 West Market St., Akron, Ohio, 44313; or by telephone inquiry to 216-867-6502.

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FOR IMMEDIATE RELEASE
Friday, September 12, 1975

NHTSA -- 85-75 (HP)
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA) will require manufacturers of motor vehicle equipment to submit detailed cost data when they oppose actions of the safety agency on the grounds of increased cost.

A notice issued by the NHTSA proposes a new regulation, Cost Information Reporting, which responds to Section 113 of the Motor Vehicle and Schoolbus Safety Amendments of 1974. That section provides that whenever any manufacturer opposes a requirement contained in a federal motor vehicle safety standard, or any other action of the NHTSA, on the grounds of increased cost, the manufacturer shall submit specified cost information.

The purpose of the proposed regulation is to enable the safety agency to make an informed judgment as to the validity of claims by manufacturers that actions of the agency, such as issuance of safety standards, are not practicable because of increased cost.

The requirement that such claims set forth data in significant categories will provide a means by which manufacturers' cost studies may be compared with one another, and with comparable studies prepared by the NHTSA.

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Information would generally be required to be submitted in terms of "incremental cost." This is defined as the increased cost specifically attributable to the NHTSA action in question, adjusted so as to exclude increased cost attributable to general increases in the prices of materials, supplied products, utilities, services, real estate, taxes, credit, or the rate of pay of employees. The NHTSA believes that through this definition, the cost increase traceable to the regulation in question may be identified and isolated from a cost increase occasioned by inflation, or independent decisions of the manufacturer regarding management, marketing, or design.

The proposal would also require the manufacturer to estimate the incremental cost, not only to himself, but to the consumer.

Within 90 days after such cost information is received, the NHTSA would complete a written evaluation. This evaluation would be made available to the public after the deletion of matter submitted by the manufacturers which contained trade secrets or other confidential information.

Interested persons are invited to submit comments on the proposal to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D. C. 20590. The comment period closes on Oct. 28 and the proposed effective date of the regulation would be 30 days after publication of the final rule.

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DEPARTMENT OF TRANSPORTATION

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NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
Friday, September 19, 1975

NHTSA -- 87-75 (HP)
Tel. 202-426-9550

The nation's traffic fatalities in August dipped 15 per cent below the level of August 1973, and, even more significantly, declined almost 4 per cent below the death total for the same month last year, the U. S. Department of Transportation said today.

The number of persons killed in August is estimated at 4,434, a reduction of more than 800 from the 5,241 fatalities reported in August 1973, and 182 fewer than recorded in August 1974. The totals are based on preliminary figures reported to the department's National Highway Traffic Safety Administration (NHTSA) by the 50 states and the District of Columbia.

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.

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The August 1975 figures, 3.9 per cent lower than August 1974, marked only the second time this year that the fatality count was below a corresponding month a year ago. Last June, the fatality toll dipped 1.4 per cent below the death total for June 1974.

Secretary of Transportation William T. Coleman, Jr., said he was encouraged by the August report. "It would appear these figures indicate that many motorists are cooperating with the lower speed limits and are recognizing that there is a big payoff not only in safety, but in fuel conservation as well."

Dr. James B. Gregory, the NHTSA administrator, shared the secretary's optimism. "Earlier last month," the safety chief said, "we urged motorists to make safety their No. 1 priority as the summer season headed into its final weekends and it is evident that many of them did."

In January 1975, traffic fatality figures were 5.8 per cent higher than January of last year; February was up nearly 7 per cent; March was up 6.4 per cent; April was up 1.5 per cent; May climbed to 6.8 per cent above the same month in 1974, and July was up 4.6 per cent.

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Traffic Fatality Estimates Based on Early Reports

August 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	AUGUST 1975	AUGUST 1974	AUGUST 1973
Alabama	93	80*	110
Alaska	16	13*	4*
Arizona	45	78	105*
Arkansas	52	54	61
California	369	408	454*
Colorado	64	67	84*
Connecticut	45	41*	38*
Delaware	11	22	12*
Florida	154	202*	207
Georgia	156	137*	170
Hawaii	14	16*	16*
Idaho	37	34*	48*
Illinois	233	210	231*
Indiana	74	113	149*
Iowa	56	71	104*
Kansas	60	53	83*
Kentucky	70	86*	90
Louisiana	85	82	108
Maine	39	20*	26*
Maryland	43	62*	68*
Massachusetts	70	86*	97*
Michigan	208	178*	201*
Minnesota	77	93	106*
Mississippi	53	54*	86*
Missouri	105	116	130*
Montana	40	45	28*
Nebraska	36	43	42*
Nevada	21	24	31
New Hampshire	22	30*	8*
New Jersey	83	112	133*
New Mexico	56	61	77*
New York	267	260	283*
North Carolina	188	156*	177
North Dakota	16	14	26
Ohio	229	127	221*
Oklahoma	61	85	70

STATE	AUGUST 1975	AUGUST 1974	AUGUST 1973		
Oregon	51	89*	66*		
Pennsylvania	216	216*	193*		
Rhode Island	8	13	11*		
South Carolina	76	87*	87*		
South Dakota	26	30	44*		
Tennessee	75	118*	118		
Texas	293	341	380*		
Utah	35	19	34*		
Vermont	17	10	19		
Virginia	112	101	97*		
Washington	82	91*	101*		
West Virginia	50	43	57*		
Wisconsin	108	94	116*		
Wyoming	28	25*	30		
Dist. of Col.	9	6	4*		
				%Change	%Change
				1975-74	1975-73
TOTAL	4,434	4,616	5,241	-3.9	-15.4

*REVISED FIGURES

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY
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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 IMMEDIATE RELEASE
September 24, 1975

NHTSA -- 88-75 (HP)
Tel. 202-426-9550

A proposal issued by the U. S. Department of Transportation would require manufacturers of tires and other motor vehicle equipment to notify purchasers when their products contain safety-related defects.

