DEPARTMENT OF TRANSPORTATION | NEWS

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

NHTSA -- 1-75 (BAB)
Tel. 202-426-9550

For Immediate Release
January 2, 1975

The U.S. Department of Transportation has decided not to postpone the effective dates of Federal Motor Vehicle Safety Standard 121, Air Brake Systems.

The Department's National Highway Traffic Safety Administration (NHTSA) said the standard remains effective January 1 for trailers and March 1, 1975, for trucks and buses. On December 16, the agency issued a request for comments on a proposal to delay the standard, and elicited information on the economic impact of delaying it 3 months, 6 months, 1 year, or indefinitely.

The head of the safety agency, Dr. James B. Gregory, said that more than 250 comments were received from interested manufacturers, suppliers, and users of air-braked vehicles. Those comments in favor of the delay said that the tooling costs and other expenses incurred in a delay would be offset in the long run by increased sales at lower prices.

Comments opposed to the delay indicate, however, that the effective dates are so near that the preparations and commitments, including substantial capital and employment commitments, have already occurred and are irreversible in the short run.

Said Dr. Gregory, "on the basis of the entire range of comments, we must conclude that the immediate economic disruption of a delay of Standard 121 would be at least as great as the difficulties that may be caused by its implementation, and that the long term safety benefits will outweigh those difficulties and the costs associated with them."

###############

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY P.M.
January 6, 1975

NHTSA - 02-75 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation announced plans today to revise its projected regulation on uniform tire quality grading. The proposed revision, prepared by the National Highway Traffic Safety Administration (NHTSA), would affect grades and procedures for measuring tire treadwear.

Last June, the NHTSA issued the proposed regulation on tire quality grading, designed to help consumers make an informed choice when buying passenger car tires. The regulation would require grading of tires for treadwear, traction and high speed performance, effective May 1, 1975.

Under the revised proposal, the grading system for treadwear would be changed from six predetermined categories to a relatively continuous scale. The manufacturer would grade each tire with a two digit number representing the tire's minimum projected mileage in thousands of miles on a government testing course. For example, a tire graded "25" would achieve a projected mileage of at least 25,000 miles on the government course.

Other technical changes including one that would revise the treadwear grading procedure to provide for an 800 mile break-in period, are also in the proposal.

Interested parties may comment on the proposal by writing to the National Highway Traffic Safety Administration, 400 Seventh Street S.W., Washington, D. C. 20590. The comment closing date is February 3, 1975.

##########

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

U.S.MAIL

TAD-44 3

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
January 21, 1975

NHTSA -- 6-75 (HP)
Tel. 202-426-9550

Preliminary figures provided by the states show traffic fatalities declined dramatically in 1974 to an estimated 45,400, the U. S. Department of Transportation reported today. The traffic toll -- the lowest since 1963 when 42,600 died -- was an estimated 9,400 below the 1973 total.

Early fatality estimates for the month of December 1974, based on reports from 49 states to the Department's National Highway Traffic Safety Administration (NHTSA), show a reduction of more than one per cent compared to the number of persons killed in traffic accidents in December 1973.

While the reduction of one percent is the smallest recorded for any month in 1974, the December figure represents a reduction of almost 19 per cent compared to December 1972. It also marks the 14th consecutive month that traffic fatalities have been below the comparable period of a year earlier.

Dr. James B. Gregory, the federal highway safety chief, said he is encouraged by the decline in traffic deaths. "These statistics clearly demonstrate the life-saving value of lowered speed limits and less driving. Still, more can be done and we hope these deaths decline even more dramatically as the states intensify their efforts to enforce the nationwide 55 mph limit and continue their efforts to implement effective highway safety programs."

- more -

Dr. Gregory stressed the need for motorists to exercise sound safety practices, such as wearing safety belts and guarding against the danger of alcohol abuse, and to conserve fuel.

The estimated number of persons killed in 1974 does not include non-traffic fatalities, such as parking lot and private driveway deaths, which generally total more than 1,000 victims per year.

ESTIMATED TRAFFIC FATALITIES AND CHANGES

	1974	1973	Per Cent Change
January	2,950	3,834	-23.1
February	2,625	3,479	-24.5
March	3,192	4,328	-26.2
April	3,442	4,454	-22.7
May	3,732	4,813	-22.5
June	4,141	5,135	-19.4
July	4,320	5,156	-16.2
August	4,537	5,227	-13.2
September	4,190	4,899	-14.5
October	4,371	5,203	-16.0
November*	4,113	4,410	- 6.7
December**	3,858	3,908	- 1.3

*Corrected Figure

**Estimated on Data From 49 States

Traffic Fatality Estimates Based on Early Reports

December 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.