A notice prepared by the department's National Highway Traffic Safety Administration (NHTSA) proposes to extend the applicability of current defect reports regulations. Such regulations presently apply only to motor vehicle manufacturers.

The NHTSA had previously proposed to extend defect reports requirements to equipment manufacturers in January 1974, but many of those manufacturers objected that they were not required by law to determine the existence of defects or to notify purchasers.

However, the 1974 amendments to the National Traffic and Motor Vehicle Safety Act clearly obligate equipment manufacturers to meet certain requirements. These amendments require manufacturers of tires and other motor vehicle equipment, including both original and replacement equipment, to notify purchasers and to remedy any defects or noncompliances, following the manufacturer's or the government's determination that the equipment contains either a defect relating to motor vehicle safety or a noncompliance with an applicable federal motor vehicle safety standard.

- more -

The defect reports regulations specify requirements for manufacturers to provide the NHTSA with quarterly reports on defect notification campaigns, for providing copies of communications with dealers and purchasers concerning defects and for maintaining owner lists.

The effective date for the proposed amendment would be 30 days following publication of a final rule. Interested persons are invited to submit comments on the proposal by Nov. 21 to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE TUESDAY
October 7, 1975

NHTSA -- 91-75 (HP)
Tel. 202-426-9550

The nation spent nearly \$4 billion last year in major traffic safety program areas to reduce accidents, deaths and injuries, according to a study made by the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

Findings of the 18-month study show that nationwide, state and local highway safety program efforts matched or exceeded the growth in drivers, vehicles, miles of roadway and motor vehicle travel. The problem these programs address is well defined -- normally over 50,000 traffic fatalities and 4 million injuries annually.

The study report, entitled "Statewide Highway Safety Program Assessment, A National Estimate of Performance," examines how safety funds were used from 1969 through 1974. The purpose of the survey was to measure highway traffic safety performance on a national level over a span of six years.

The assessment was completed on the basis of national projections from a representative sampling of 10 states. Program performance data was collected in the overall sample consisting of 105 jurisdictions in the 10 states of Arkansas, Florida, Iowa, Nevada, New Hampshire, New Jersey, Ohio, Utah, Virginia and Washington.

-more-

The 10 states chosen for the sampling contain 40 million people, nearly 20 per cent of the U. S. population. The 105 cities and communities represent 80 per cent of the population in the 10-state sample.

The survey emphasis was on developing the costs and program accomplishments of seven highway safety program areas: police traffic services, adjudication (traffic courts), emergency medical services, the drinking driver, driver education, driver licensing and motor vehicle inspection. The selection rationale stemmed from the fact that these program areas represent over 90 per cent of the dollars invested in highway safety.

The study highlights these findings:

- o An increasing number of jurisdictions initiated drinking-driver countermeasures from 1969 to 1974. Alcohol traffic arrests doubled, reaching 1.1 million in 1974. Eight of every 10 offenders received tests to determine evidence of alcohol in the blood. Conviction rates remained stable at 75 per cent, and courts gradually combined rehabilitation with the traditional fine and license revocation actions.

- o Police time on traffic enforcement experienced a 28 per cent growth over 1969, with local police traffic work growing faster than total law enforcement. Citations in 1974 increased by 42 per cent over the 1969 figure. Conviction rates held constant at 77 per cent.

- o Emergency medical service capability improved during the six years, with responses to traffic accidents increasing from 1.3 million to 2.3 million. Half the emergency medical service personnel now have received training prescribed by the federal safety agency, and 87 per cent of the ambulances have direct communications with dispatchers and/or medical facilities.

- o Students trained in driver education totaled 3.2 million in 1974, a 28 per cent growth over the 1969 figure. Instruction on driver simulators and driving ranges doubled. By 1974, from 80 to 100 per cent of the states had developed curriculum materials in pedestrian safety, bicycle safety, motorcycle safety and school bus rider safety.

o Many states have adopted more effective driver licensing procedures, such as automated testing, classified licenses, periodic reexamination and medical advisory boards. Drivers on probation increased 43 per cent since 1969 while license suspensions and revocations rose 60 per cent.

o Over 70 million of the 130 million registered vehicles were inspected for defects in 1974, an increase of 33 per cent over 1969. A greater portion of the vehicle population is reached each year. The rejection rates remained stable at 30 per cent for annual inspections and 39 per cent for semiannual inspections.

A free copy of the study report may be obtained by writing to the General Services Division, National Highway Traffic Safety Administration, Room 5202, Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
October 8, 1975

NHTSA -- 94-75 (HP)
Tel. 202-426-9550

The lowering of speed limits, less driving, and a change in driver habits — all effects of the energy shortage — had a dramatic impact on traffic deaths in the United States in 1974, the U.S. Department of Transportation reports.

Accidents on the nation's highways claimed an estimated 45,534 lives last year, a reduction of 9,550 from the 1973 total. This represents a decline of 18 per cent below the 1973 total. The traffic fatality rate per 100 million vehicle miles driven dropped to 3.56, by far the lowest in the industrialized world. (The total motor vehicle fatality rate, which includes off-road fatalities, has steadily declined from 5.7 in 1966 to 3.65 in 1974).

These figures and other facts about highway safety were made public today with the release of annual reports prepared by the department's National Highway Traffic Safety Administration (NHTSA) and transmitted to the Congress by the President.

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

In addition to reduced speeds and reduced travel brought on by the unexpected assist from last year's energy shortage, the reports cite a combination of factors as contributing to the decline in both the number and rate of fatalities. These include better drivers and roads and improved state and community highway safety programs.

Credit must also go to the basic safety devices installed in automobiles through federal standards since 1968. In all, more than 50 standards and regulations have been issued and many of these have been upgraded and extended to trucks, buses and multipurpose vehicles. Nearly 75 per cent of the cars now on the road have been built to these standards.

-more-

In the area of pedestrian safety, NHTSA research focused on field tests of the effectiveness of experimental child pedestrian training programs and new pedestrian safety messages designed to reduce specific types of urban pedestrian accidents.

Still, traffic safety in the United States is a major public health problem. Motor vehicle accidents claim more lives annually than all crimes of violence, and more than any of the diseases except heart, cancer, stroke and pneumonia. Motor vehicle accidents account for more than 90 per cent of the victims from all other forms of transportation combined.

To combat this problem, the reports note that the Department of Transportation's goal is to improve the safety of vehicles, drivers, and highways; encourage state and community leaders to devote greater resources to safety education and traffic law enforcement; and to offer better transportation alternatives to the private automobile.

The reports, however, cite several aspects of the safety problem that continue to grow in scope. These include:

YOUTH--While only 22 per cent of all driver licenses are held by people under 25 years of age, this group is involved in 35 per cent of all fatal accidents, and roughly the same ratio holds for all traffic accidents and injuries.

SPEED--Average vehicle speed increased year by year on every type of road, until speeds were reduced to conserve fuel. In any given type of accident, higher speeds create more violent impact forces and, consequently, lead to increased likelihood of deaths, more severe injuries, and greater property damage. Lower speeds contribute to accident reduction because there is more time for the driver to make and carry out his decisions.

ALCOHOL--Still the number one killer on the highways, and per capita consumption is up sharply. Among alcoholic beverages, beer is the overwhelming choice of young people and most frequently causes youthful intoxication. Youth plus alcohol is a high-hazard driving combination.

VEHICLE MIX--There is a growing disparity in the size and weight of the mixture of vehicles on the road. There is a steady growth of sub-compact and compact cars, motorcycles, scooters and bicycles. In a two-car collision, it is almost always the smaller vehicle and its occupants that suffer the greater damage. Because of their smaller weight and size, motorcycles and bicycles are the most vulnerable of all.

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR RELEASE TUESDAY
October 14, 1975

NHTSA -- 95-75 (RC)
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation acted today to guard against the possibility of school bus fires resulting from accidents. It amended Federal Motor Vehicle Safety Standard No. 301, Fuel System Integrity, to include school buses with a gross vehicle weight rating over 10,000 pounds.

Although available data indicate that school bus fires occur infrequently, the federal safety agency said the potential for such fires exists, since fuel leakage in a crash could result in an explosion from sparks and endanger the bus occupants.

The amendment approves the fuel spillage rate specified in Standard 301 for lighter vehicles as acceptable for school buses weighing 10,000 or more pounds. This rate is one ounce per minute during and after a 30 mile per hour crash at any of the most vulnerable points on the vehicle structure. The fuel spillage would be measured for a period of 30 minutes following the barrier crash test.

Post-crash rollover tests for fuel spillage will not be required under the amendment, NHTSA said, because of the cost of test facilities this would require. At the same time, the safety agency noted, all fuel system integrity tests will be closely monitored and the need for rollover tests may be the subject of future rulemaking.

The effective date of the amendment is nine months following publication in the Federal Register.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY 3:30 P.M.
November 5, 1975

NHTSA--98-75 (BMA)
Tel. 202-426-0670

The publication of a booklet providing "Tips on Car Care and Safety for Deaf Drivers" was announced today by the U.S. Department of Transportation. Dr. James B. Gregory, Administrator of the Department's National Highway Traffic Safety Administration (NHTSA), which developed the publication, formally presented the first copies to Dr. David M. Denton, Superintendent of the Maryland School for the Deaf.

The booklet is part of the safety agency's program to provide consumer services to all segments of the motoring public. Presentation of the first off-the-press copies to the Maryland school was in appreciation of the comments and recommendations provided by members of Dr. Denton's staff during the project's formative stages.

In presenting the booklet, Dr. Gregory said: "We recognize that the deaf driver is a good driver. We also recognize that he has special needs not satisfied by other safety-related publications. This booklet is unique," he added, "in that it provides important advice on how a deaf driver can detect existing or potential automotive problems through use of senses other than hearing."

The safety chief thanked Dr. Denton for his support of the project, and expressed regret that he could not personally thank all the deaf drivers who contributed advice and encouragement; particularly those in the Office of Education's Bureau of Education for the Handicapped and members of the Baltimore chapter, Council of Organizations Serving the Deaf.

--more--

The booklet, intended primarily for the novice deaf driver, also provides suggestions on how a deaf driver can react to the many diverse highway situations which normally require the use of hearing or speech.

The NHTSA plans distribution of the booklet through various organizations and educational programs serving the deaf. In addition, the general public may obtain single copies by writing to the Office of Consumer Services, National Highway Traffic Safety Administration, 400 Seventh St., SW, Washington, D.C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE THURSDAY
November 6, 1975

NHTSA -- 97-75 (BMA)
Tel. 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued its latest Investigatory Cases Report today, combining the months of July and August into one report. The report lists one new investigation begun during the period, one investigation completed, and 68 active investigations in progress.

The federal safety agency report also lists 34 surveys and audits in progress, two investigations that have been suspended, two investigations in which an initial or final defect determination has been made, and four investigations in which NHTSA findings have been disputed by manufacturers and are now in litigation.

The newly-opened investigation involves the alleged incompatibility of certain Alcoa aluminum wheel and Kelly-Springfield tire combinations on heavy duty trucks. The problem involves alleged tire bead chafing on 11-22.5 and 11-24.5 wheels and the possibility that such chafing could result in tire failure and loss of vehicle control.