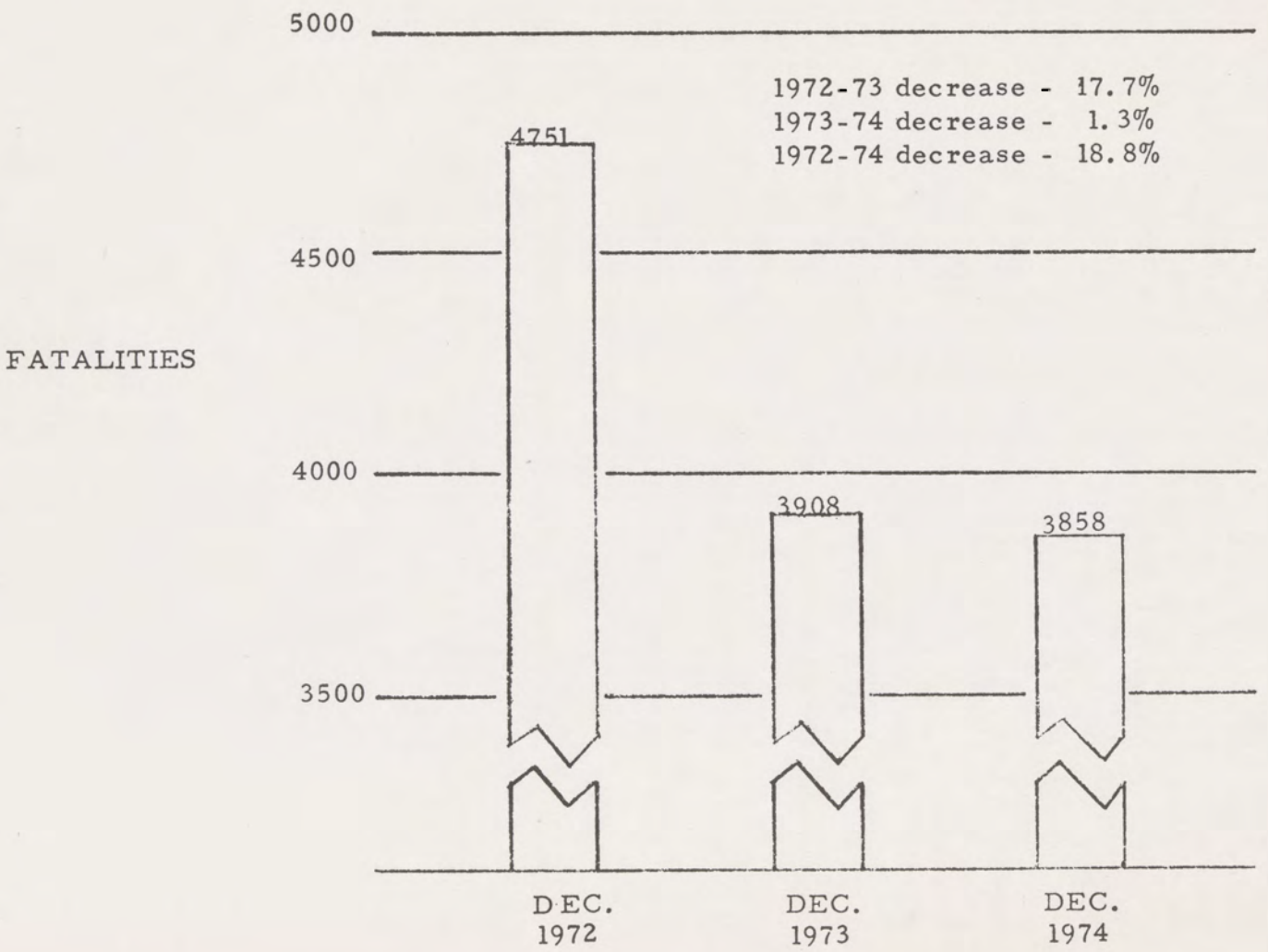
STATE	Dec. 1974	Dec. 1973	PER CENT Change
Alabama	75	102	-26.5
Alaska	7	4	+75.0
Arizona	61	58	+5.2
Arkansas	40	60	-33.3
California	378	316	+19.6
Colorado	53	47	+12.8
Connecticut	41	37	+10.8
Delaware	10	6	+66.7
Florida	206	199	+3.5
Georgia	145	170	-14.7
Hawaii	9	12	-25.0
Idaho	24	16	+50.0
Illinois	146	179	-18.4
Indiana	101	92	+9.8
Iowa	62	49	+26.5
Kansas	56	48	+16.7
Kentucky	64	51	+25.5
Louisiana	79	89	-11.2
Maine	19	19	0.0
Maryland	91	55	+65.5
Massachusetts	104	67	+55.2
Michigan	124	137	-9.5
Minnesota	49	70	-30.0
Mississippi	43	74	-41.9
Missouri	81	78	+3.8
Montana	30	30	0.0
Nebraska	28	28	0.0
Nevada	18	23	-21.7
New Hampshire	10	13	-23.1
New Jersey	127	100	+27.0
New Mexico	54	50	+8.0
New York	245	200	+22.5
North Carolina	136	147	-7.5
North Dakota	14	5	+180.0
Ohio	130	167	-22.2

STATE	Dec. 1974	Dec. 1973	PER CENT Change
Oklahoma	70	57	+22.8
Oregon	67	37	+81.1
Pennsylvania*	189	208	-9.1
Rhode Island	6	6	0.0
South Carolina	64	93	-31.2
South Dakota	22	23	-4.3
Tennessee	103	107	-3.7
Texas	185	278	-33.5
Utah	13	23	-43.5
Vermont	17	10	+70.0
Virginia	91	90	+1.1
Washington	60	53	+13.2
West Virginia	26	24	+8.3
Wisconsin	80	83	-3.6
Wyoming	5	18	-72.2
TOTAL	3,858	3,908	-1.3

*ESTIMATED

U. S. TRAFFIC FATALITY ESTIMATES

(50 States)



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

Official Business

Penalty For Private Use, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY A.M.
January 21, 1975

NHTSA -- 03-75 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) has filed separate suits against the General Motors Corporation because of the company's refusal to notify owners of safety-related defects in certain GM vehicles.

The government complaints, filed in the United States District Court for the District of Columbia, seek injunctive relief as well as civil penalties in the amount of $400,000 in each suit.

One suit seeks to compel the company to notify owners of 375,000 1965 and 1966 Chevrolets, and 1966 Buicks of a fire hazard from faulty carburetor plugs. An NHTSA investigation determined that a safety-related defect exists in those vehicles equipped with Rochester Quadrajet carburetors and manufactured before March 28, 1966.

The government complaint alleges that an aluminum plug in the carburetor body can work loose from vibration and fuel pressure, causing gasoline to be pumped directly onto the engine, and creating a high probability of fire and an unreasonable risk of accidents, deaths and injuries. The NHTSA has reports of more than 1,000 fires resulting from carburetor plug failure in these vehicles.

In the other suit, the safety agency wants General Motors to warn owners that a safety defect exists in the engine mounts on certain GM passenger cars. The estimated 441,000 vehicles involved are 1965 through 1968 model year Buick Electra 225s and Buick Wildcats and early production 1970 model year Cadillacs (except El Dorados) with cruise control.

-more-

On December 19, 1974, the NHTSA administrator determined that these vehicles are subject to engine mount failure which may result in sudden throttle jamming and loss of vehicle control, thus creating an unreasonable risk of accidents, deaths and injuries.

Engine mounts support the engine on the vehicle's frame and also serve to absorb noise and vibration. Dynamic stresses and degradation of the rubber portion of the engine mount may lead to fatigue failure, which can allow engine rotation under high torque conditions, inducing an open position jamming of the accelerator.

In 1972 General Motors recalled 6.7 million Chevrolets with a similar engine mount problem.

Both complaints allege that General Motors has violated sections of the National Traffic and Motor Vehicle Safety Act of 1966 by refusing to issue the defect notifications to owners.