Case C3-39, involving the alleged cracking of molded tubing connectors of fuel and evaporative line on the 1973 Mercury Capri, was terminated because the investigation failed to disclose that the failure mode and its consequence represented a safety hazard.

One of the suspended cases involved certain models of Honda motorcycles and allegations that gasoline fires may result from faulty performance of their fuel tank filler caps. The other suspended case concerned the 1971-1973 Renault Model 17 Sports Coupe and allegations of fuel leakage from the pressurized system onto the engine exterior. NHTSA places investigations in a "suspended" category when, for lack of sufficient defect evidence, the agency feels an investigation should be terminated. These cases are terminated 60 days or later, unless new evidence is received which justifies continued investigation.

-MORE-

NHTSA's investigative report series provides motorists with a regular warning of safety-related problems in motor vehicles. By including a list of newly terminated cases and the agency's conclusions, NHTSA findings are brought to the attention of both motorists and the manufacturers involved.

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, 400 7th Street, 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.

PLEASE NOTE:

These investigatory reports are furnished to the Consumer Product Information Center, Pueblo, Col. for distribution in single copies free upon written request. Since the Information Center lacks means to maintain individual monthly "subscription listing" for automatic mail-out, persons wishing to receive copies must request them each month from the above address.

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SAFETY RELATED DEFECT INVESTIGATORY CASES
OPENED THIS REPORTING PERIOD
FOR THE MONTHS OF JULY - AUGUST, 1975

Case Number: C6-01
Manufacturer: Aluminum Company of America (Alcoa)/Kelly Springfield
Tires.
Make: Alcoa/Kelly Springfield Tires
Model: Aluminum Wheel Rims/Kelly Springfield Tires
11-22.5 and 11-24.5
Year(s): All
Possible Problems: Alleged tire bead chafing on 11-22.5 and 11-24.5
wheels.

SUBJECT: Alleged Incompatibility of Certain Alcoa Aluminum Wheel and
Kelly-Springfield Tire Combinations on Heavy Duty Trucks - ODI
Case No. C6-01

BASIS FOR INVESTIGATION:

This case was opened July 17, 1975, on the basis of a consumer report of tire failure due to chafing of a Kelly-Springfield tire by an Alcoa aluminum wheel. Investigation was initiated to determine whether the alleged problem was potentially a safety-related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION:

Alcoa drop center tubeless aluminum wheels, sizes 22.5 x 7.50, 5 x 8.25 and 24.5 x 8.25, and Kelly-Springfield bias ply tubeless tires, sizes 11-22.5 and 11-24.5, are used on heavy duty trucks.

ANALYSIS OF ALLEGED PROBLEM:

Failure Mode: The properties of the tire and wheel in question are such that the tire bead may score the wheel flange which in turn may fray the sidewall of the tire causing failure.

Failure Symptom: There are no known failure symptoms detectable during operation. The disassembly of the combination is required to determine whether scoring and fraying are occurring.

Potential Safety-Related Concern: The NHTSA's concern is whether a failure of this nature results in vehicle controllability or other situations causing an accident, property damage or injury.

SAFETY RELATED RECALL CAMPAIGN AUDITS
OPENED THIS REPORTING PERIOD
FOR THE MONTHS OF JULY - AUGUST, 1975

Case Number: A6-02
Manufacturer: Paccar, Inc.
Make: Peterbuilt
Model: C.O.E. Trucks
Year(s): All

Possible Problems: Hydraulic Hose. Recall Campaign Number 74-0172

Case Number: A6-03
Manufacturer: International Harvester Company
Make: International Harvester
Model: Transtar II
Year(s): 1974

Possible Problems: Incorrect Routing of Air Lines. Recall Campaign Number 74-0220

Case Number: A6-04
Manufacturer: General Motors Corporation
Make: Cadillac
Model: All except Eldorados
Year(s): 1973 and 1974

Possible Problems: Steering Idler Arm. Recall Campaign Number 74-0202.

Case Number: A6-05
Manufacturer: Bluebird Body Company
Make: School Bus
Model: School Bus
Year(s): 1974

Possible Problems: Tubing and Fittings to Rear Brake Chamber. Recall Campaign Number 74-0209.

Case Number: A6-06
Manufacturer: Firestone Tire and Rubber Company
Make: Steel-belted Radial TCP Tires
Model: FR78-14
Year(s): 1974

Possible Problems: Possibility of Undercure in Lower Sidewall.
Recall Campaign Number 75E-007.

Case Number: A6-07
Manufacturer: B. F. Goodrich
Make: Polyester/Steel Radial Mud and Snow
Model: HR 78-15
Year(s): July thru September 1974

Possible Problems: Non-Compliance of FMVSS 109 (Endurance Test).
Recall Campaign Number 75E-003.

Case Number: A6-08
Manufacturer: Chrysler Corporation
Make: Dodge Truck
Model: D & S, 600, 700, and 800 Series
Year(s): 1974-1975

Possible Problems: Improper Routing of Steering Hose. Recall Campaign
Number 74-0151.

SAFETY RELATED DEFECT INVESTIGATORY CASES
TERMINATED THIS REPORTING PERIOD
FOR THE MONTHS OF JULY - AUGUST, 1975

Case Number: C3-39
Manufacturer: Ford
Make: Mercury
Model: Capri
Year(s): 1973

Possible Problems: Alleged cracking of molded tubing connectors of fuel
and evaporative line.

Conclusion: The investigation failed to disclose that the failure
mode and its consequences represent a safety hazard.

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: 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.

Case Number: C4-60
Manufacturer: Renault
Make: Renault
Model: Model 17 Sports Coupe
Year(s): 1971-1973

Possible Problems: Alleged fuel leakage from pressurized system onto engine exterior.

Status: Suspended June 24, 1975, in accordance with the Department of Transportation, NHTSA, Defects Investigation Policy published in the Federal Register, October 12, 1973.

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : August 31, 1975

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
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

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date: August 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
287	Ford	Galaxie	1968-1970	Front Wheel Spindle	Fatigue Crack in Heel Area
C2-25	Ford, Chrysler, GM and International Harvester	School Bus	Pre-1969	Hydraulic Brake Steel Tubing	Alleged School Bus Hydraulic Brake Steel Tubing Failures Due To Corrosion
C2-32	General Motors	GMC and Chevrolet Pickup	1960-1970	15" x 5.5" Single Piece Wheel	Inner 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	1969-1971	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
C3-33	Ford	Mercury Capri	1971-1973	Seat Latch and Seat Belt	Inboard Seat Belt Abrasion by Seat Latch

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date: August 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-34	General Motors	All Light Duty Pickup Trucks	1966-1971	Rear Axle Control Arm	Cracking and Splitting at Welds
C3-35	International Harvester	Travelall 1110 x 4	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
C3-40	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 Springs	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

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : August 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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)	1967-1972	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
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure May Cause Overheating of Electrical Harness

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date: August 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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
C4-28	Ford	Pinto	1971-1974	Rack and Pinion Steering	Bending of Steering Assembly on Wheel Impact Causes Binding

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : August 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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, 1110-1310-D, 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	Secondary 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

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date : August 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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
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
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 of Front Bumper Support Bracket

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date: August 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 helmet chin strap	All	Helmet Strap Fastner	Motorcycle Helmet Strap May be Prone to Opening While in Use
C6-01	Aluminum Company of America (Alcoa)/ Kelly Springfield Tires	Aluminum Wheel Rims/ Kelly Springfield Tires 11-22.5 and 11-24.5	All	Wheel Rim	Alleged Tire Bead Chafing

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION
INITIAL DETERMINATION AND/OR SUSPENSION

Date: August 31, 1975

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 MADE 12-19-74, IN LITIGATION)	All	1965-1969	Quadrajct Carburetor	Fuel Leakage at Plug Resulting in Fire Potential
140	Ford (FINAL DEFECT DETERMINATION MADE 8-12-75)	Mustang and Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failure
161	GM, Chrysler, AMC and Ford (INITIAL DEFECT DETERMINATION MADE 5-16-75)	All	1965-1971	Power Brake Vacuum Check Valve	No Power Assist With Failure
258.5	General Motors (FINAL DEFECT DETERMINATION MADE 12-19-74, IN LITIGATION)	Cadillac, Pontiac Oldsmobile and Buick	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

II. INVESTIGATIONS IN LITIGATION
INITIAL DETERMINATION AND/OR SUSPENSION

Date: August 31, 1975

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
C4-60	Renault (SUSPENDED 6-24-75)	Model 17 Sports Coupe	1971-1973	Bosch Fuel Injectors	See C4-58

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date : August 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	Chevrolet	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
A4-43	General Motors	Chevrolet Full-Size Station Wagon	1974	Rear Brake Pipe	Recall #73-0244

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date : August 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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	Ford, Torino 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
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	Recall #73-0133
A5-18	Fiat	128	1974	Seat Belt Interlock Control Box	Recall #74-0123

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date : August 31, 1975

CASE NO.	MANUFACTURER/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
A5-22	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
A5-30	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
A6-02	Paccar, Inc.	Peterbuilt C.O.E. Trucks	1974	Hydraulic Hose	Recall #74-0172
A6-03	International Harvester	Transtar II	1974	Incorrect Routing of Air Lines	Recall #74-0220

DEPARTMENT OF TRANSPORTATION
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

CURRENT INVESTIGATIONS OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

Date: August 31, 1975

CASE NO.	MANUFACTURER/MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A6-04	General Motors	Cadillac all except Eldorado	1973-1974	Steering Idler Arm Assembly	Recall #74-0202
A6-05	Bluebird Body Company	School Bus Forward Control	1974	Tubing and Fittings to Rear Brake Chamber	Recall #74-0209
A6-06	Firestone Tire and Rubber Company	Steel-Belted Radial TCP Tires FR78-14	1974	Tire - Possibility of Undercure in Lower Sidewall	Recall #75E-007
A6-07	B. F. Goodrich Tire Company	Polyester/Steel Radial Mud and Snow Tires HR 78-15	July thru Sept. 1974	Non-Compliance of FMVSS 109 (Endurance test).	Recall #75E-003
A6-08	Chrysler	Dodge Trucks D & S, 600, 700, and 800 Series	1974-1975	Improper Routing of Steering Hose	Recall #74-0151



DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR IMMEDIATE RELEASE
November 12, 1975

NHTSA -- 102-75 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation today proposed an amendment to its standard on air brake systems that would suspend, until Jan. 1, 1977, the service brake stopping distance requirements that apply to buses.

The department's National Highway Traffic Safety Administration (NHTSA) said it is proposing that the section of Federal Motor Vehicle Safety Standard No. 121 that requires vehicles to stop within a specific distance without wheel lockup be suspended for buses for approximately one year.

The safety agency said the proposed modification of the standard is based on information it has collected on field experience since the standard has been in effect, as well as data received at a public meeting last month in Washington, D. C. The NHTSA said it will address the issues raised at the meeting on the standard's applicability to trucks and trailers at a later date.

The government had called the public meeting to collect all available data on field experience with the new air brake systems installed in trucks, buses and trailers. Standard No. 121, which became effective Jan. 1, 1975 for air-braked trailers, and March 1, 1975 for air-braked trucks and buses, sets performance requirements for the service brake, emergency brake, and parking brake systems of these vehicles.