##################

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

U.S.MAIL

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY A.M.
January 22, 1975

NHTSA -- 04-75 (HP)
Tel. 202-426-9550

The Administrator of the National Highway Traffic Safety Administration (NHTSA), concerned about an expected decline in the use of safety belts in cars, has asked the automotive industry to make belts easier to use and more comfortable to wear.

In letters to the major motor vehicle manufacturers, Dr. James B. Gregory, the federal safety chief, called for a voluntary cooperative effort by the industry to improve belt systems.

As a result of recent legislation that precluded requirements for starter interlock systems and continuous reminder buzzers from being installed in cars as safety belt use-inducers, "we expect that safety belt usage in new model cars will decline sharply," Gregory told the manufacturers. "Because discomfort and inconvenience are the most frequently cited reasons for not wearing belts, we believe that this anticipated drop in usage can be partially offset if the belt systems in new cars are made more comfortable and easier to use."

Gregory enclosed with his letters a research report containing specific data and recommendations designed to improve safety belts. The recently completed study, conducted by Man Factors, Inc., of San Diego, Calif., compared various safety belt systems in use in current model cars to one designed by the contractor in terms of comfort and convenience. The results showed that a sample of drivers, representative of a broad range of body dimensions, preferred the contractor's belt system over all other systems tested, by a significant margin.

-more-

Gregory said the NHTSA wants to encourage a cooperative industry effort "to help counteract the impending belt-usage reduction by making better belt systems available as soon as possible. "Actually," Gregory told the auto makers, "some of the changes recommended in this report would be minor and, if introduced in the immediate future, could increase belt usage at minimal cost. Other recommended changes requiring more extensive modifications could, of course, be introduced in later models."

While noting that the industry had, in some cases, made improvements in the belt systems in 1975 model automobiles, Gregory said there is room for further improvement that could result in a substantial benefit to traffic safety.

##################

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

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 24, 1975

NHTSA -- 7-75 (HP)
Tel. 202-426-9550

The Ford Motor Company has agreed to recall more than 178,000 vehicles equipped with seat belts which do not meet the minimum fit requirements of Federal Motor Vehicle Safety Standard No. 208, the U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), announced today.

The federal safety agency also announced that Ford has agreed to pay a civil penalty of $95,000 for violating the National Traffic and Motor Vehicle Safety Act. The vehicles involved in the recall are 1972 model Mavericks and Comets.

The NHTSA determined last September that 1972 Mavericks and Comets equipped with Seat Belt Assembly No. 536 do not comply with Standard No. 208 because they do not fit around 95th percentile males (large individuals) as required by the standard.

NHTSA Administrator, Dr. James B. Gregory, determined that the No. 536 seat belt is a safety-related defect because it is too short and thus prevents and impedes seat belt usage, even among smaller individuals who find the seat belt uncomfortably tight. Such a defect increases the risk to vehicle occupants of deaths and injuries resulting from traffic accidents.

- more -

In a September 26, 1974 letter, Dr. Gregory ordered Ford to furnish defect notifications to the owners of the vehicles containing this defect.

In response to the administrator's noncompliance determination, defect determination and defect notification order, Ford has agreed to recall the vehicles involved and to replace the seat belts at no cost to the vehicle owner.

##########################

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

U.S.MAIL

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 31, 1975

NHTSA -- 09-75 (HP)
Tel. 202-426-9550

The National Highway Traffic Safety Administration (NHTSA) announced today it will hold a public meeting Feb. 11 and 12 on industry requests to revoke or postpone the federal motor vehicle safety standard on hydraulic brake systems.

The meeting will be held in the Departmental Auditorium, Constitution Ave., N.W., Washington, D.C. from 9:30 a.m. to 5:00 p.m. Feb. 11, and, depending on the need for time, during the same hours on Feb. 12.

Standard No. 105-75 was published as a final rule in September 1972 to upgrade braking performance requirements for passenger cars and to establish minimum braking performance standards for multipurpose vehicles, trucks and buses. The upgraded standard is scheduled to take effect Sept. 1, 1975, or for the 1976 model year vehicles.

Petitions for delay or revocation of the standard have come from Chrysler Corp., General Motors, Ford Motor, the American Trucking Association, International Harvester, and Midland-Ross Corp. These petitions raise issues involving the standard's reasonableness, its possible inflationary effects, and added vehicle weight in the heavier vehicle categories.

-more-

NHTSA Administrator, Dr. James B. Gregory, said the safety agency is interested in publicly airing the issues raised by these petitions and in reaching a prompt solution.

Interested persons are invited to attend the meeting and present oral and written views on the petitions, which are on file in the NHTSA"s public docket section. Those who wish to make a formal presentation should write to Mr. Vernon Bloom, NHTSA, 400 Seventh St. S.W., Washington, D.C. 20590 or phone (202) 426-2153 before Feb. 10, 1975.

An agenda will be available at the meeting and a transcript of the meeting will be made available for examination in the Docket Section approximately three days after the meeting.

####################

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 31, 1975

NHTSA -- 5-75 (GLW)
Tel. 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) released its Defect Investigatory Report today, listing all investigations opened, suspended or terminated during the month of October 1974. The report also included a complete listing of all NHTSA investigations in progress as of October 30.

The report included four new investigations begun, one suspended, and no cases terminated during the reporting period. Under investigation for alleged timing gear failures, with engine stalling, were all V8-equipped General Motors Pontiacs for the model years 1966 through 1968. A second case listed alleged failures in the heat tubes, with resultant throttle or choke sticking, of Toyota Corolla models equipped with 1600 cc engines, for model years 1971 through 1973.

Both passenger car investigations were detailed as to problem source and effect, together with the usual symptoms of failure, in today's report. Also listed was an investigation into Kar-rite Jack Stands due to their reported failure under the 4000-pound loading for which they are rated and labeled. The final investigation opened during October reported failures of the air brakes in 1974 Ford Motor Company School Buses and cited as the apparent cause, an omission of a metal sleeve fitting on a number of the buses" brake line assemblies.

The single case reported as suspended in today's report was an investigation of Ford's 1971 Capri models. The case, NHTSA's No. 291, had been previously suspended and will be terminated unless new evidence is received which justifies continued investigation.