- more -

In last month's meeting, bus performance was reviewed by manufacturers and users of transit and intercity buses and by the manufacturer of virtually all axles and antilock components installed in these vehicles. The information confirmed a pattern of erratic behavior of bus antilock equipment that had begun to appear in other data received by the NHTSA.

The safety agency said it had tentatively determined that virtually the only antilock system currently available for buses is characterized by malfunction that warrants its deactivation on all vehicles on which it is installed while a correction is fully developed. The NHTSA also found it inappropriate for purchasers of new buses to be required to pay for antilock systems that are to remain deactivated for an indefinite period.

In view of these findings, the NHTSA has tentatively concluded that a one-year suspension of one section of the standard as it applies to buses is in order. During the suspension period, the NHTSA, with the cooperation of bus operators and manufacturers, plans to evaluate revised antilock systems.

Interested persons are invited to submit comments on the proposal by the close of business on Dec. 15. Comments should be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St., SW, Washington, D. C. 20590.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
November 14, 1975

NHTSA -- 103-75 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation announced today it will operate an engineering facility at the Ohio Transportation Research Center near East Liberty, Ohio. The facility will be used for testing motor vehicles and motor vehicle equipment for possible safety defects in response to consumer complaints.

The administrator of the department's National Highway Traffic Safety Administration (NHTSA), Dr. James B. Gregory, signed a three-year lease with the Transportation Research Board of Ohio (TRBO). Several members of the Ohio Congressional delegation and other state officials were present at the lease-signing ceremony.

The agreement provides for the leasing of approximately 32,500 square feet of building space at an estimated annual rental of \$100,000. The NHTSA also agreed to one-year renewal options for up to five years beyond the initial three-year term.

The safety agency has programmed \$1.3 million to purchase and install testing equipment, and operate the engineering facility.

The space is located in an existing single story, open bay building constructed of steel frame and metal siding which will be modified to NHTSA specifications. The government estimates that six months are needed to complete the alterations and the engineering facility is expected to be in operation in June 1976.

The Ohio Transportation Research Center is located on U. S. 33 about 40 miles northwest of Columbus. At the Center, the safety agency will have access to other excellent facilities including a 7 1/2-mile high-speed track, a 2,500-foot skid pad with approaches and return loops, a 50-acre vehicle dynamics area with return loops, and a high acceleration crash simulator.

While the work performed at the engineering facility will be predominantly testing of motor vehicles and motor vehicle equipment for possible safety defects, other testing in support of motor vehicle programs will be performed, as time permits.

"This agreement is expected to produce very significant benefits for this agency and for the motoring public," Dr. Gregory said. "If a permanent NHTSA compliance test facility is acquired at a later date, it will include the functions of this engineering facility."

The NHTSA said the engineering facility is needed to test and evaluate possible safety defects in motor vehicle and motor vehicle equipment within the stringent timing requirements of The Motor Vehicle and Schoolbus Safety Amendments of 1974.

This law invites interested persons to petition for enforcement actions relating to possible noncompliance with federal safety standards and possible safety defects. The law also requires the NHTSA either to grant or deny such petitions within 120 days, and testing may be necessary to support rapid evaluation of these petitions.

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR IMMEDIATE RELEASE
November 20, 1975

NHTSA -- 104-75 (HP)
Tel. 202-426-9550

The nation's traffic fatalities continued their downward trend in October dipping more than 8 per cent below the level of October 1974, and almost 23 per cent below the death total for the same month in 1973, the U.S. Department of Transportation said today.

Significantly, it marked the third consecutive month that the traffic fatality count was below the corresponding month of a year ago. In August, the death toll declined almost 4 per cent below the level of August 1974 and September's decline was 5.4 per cent below the same month in 1974. The October decline was the best for any month this year.

The number of persons killed last month (October) is estimated at 4,010, a reduction of 354 from the 4,364 fatalities reported in October 1974, and 1,192 fewer than recorded in October 1973.

The totals are based on preliminary figures reported to the department's National Highway Traffic Safety Administration (NHTSA) by the 50 states and the District of Columbia.

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.

Secretary of Transportation William T. Coleman, Jr. said he was encouraged by the October report. "These figures appear to indicate 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. We also believe they indicate more rigid enforcement of the 55 mph speed limit, and an improvement in driver habits, such as use of available safety belts and precautions against alcohol abuse."

-more-

In January 1975, traffic fatality figures were 5.8 per cent higher than January of last year; February was up nearly 7 per cent; March was up 6.4 per cent; April was up 1.5 per cent; May climbed to 6.8 per cent about the same month in 1974; June showed the first decline, dipping 1.4 per cent below the death toll for June 1974; and July was up 4.6 per cent.

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Traffic Fatality Estimates Based on Early Reports

October 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	OCTOBER 1975	OCTOBER 1974	OCTOBER 1973
Alabama	79	75*	102
Alaska	20	6*	4*
Arizona	49	73	79
Arkansas	48	55	73
California	367	359	460*
Colorado	48	52	72
Connecticut	27	37*	49*
Delaware	12	10	14*
Florida	162	168	235
Georgia	86	158*	174
Hawaii	8	15	17*
Idaho	18	23*	29*
Illinois	170	215	232*
Indiana	107	114	165*
Iowa	53	61	77*
Kansas	50	32	54*
Kentucky	65	83*	116
Louisiana	84	88	119
Maine	14	13*	21*
Maryland	50	67	75*
Massachusetts	87	111*	84*
Michigan	161	195*	209*
Minnesota	98	94	105*
Mississippi	57	45*	65*
Missouri	90	101	149*
Montana	39	21	36*
Nebraska	45	40	59
Nevada	22	23	18
New Hampshire	11	14*	16*
New Jersey	85	79	132
New Mexico	44	42	70*
New York	245	224	291*
North Carolina	135	155*	178
North Dakota	24	10	26
Ohio	221	206	253*
Oklahoma	64	73	76
Oregon	47	41*	68*
Pennsylvania	197	222*	216*
Rhode Island	7	11	13*
South Carolina	77	86*	84