-more-

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

Today's report lists 76 investigations in progress as of October 30. Interested persons, including those with information bearing on current investigations, are invited to write to: The Office of Consumer Services, U.S. Department of Transportation, National Highway Traffic Safety Administration 400 7th Street, S.W. Washington, D.C. 20590. Please indicate in such reports the make, model, year, and serial number (VIN) of the vehicle and all pertinent facts relating to the failure.

Persons wishing to review summaries of the NHTSA's findings in terminated cases, or the public file for suspended cases, may do so in the Technical Reference Room, 5108, of the NHTSA, at the above address.

PLEASE NOTE:

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

Reporting Period: October 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

OPENED THIS REPORTING PERIOD

Case Number:	C5-07
Manufacturer:	General Motors Corporation
Make:	Pontiac
Model:	All V8 Equipped Models
Year(s):	1966 - 1972
Possible Problems:	Failure occurs if the nylon portion of the timing gear's teeth wear down or is sheared off. The timing chain can then no longer transmit motion to the camshaft resulting in the engine stalling.

Case Number:	C5-08
Manufacturer:	Toyota Motor Sales, U.S.A., Inc.
Make:	Corolla
Model:	1600cc Engine
Year(s):	1971-1973
Possible Problems:	Inadequate clearance between the heat tube and the holes in the exhaust manifold through which the heat tube fits causes failure of the heat tube due to differential expansion and contraction from heat of the different types of materials. When the heat tube fails it allows contaminants to enter the choke housing creating sludge and causing the throttle to stick in its guide, and/or causing the choke to stick in the open position.

Case Number:	C5-09
Manufacturer:	Kar-Rite
Make:	Jack Stand
Model:	1052, rated at 4,000 pounds
Year(s):	ALL
Possible Problems:	Test results indicate that the jack stand does not support the total load stated by the manufacturer.

Case Number:	C5-10
Manufacturer:	Ford Motor Company
Make:	School Bus
Model:	
Year(s):	1974
Possible Problems:	Failure of air brake system when line separates from compression fitting due to missing sleeve.

SPECIAL PUBLIC ATTENTION IS DIRECTED TO THE SUSPENDED INVESTIGATORY CASE LISTED BELOW, SO THAT PERSONS WITH EXPERIENCE OR INFORMATION THEY CONSIDER VITAL TO THIS INVESTIGATION MAY REPORT THE MATTER IN DETAIL TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION:

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

Reporting Period: October 1974

SAFETY RELATED DEFECT INVESTIGATORY CASES

TERMINATED THIS REPORTING PERIOD

NONE

SUBJECT: 1965-1972 Pontiac Timing Gear Failure
ODI Case No. C5-07

BASIS FOR INVESTIGATION:

This case was opened on September 23, 1974, following reports of 238 timing gear and/or chain failure on Pontiac vehicles. Investigation was initiated to determine whether the alleged failure is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION OF THE TIMING GEAR:

The timing gear functions to control the engine's valve timing. The Pontiac timing gear involved in this investigation is a die cast gear with nylon coated teeth. It is noted that similar construction for timing gears is used widely by the automotive industry.

ANALYSIS OF ALLEGED PROBLEM:

Reported Failure Mode: Failure occurs if the nylon portion of the timing gear's teeth wear down or is sheared off. The timing chain can then no longer transmit motion to the camshaft resulting in the engine stalling.

Reported Problem Symptoms: Failure of the timing gear may be preceded by engine "roughness" or "loping" due to slippage of the timing chain on the worn gear teeth which would disrupt the engine's normal timing cycle.

Potential Safety Related Consequences: Any safety implication of a timing gear failure would be associated with the resulting loss of engine power and the location and manner in which the vehicle is brought to a stop.

SUBJECT: 1971-1973 Toyota Corolla Equipped with the 1600 cc Engine - Alleged Throttle Sticking
ODI Case No. C5-08

BASIS FOR INVESTIGATION:

This case was opened October 16, 1974, based upon information received from the Canadian Department of Transport, alleging throttle sticking in the open position on 1971-1973 Toyota Corolla vehicles equipped with 1600 cc engines. Investigation was initiated to determine whether the alleged failure is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION OF THE THROTTLE:

On the 1600 cc engine a heat tube, commonly referred to as a "stove pipe," runs through the engine exhaust manifold into the choke chamber of the carburetor for the purpose of heating a bimetal spring that in turn opens the choke valve. The throttle rod also runs through the choke chamber. The choke valve enriches the fuel-air mixture entering the carburetor when the engine is cold and the throttle controls the amount of fuel-air mixture entering the intake manifold of the engine, thereby regulating the engine RPM or speed.

ANALYSIS OF ALLEGED PROBLEM:

Failure Mode: Inadequate clearance between the heat tube and the holes in the exhaust manifold through which the heat tube fits causes failure of the heat tube due to differential expansion and contraction from heat of the different types of materials. When the heat tube fails it allows contaminants to enter the choke housing creating sludge and causing the throttle to stick in its guide, and/or causing the choke to stick in the open position.

Symptom: Sticking of the throttle and/or difficulty in starting the engine.

Potential Safety Related Consequences: Possibility of a vehicle controllability problem, accident and injury.

SUBJECT: Alleged Unsatisfactory Performance of the Motor Vehicle Jack Stand Kar-Rite Model 1052, rated at 4,000 pounds.
ODI Case No. C5-09

BASIS FOR INVESTIGATION:

This case was opened October 31, 1974, on the basis of a survey-type testing program. The survey was conducted on various jack stands purchased from retail stores. The testing consisted of statically loading each jack stand to the load rating. This jack stand failed four of the six tests it was subjected to. Failure was defined as a deformation of a significant jack stand part. Investigation was initiated to determine whether the alleged failure is potentially a safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

DESCRIPTION AND FUNCTION OF A JACK STAND:

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

ANALYSIS OF ALLEGED PROBLEM:

Failure Mode: Test results indicate that the jack stand does not support the total load stated by the manufacturer.

Symptom: There is no warning of failure. Static load testing is necessary for a determination of the ability of a jack stand to support the load claimed for it by the manufacturer.