STATE	OCTOBER 1975	OCTOBER 1974	OCTOBER 1973
South Dakota	9	31	30*
Tennessee	83	127*	128
Texas	285	315	336*
Utah	25	31	38
Vermont	14	11	24
Virginia	100	102	91*
Washington	61	82*	61*
West Virginia	37	46	47*
Wisconsin	100	98	112
Wyoming	18	17*	18*
Dist. of Col.	5	7	2*

%Change 1975-74 %Change 1975-73

TOTAL 4,010 4,364 5,202

-8.1 -22.9

*Revised Figures

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY A.M.
November 26, 1975

NHTSA -- 105-75 (RHC)
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA) today urged all motorists to drive carefully during the Thanksgiving holiday to maintain the improved highway safety record that has been earned over the past 10 months.

"Drive at the more safe and economical 55 mph speed limit; wear your safety belts, and exercise common sense in the use of alcohol when driving. This is a proven formula that has reduced accidents in the past, and will do so in the future," said Dr. James B. Gregory, head of the federal safety agency.

Emphasizing the importance of following these good driving principles through the Thanksgiving period, Dr. Gregory noted that monthly fatality figures compiled by the NHTSA show that an estimated 38,000 lives have been lost on the highways in the past 10 months.

"This figure is less than one per cent higher (some 300 deaths) than that for the same period last year, which saw the fatality toll drop by 9,500 lives for the full year of 1974, as compared to 1973," he pointed out.

"Sensible driving habits through the balance of this year will eliminate this minute imbalance and save the lives of even more Americans," Dr. Gregory stated. "The result could be one of the best highway safety years since the accumulation of such statistics."

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE WEDNESDAY
December 3, 1975

NHTSA -- 107-75 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today issued a call for public comment on the safety of motorized bicycles, commonly known as mopeds. Comments received will be used to develop guidelines for use by states and local governments in regulating the use of these low powered vehicles.

State regulations of mopeds, which can attain a top speed of 30 mph with an engine of five horsepower or less, are varied and inconsistent, said the department's National Highway Traffic Safety Administration (NHTSA). Some require licensing of the operator after an examination, and the use of helmets and eye protectors. Others require that the vehicles be equipped with certain safety devices, such as a rearview mirror, and undergo periodic inspection, the federal safety agency said.

The NHTSA said mopeds are not required to meet federal safety standards that apply to regular motorcycles. At the same time, NHTSA pointed out that the smaller cycles' capability of operating for sustained periods at speeds up to 30 mph produces an accident pattern more similar to other classes of motorcycles than to bicycles. In addition, the mopeds' limited ability to exceed their maximum speed raises the question of whether they should be banned from high speed highways, the agency said.

Persons interested in commenting on the subject are invited to submit their views in writing to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh St. SW, Washington, D. C. 20590. Reference should be made to Docket Number 75-29.

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DEPARTMENT OF TRANSPORTATION

NEWS

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

FOR IMMEDIATE RELEASE
December 3, 1975

NHTSA -- 108-75 (PF)
Tel. 202-426-9550

The U.S. Department of Transportation today proposed an amendment to its federal standard for trucks and buses on air brake systems, which would restate the requirements for service, emergency and parking brakes in a uniform format, establish new standardized brake controls, and separate the parking brake system from other systems.

The department's National Highway Traffic Safety Administration (NHTSA) said the proposal is not a result of data submitted during the 3-day October public meeting on air brakes. It represents a response to earlier petitions by the California Highway Patrol (CHP), the American Trucking Assn. (ATA), and several equipment manufacturers.

In response to the CHP petition, the NHTSA agreed that air brake systems under standard No. 121 can be modified somewhat to help avoid brake lockup on the highway that could make removal of the vehicle from the stream of traffic difficult. Another modification would permit easier utilization of air pressure as a parking brake energy source.

The proposal would also accept the recommendations made by ATA to standardize parking brake controls. This would enable drivers to switch between pre-121 and 121-equipped vehicles using basically the same parking brake controls.

Most of the proposed provisions reflect present requirements of the standard or design practices of the industry. In some cases they relax restrictions presently in the standard.

The modifications would become mandatory by Jan. 1, 1978. This date does not preclude an earlier compliance at the manufacturer's discretion.

Interested parties are invited to submit comments on the proposal by writing to: Docket Section, National Highway Traffic Safety Administration, 400 Seventh St. SW, Washington, D.C. 20590. The comment period closes on Jan. 21, 1976.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
December 12, 1975

NHTSA -- 110-75 (HP)
Tel. 202-426-9550

Various aspects of motorcycle safety will be examined in Washington, D. C. on Dec. 16 and 17 when the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) conducts an International Technical Motorcycle Safety Conference.

Approximately 50 engineers, researchers and technicians will attend the two-day meeting in Room 2230 of the department's headquarters building at 400 Seventh St., SW, Washington, D. C.

Most of the conference participants represent the motorcycle manufacturing industry in Japan, Europe, and the United States. A total of 17 technical papers will be presented with the primary emphasis on the design of various systems and subsystems of the motorcycle.

The NHTSA's Crash Avoidance Research Division, Office of Vehicle Safety Research, will host the meeting.

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DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D. C. 20590

FOR RELEASE FRIDAY
December 19, 1975

NHTSA--113-75 (HP)
Tel. 202-426-9550

November was the fourth consecutive month that the nation's traffic fatalities were below the level of the same month last year. Preliminary figures provided by the states to the U. S. Department of Transportation show that the highway death totals for November were 6.1 per cent below November 1974, and a substantial 11.3 per cent below the same month in 1973.