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

SUBJECT: 1974 Ford School Buses
Air Brake Line Fitting Sleeve Missing
ODI Case No. C5-10

BASIS FOR INVESTIGATION:

This case was opened following receipt of a report of school bus brake failure from the Department of State Police, Office of Highway Safety Planning, State of Michigan. According to the report, Ford failure was due to a missing "collar" (sleeve) on a brake line. Inspection of 17 other Ford school buses revealed 12 with this part also missing. Investigation was initiated to determine whether the alleged missing sleeve represents a potential safety related defect within the meaning of the National Traffic and Motor Vehicle Safety Act of 1966.

SLEEVE DESCRIPTION AND FUNCTION:

The sleeve involved is a component of a metal compression type fitting used for air brake air line coupling throughout the automotive industry. Other components are the fitting body and insert as well as the sleeve compression nut. In this case, the fitting forms the connection in the air line between the treadle valve and the secondary tank (dry tank) where the line goes into the tank. See attached drawing.

ANALYSIS OF ALLEGED PROBLEM:

Failure Mode: Based on initially available information, the failures apparently occur when air pressure build up in the air brake system blows the compression fitting apart due to the missing sleeve. The result is loss of air brake air pressure.

Symptom: Loss of air pressure in the brake system leads to an automatic sequence of driver warnings. At a point when the air pressure is reduced from a normal 118 to 126 pounds per square inch (psi) to from 58 to 65 psi, a warning buzzer sounds and a red warning light on the dashboard activates. In addition, the dashboard air pressure gauge registers loss of air pressure. Also, when the air pressure depletes to approximately 30 psi, the rear wheel spring brake chambers automatically cause the application of the rear brakes.

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

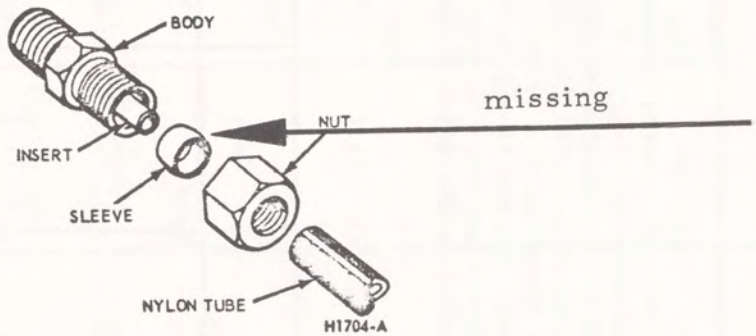


FIG. 27 Air Line Coupling—Plastic Tubing

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

DATE October 31, 1974

Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a defect exists; only that a safety-related problem has been reported with sufficient indication of its existence to justify a formal investigation. The aim of the formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-In Fuel Tank	Certain Vents Exposed to Rupture by Shifting Luggage
128	Ford	F-250 Pickup	1968-1969	16 x 5.5 two Piece Wheel	Lock Ring Gutter Failure.
140	Ford	Mustang, Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failure
161	GM Chrysler, AMC	ALL	1965-1971	Power Brake Vacuum Check Valve	No Power Assist with Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels and Tires	Overloading of Suspension

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE October 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
212	Ford	Ford Full-Size Lincoln, Mercury and Thunderbird	1965-1969	Front Lower Control Arm	Failure of front lower control arm at ball joint area.
248	International Harvester	1600, 1700S, 1800	1958-1970	Brake Shoe	Shoe Separation from shoe web may cause brake failure.
252	General Motors	Chevrolet ½-Ton Van and passenger cars	1969	Steering Tie Rod End	Suspected fatique failure in thread section
266	Ford	Full Size	19[illegible]	Ignition Switch	Poor Connection between harness plug and switch
282	Ford	Ford, Mercury	19[illegible]-1971	15 x 5.5 signle-piece wheel	Bead seat failure
287	Ford	Galaxie	19[illegible]-1970	Front wheel spindle	Fatigue crack in heel area
C2-09	All Manufacturers	All	All	Motorcycle Helmets	Units providing inadequate protection
C2-25	Ford, Chrysler, GM and International	School Bus	Pre-1966	Hydraulic Brake Line	Steel hydraulic brake line failure due to corrosion
C2-32	General Motors	GMC and Chevrolet pickup	Various	15" single-piece wheel	Bead seat failure
C2-53	Ford	All	1967-1971	Brake master cylinder	Failure of cylinder due to corrosion
C2-54	Norton Villiers	Commando 750	Various	Yoke	Cracking

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

Date -- October 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-60	Volkswagen	All	Pre-1963	Heater	Engine fume intrusion int' passenger compartment
C2-61	Ford	Ford, Mercury	1970	15 x 6.5 single-piece wheel	Disc failure
C3-02	Honda	CB 750, CB 500 and CB 450 (K3 & K4)	All	Gas Tank Filler Cap	Becomes dislodged, allowing gas to be ignited
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead electrical connector	Becomes disconnected
C3-09	B.F. Goodrich	Tire	1967-1971	Space Saver Tire	Insufficient instructions for mounting tire to rim
C3-18	General Motors	Chevrolet Impala	1968-1970	Steering Wheel	Breakage at hub
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering relay rod	Lockup due to foreign objects
C3-28	International Harvester	Scout 800A and 800B	1970-1973	Clutch cable	Breakage due to bending fatique
C3-29	Ford	Mercury Capri	1971-1973	Windshield wiper arm shaft and motor	Arm detaches from drive shaft motor fails due to underpower.

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE October 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-33	Ford	Mercury Capri	1971-1973	Seat latch and seat belt	Inboard seat belt abrasion by seat latch
C3-34	General Motors	Chevrolet Series 10 Truck	1968-1971	Rear axle control arm	Cracking and splitting at welds
C3-35	International Harvester	Travelall 1110 4x4	1971-1973	Steering arm ball	Movement during braking may cause loss of control
C3-38	Toyota	Corona	1973	Front disc brake rotors	Corrosion and glazing encountered during shipping
C3-39	Ford	Mercury Capri	1973	Fuel and evaporative line connectors	Molded tubing connectors may crack
C3-40	Skyline Corporation	19½-Foot Nomad Travel Trailer	1971	Shackle bolt	Inadequate thread engagement with lock nut
C3-41	Chrylser	All Six-Cylinder	1971-1972	Exhaust manifold	Cracking
C3-42	Ford	B and F-500 thru 700	1967-1972	Throttle Linkage	Seizure of bellcrank at firewall linkage
C3-43	General Motors	Cadillac Eldorado and Oldsmobile Toronado	1967-1970	Front wheel lugs	Incorrect torque
C4-01	Ford	B-700 School Bus	1969-1970	Right front spring	Failure of main and second leaf