The department's National Highway Traffic Safety Administration (NHTSA) says the totals for the 50 states and the District of Columbia were 3,911, a drop of 252 from last year, and 499 lower than November 1973, the statistical base year used by the agency.

Preliminary figures for the first 11 months of 1975 show an estimated 41,920 traffic fatalities, only 57 more than recorded for the same period last year.

The administrator of NHTSA, Dr. James B. Gregory said the reduction in fatalities in November is extremely good news. "It means that we have an excellent chance, for the second year in a row, to have fewer highway deaths than the previous year. It also provides further evidence that the observance of slower driving speeds by significant numbers of American motorists is having a beneficial effect.

"With the holiday season upon us, we can expect the usual year-end heavy travel. If motorists will continue to observe the 55 mph speed limit, take precautions against alcohol abuse, and use the safety belts available in their vehicles, we can look forward to a further downturn in traffic deaths."

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Traffic Fatality Estimates Based on Early Reports

November 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	NOVEMBER 1975	NOVEMBER 1974	NOVEMBER 1973
Alabama	84	106*	99
Alaska	11	6*	3*
Arizona	58	74	73*
Arkansas	54	54	45
California	342	353	394*
Colorado	45	49	51*
Connecticut	28	45*	39*
Delaware	12	18	10*
Florida	173	190*	219
Georgia	122	128*	165
Hawaii	13	20	17*
Idaho	25	31*	19*
Illinois	180	216*	201*
Indiana	94	104	116*
Iowa	59	68	67*
Kansas	51	33	40*
Kentucky	66	64*	102
Louisiana	76	74	95
Maine	13	31*	36*
Maryland	80	84	62*
Massachusetts	66	80*	75*
Michigan	162	201*	171*
Minnesota	60	78	100*
Mississippi	43	58*	70*
Missouri	87	87	144*
Montana	31	24	27*
Nebraska	23	28	36*
Nevada	24	22	19
New Hampshire	11	19*	14*
New Jersey	90	104	102*
New Mexico	41	31	48*
New York	239	231	227*
North Carolina	123	125*	144
North Dakota	20	22	8
Ohio	192	194	183*
Oklahoma	62	75	85
Oregon	51	66*	39*
Pennsylvania	170	176*	213
Rhode Island	7	9*	11*

STATE	NOVEMBER 1975	NOVEMBER 1974	NOVEMBER 1973		
South Carolina	79	79*	61		
South Dakota	12	28	30*		
Tennessee	112	99*	114		
Texas	270	255	278*		
Utah	22	18	23		
Vermont	14	14	12		
Virginia	106	87	96*		
Washington	51	71*	58*		
West Virginia	47	39	41*		
Wisconsin	90	72	108*		
Wyoming	14	15*	15*		
Dist. of Col.	6	8	5*		
				%Change	%Change
				1975-74	1975-73
TOTAL	3,911	4,163	4,410	-6.1	-11.3

*Revised Figures

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

FOR RELEASE WEDNESDAY
December 24, 1975

NHTSA---111-75(HP)
Tel. 202-426-9550

The U. S. Department of Transportation, continuing a cooperative effort with the U. S. Air Force, plans to evaluate driver education course materials developed by the Air Force to determine their effectiveness in reducing automobile crashes.

In July 1972, the department's National Highway Traffic Safety Administration (NHTSA) and the Air Force signed a joint agreement to produce and share specialized safety courses for use both by the military and by the general public.

At a ceremony in Washington, D. C. last month, Lt. Gen. Donald G. Nunn, Inspector General of the U. S. Air Force, presented a copy of the traffic safety education course, "Survival in the Traffic Jungle," to NHTSA Administrator, Dr. James B. Gregory.

Under terms of the agreement, the Air Force revised its automated audiovisual driver training program so that it would be applicable to civilian as well as military audiences. In return, the NHTSA furnished extensive information about driver performance and driver knowledge tests and recommendations on the technical content of the proposed driver training course.

The revised course includes 10 presentations approximately 40 minutes in length. The materials were put together to educate the general driving public, particularly young male drivers between the ages of 16 and 25.

The U. S. Army, Navy, Marines and the Coast Guard assisted in the development and review of the materials, which now are available for their use: The course also will be used at 149 Air Force installations throughout the world.

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Dr. Gregory said the goal of these joint efforts is the reduction of death and injury in motor vehicle accidents. "The Air Force approach is to modify driver attitudes and, consequently, driver behavior.

"Our 1972 agreement with the Air Force has resulted in a product that, during its expected useful life, may influence 55 million Americans," Dr. Gregory said.

The NHTSA and the Air Force are working out an evaluation plan. Close observance of driver accident records over an extended period will determine the effectiveness of the training program in producing safer drivers.

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

FOR RELEASE TUESDAY
December 30, 1975

NHTSA-114-75 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) today issued an amendment broadening its definition of a school bus.

Responding to a Congressional mandate under the Motor Vehicle and Schoolbus Safety Amendments of 1974, the federal safety agency has redefined the term "school bus" to include buses "likely to be significantly used" for pupil transportation, as opposed to the previous definition which emphasized only those vehicles designed specifically as school buses. Effective date of the new amendment is October 27, 1976.

Van type vehicles, used for many purposes, will be particularly affected by the new amendment, the safety agency said, since they all are not designed for, or intended to be used as, a primary source of transportation for school children. The amendment makes the vans subject to federal motor vehicle safety standards, if the vehicles are sold for use as a school bus.

Technically, the new amendment applies to any bus that is sold, or introduced in interstate commerce, for purposes that include carrying students to and from school or related events other than a bus designed and sold for operation as a common carrier in urban transportation.

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