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS

DATE October 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-06	Mack Trucks	F-700 Series	1970-1972	Tilt cab pivot lock plate	Plate breakage
C4-07	Ford	Full Size	1970-1971	Hood Latch	Failure of latch mechanism
C4-08	International Harvester	1600, 1700S and 1800 Loadstar Chassis	Various	Rear axle U-bolt	Low Torque
C4-09	Chrysler	Plymouth Valiant and Dodge Dart ("A" Body)	1970-1972	Brake proportioning valve	Rear wheel lockup under normal brake operation
C4-10	Winnebago	D24 Motorhome	1970-1971	Front tires, wheels springs and axles	Suspension ratings are possibly exceeded by unloaded weights of vehicle front ends with standard or optional equipment, plus normal occupant and luggage loads
C4-11	Action Industries	25 Foot Swinger Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-12	Champion Home Builders	24 foot Motorhome	1971	Front tires, wheels, springs and axles	See C4-10
C4-13	Boise Cascade	Lifetime Premier 23 Motorhome	1969-1971	Front tires, wheels, springs and axles	See C4-10
C4-14	PRF Industries	Travco 220 Motorhome	1970	Front tires, wheels springs and axles	See C4-10

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE October 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-15	General Motors	Cadillac	1969-1970	Air conditioner blower relay	Failure may cause overheating of electrical harness
C4-17	General Motors	GMC and Chevrolet Pickup Truck	1971-1972	Steering tie rod end	Separation of ball from socket
*C4-18	Ford Mercury Montego Ford Falcon Mercury Comet	Fairlane and Ranchero	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 Motorhome	1973	Gas tank	Location and installation of gas tank may cause overloading
	*Previously listed as	1969 Ford Torino only,	now broadened	to include above models.	
	** Previously listed	as Cadillac only, now	broadened to	include all vehicles	as above.

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE October 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-28	Ford	Pinto	1971-1974	Rack and pinion steering	Bending of steering assembly on wheel impact causes binding
C4-29	Ford	All with 4-Barrel Carburetor	1968-1974	Non-metallic fast idle cam	Breakage causes jamming of throttle in open position
C4-30	Ford	School Bus	1966-1974	Brake drum	Breakage causes loss of brakes
C4-34	Nissan	Datsun 510 and 1200	1969-1971	Plastic connector and filler hose	Leakage allows fuel or fumes to enter passenger compartment
C4-35	Nissan	Datsun 510	1968-1971	Front suspension transverse link	Breakage due to improper shipping may allow loss of control
C4-44	General Motors	All with Rochester Carburetor	1965-1972	Carburetor float	Engine flooding caused by loss of float buoyancy
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to meet load rating
C4-47	Pathfinder Auto Lamp	80510/7224	Various	Auto Jack Stand	Failure to meet load rating
C4-48	S.S. Kresge	K-Mart	Various	Auto Jack Stand	Failure to meet load rating
C4-49	Auto Specialities	Drednaut 6-41601	Various	Auto Jack Stand	Failure to meet load rating
C4-50	Montgomery Ward	Riverside 61-5662	Various	Auto Jack Stand	Failure to meet load rating
C4-51	Globe Fabricated	JS-100	Various	Auto Jack Stand	Failure to meet load rating
C4-52	International Harvester	Scout II, 1110-1300D, 1010-1310, 4x4	1970-1973	Brake lining	Brake pull and fade upon application

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE October 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-53	General Motors	Chevrolet Chevelle V8	1965-1969	Engine Mount	Secondary effects from shearing of engine mounts
C4-56	Mercedes-Benz	280SE, 300SEL, 350SL, SLC, 450SL, SLC, SE and SEL	1970-1972	Bosch fuel injectors	Fuel leaks from pressurized system onto engine exterior
C4-57	Saab	99E	1970-1973	Bosch fuel injectors	See C4-56
C4-58	Volvo	142, 144, 145, 164 and 1800E	1971-1973	Bosch fuel injectors	See C4-56
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 C4-56
C4-60	Renault	Model 17 Sports Coupe	1971-1973	Bosch fuel injectors	See C4-56
C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear Wheel bearing	Failure due to insufficient lubrication
C5-02	Cabana	25 Foot Motorhome	1970	Front tires, wheels, spring and axles	See C4-10
	*Previously listed as to include above mod	Porsche 911T and 914,	Audi 100LS,	now broadened	

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE October 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C5-03	International Harvester	Travelall	1974	Battery Cable	Rubbing or chafing causes spark or short.
C5-04	Ceat S.p.A.	Mercurio 10.00x22 14-ply Truck Tire	Various	Tire	Failure in bead area
C5-07	General Motors	Pontiac, all V8 equipped engines	1966-1972	Timing Gear and Chain	Failure of timing gear and chain.
C5-08	Toyota Motor Sales	Corolla Equipped with the 1600 cc Engine	1[illegible]1-1973	Throttle	Alleged throttle sticking
C5-09	Kar-Rite	Jack Stand - Model 1052, rated at 4,000 pounds	A[illegible]	Jack Stand	Alleged Unsatisfactory Performance
C5-10	Ford Motor Company	School Bus	1974	Air Brake Line Fitting Sleeve	Missing Air Brake Line Fitting Sleeve

*New Cases Opened In October.

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE October 31, 1974

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

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

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

DATE October 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of various replaced parts that may contribute to safety - defect.
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, springs, wheels and tires	Loading of suspensions may exceed component ratings
S4-45	Various Manufacturers	Various Models	Various	Auto jack stand	Failure to meet load rating
S4-54	All Manufacturers	School Bus	All	Total Vehicle	Review of records to determine possibility of safety defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Axles, springs, wheels and tires	Loading of suspensions may exceed component ratings in late model vehicles
249.A	General Motors	Chevrolet Corvair	1961-1969	Heater	Recall #71-0224
A2-58	General Motors	Chevrolet	1965-1972	Engine mount	Recall #71-0235
A3-04	Toyota	1200 and 1600 cc	1970-1971	Fuel system	Recall #72-0014
A3-24	Chrysler	Dodge Light Trucks	1972	Brake pedal shaft	Recall #72-0193
A4-02	Ford	F-100 and F-250 Truck	1973	Right front brake hose	Recall #73-0037
A4-04	International Harvester	Travelall and Pickup 1110 4x4	1972-1974	Front axle steering arm mounting bolts	Recall #73-0127

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

DATE October 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-21	Ford	Torino and Ranchero, Mercury Montego	1972	Rear axle assembly	Recall #72-0095
A4-31	General Motors	GMC and Chevrolet C and G Series Trucks with Dual Rear Wheels	1973	Wheel clamp rings	Recall #73-0212
A4-32	Chrysler	Dodge D-500-600, S-600, W-600 Medium Truck	1972-1973	Vacuum reserve tank	Recall #73-0142
A4-33	Gillig Bros.	All with Power Steering	1972-1973	Lower steering shaft bearing	Recall #73-0247
A4-36	Mercedes-Benz	450SE and SEL	1973	Right front brake line	Recall #73-0213
A4-37	AM General	FJ-8 ½-Ton Postal Service Vehicle	1971-1973	Steering drag link	Recall #73-0200
A4-38	GMC Corporation	2900R Motor Coach	1973-1974	Steering pitman arm	Recall #73-0249
A4-39	AMF/Harley Davidson	XL1000 and XLCH1000	1973	Frame	Recall #73-0215
A4-40	White Motors	600 Series Truck	1972-1973	Throttle linkage	Recall #73-0230

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

III. SURVEYS AND AUDITS

DATE October 31, 1974

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-41	International Harvester	CO and COF-4070 Transtar	1974	Drag Link	Recall #73-0228
A4-42	Ford	Lincoln	1974	Starter cable assembly	Recall #73-0220
A4-43	General Motors	Chevrolet Full-Size Station Wagon	1974	Rear brake pipe	Recall #73-0244
A4-61	Ford	Mercury Capri	1974	Engine Compartment wiring harness	Recall #73-0246
A4-62	Ford	F-500-600, C-LN-600 B-500-600-700, M-450-500	1974	Carburetor throttle lever	Recall #74-0031
A4-63	General Motors	Chevrolet, Pontiac Buick and Oldsmobile	1974	Seat belt retractor	Recall #74-0016
A5-05	Alfa Romeo	Berling and GT Veloce 2000 model	1974	Steering Gear "U" Joint pinch bolt	Recall #74-0012.
A5-06	Mack Truck	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001.

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS

DATE October 31, 1974

III. SURVEYS AND AUDITS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-41	International Harvester	CO and COF-4070 Transtar	1974	Drag Link	Recall #73-0228
A4-42	Ford	Lincoln	1974	Starter Cable Assembly	Recall #73-0220
A4-43	General Motors	Chevrolet Full-Size Station Wagon	1974	Rear Brake Pipe	Recall #73-0244
A4-61	Ford	Mercury Capri	1974	Engine Compartment Wiring Harness	Recall #73-0246
A4-62	Ford	F-500-600, C-LN-600 B-500-600-700, M-450-500	1974	Carburetor Throttle Lever	Recall #74-0031
A4-63	General Motors	Chevrolet, Pontiac Buick and Oldsmobile	1974	Seat Blet Retractor	Recall #74-0016
A5-05	Alfa Romeo	Berling and GT Veloce 2000 Model	1974	Steering Gear "U" Joint Pinch Bolt	Recall #74-0012
A5-06	Mack Truck	CF, MB, R, RD and TU	1974	Front Axle	Recall #74-0001

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT 517

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
January 31, 1975

NHTSA -- 10-75 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today scheduled public hearings for February 18 and 19 on an earlier proposal designed to encourage automobile manufacturers to develop lighter weight bumper systems. At the same time, the Department extended the period for comment on the proposal from Feb. 12 to March 3.

In the previous proposal, the Department's National Highway Traffic Safety Administration (NHTSA) proposed an immediate reduction in bumper requirements for both front and rear impact test speeds to 2 ½ miles per hour from the present requirement of 5 mph. The lower impact requirement would rise to 4 mph for 1980 model year cars, NHTSA said, by which time it is expected the manufacturers will have perfected the lighter weight systems expected to reduce the average vehicle weight by more than 100 pounds. Current damage criteria requiring that certain safety items not be damaged in the lower speed tests would remain in effect, as well as more stringent limits on sheet metal damage beginning Sept. 1, 1975.

The decision to hold public hearings on the proposal was made in reply to requests from Congress, and insurance associations. The extension of the comment period was based on petitions received from several motor vehicle manufacturers as well as members of Congress and representatives of the nation's insurance groups.

Persons who wish to make a formal presentation at the public hearings should contact Mr. Guy Hunter, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone 202-426-2265) before Feb. 12, 1975.

The meeting will be held at the U.S. Department of Commerce Auditorium, 14th Street and Constitution Avenue, N.W. Washington, D.C. Sessions will run from 9:30 a.m. to 5:00 p.m. on Feb. 18, and, depending on the requests for time, during the same hours on Feb. 19.

##################

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

U.S.MAIL

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
February 18, 1975

NHTSA--16-75 (GLW)
Tel. (202)426-0670

A nationwide attack on automobile dealers and private sellers who tamper with odometers to cheat car buyers, was announced this week by the U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA). Dr. James B. Gregory, NHTSA Administrator, said the attorney general of every state with an anti-tampering law in force, has been requested to join with the federal government to "halt this continuing, multi-million dollar fraud on the public."

Gregory said a recent survey completed for NHTSA disclosed that less than half of the nation's used-auto dealers have been complying with federal laws that require an odometer mileage statement to be furnished with every auto sale. The same survey showed that private sellers have been meeting the requirement less than 10 per cent of the time.

"We are opening a national drive," Gregory stated, "to bring an end to this practice and to push for strict enforcement of the state and federal laws prohibiting it." He pointed out that turning back a vehicle's odometer before reselling it to the unsuspecting consumer not only short-changes him by misrepresenting vehicle age and value, "it may often disguise thousands of miles of heavy use and present a dangerously worn out vehicle as practically new."

NHTSA's invitation to 36 state attorneys general included a circular by which the auto dealers of each state may be asked to join in the project. Federal law prohibits the alteration of motor vehicle odometers, the NHTSA pointed out, and requires the seller of a vehicle to provide an Odometer Disclosure Statement (written statement of true mileage reading) to each buyer when ownership is transferred. If the correct mileage is unknown, a written statement to that effect is required under the same law.

The federal safety agency intends to give wide publicity to the requirements of the federal law and to the fact that any dealer or private seller who violates it in order to cheat a buyer, may be sued in federal or state courts for treble damages, or $1,500, whichever is greater. At the same time, NHTSA's appeal to the 36 states with anti-tampering laws of their own in force, and to the nation's auto dealers, will serve notice that a vigorous program of enforcement will be the next step.

NHTSA said it is seeking the help of the National Automobile Dealers Association, the Dealers Safety and Mobility Council, and all other dealer organizations.

The administrator described the new state-federal drive against odometer cheating as "a program every responsible auto dealer should welcome and support." It is the unscrupulous few, he said, who prey on the buyer and tend to destroy public faith in thousands of conscientious dealers. "We intend to come down hard on the problem and we are asking the states to join us."

##############

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

U.S.MAIL

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
February 25, 1975

NHTSA -- 13-75 (BAB)
Tel. 202-426-9550

Initial reports from the 50 states to the U.S. Department of Transportation show that traffic fatalities for the month of January were still almost 20 per cent below the level of January 1973.

The department's National Highway Traffic Safety Administration (NHTSA) says it is using 1973 as a base year because the effects of the energy shortage did not begin to be felt until the last two months of that year. Therefore, it represents a more realistic base for statistical comparisons.

For example, the traffic fatalities for January 1973 were 3,842, and for the same month in 1974 they totaled 2,926 -- a reduction of 23.8 per cent. Preliminary figures for January of this year show 3,088, an increase of 162 or 5.5 per cent over 1974, but still some 20 per cent below the 1973 base.

The 5.5 per cent increase over 1974 broke a record of 14 consecutive months in which the total had been lower than the previous comparable month.

-more-

"In that respect, the figures for last month cannot be described as anything but disappointing," said Dr. James B. Gregory, Administrator of the NHTSA. "The figures are additional evidence, if any were needed, that the states must intensify their enforcement of the 55 mph national speed limit, and they underscore the critical necessity for motorists to obey the law. Of course, in addition to the payoff in lives saved, the critical need continues to conserve gasoline in line with President Ford's national energy goals."

Dr. Gregory went on to say, "There is no denying that some 9,700 Americans are alive today by virtue of the lower speed limits, less driving, and improved highway safety programs. I believe that those same factors will contribute to the saving of thousands of more lives this year if driving speeds do not increase. However, it is to be expected that there will be occasional fluctuations in monthly fatality reports."

##########

See attached table

Traffic Fatality Estimates Based on Early Reports

January 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	Jan. 1975	Jan. 1974	Jan. 1973	75-74 % Change	75-73 % Change
Alabama	63	83	104	-24.1	-39.4
Alaska	7	4	2	+75.0	+250.0
Arizona	52	32	55	+62.5	-5.5
Arkansas	45	36	52	+25.0	-13.5
California	293	263	336	+11.4	-12.8
Colorado	35	27	37	+29.6	-5.4
Connecticut	32	22	32	+45.5	0
Delaware	10	6	14	+66.7	-28.6
Florida	164	183	244	-10.4	-32.8
Georgia	140	109	114	+28.4	+22.8
Hawaii	6	12	9	-50.0	-33.3
Idaho	14	12	16	+16.7	-12.5
Illinois	106	152*	174	-30.3	-39.1
Indiana	62	77	146	-19.5	-57.5
Iowa	42	38	50	+10.5	-16.0
Kansas	34	33	30	+3.0	+13.3
Kentucky	72	58	89	+24.1	-19.1
Louisiana	66	36	69	+83.3	-4.3
Maine	9	7	6	+28.6	+50.0
Maryland	31	40	67	-22.5	-53.7
Massachusetts	67	46	75	+45.7	-10.7
Michigan	125	115	187	+8.7	-33.2
Minnesota	26	39*	66	-33.3	-60.6
Mississippi	46	41	45	+12.2	+2.2
Missouri	52	54*	106	-3.7	-50.9
Montana	8	12	15	-33.3	-46.7
Nebraska	20	20	33	0	-39.4
Nevada	18	15	21	+20.0	-14.3
New Hampshire	13	9	10	+44.4	+30.0
New Jersey	92	67	110	+37.3	-16.4
New Mexico	38	24	44	+58.3	-13.6
New York	148	150	235	-1.3	-37.0
North Carolina	92	135	125	-31.9	-26.4
North Dakota	7	6	14	+16.7	-50.0
Ohio	158	126*	174	+25.4	-9.2
Oklahoma	57	55	31	+3.6	+83.9
Oregon	54	26	51	+107.7	+5.9

STATE	Jan. 1975	Jan. 1974	Jan. 1973	75-74 % Change	75-73 % Change
Pennsylvania	126	137	184	-8.0	-31.5
Rhode Island	11	3	12	+266.7	-8.3
South Carolina	53	70	61	-24.3	-13.1
South Dakota	9	10	14	-10.0	-35.7
Tennessee	68	98	87	-30.6	-21.8
Texas	259	230	238	+12.6	+8.8
Utah	21	6	25	+250.0	-16.0
Vermont	10	3	6	+233.3	+66.7
Virginia	83	77	76	+7.8	+9.2
Washington	47	47	50	0	-6.0
West Virginia	30	21	26	+42.9	+15.4
Wisconsin	64	46	64	+39.1	0
Wyoming	3	8	11	-62.5	-72.7
TOTAL	3,088	2,926	3,842	+5.5	-19.6

*ESTIMATED

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

U.S.MAIL

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY
February 28, 1975

NHTSA 12-75 (GLW)
Tel. 202-426-0670

DEFECT INVESTIGATORY CASES REPORT

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued its Monthly Investigatory Cases Report today, combining the months of November and December into a single report and listing nine defect investigations completed during the period. The report lists no new investigations begun, one case suspended, and 70 active investigations in progress.

Of the nine terminated investigations, four ended in the recall of auto jack stands which had failed in NHTSA testing to support the vehicle weights noted on their labels. The manufacturers agreeing to recall and relabel their products are the Pathfinder Auto Lamp Co., recalling its Jack Stand Model 80510/7224; the S.S. Kresge Co., recalling various models sold through K-Mart stores; the Auto Specialties Co., recalling its Drednaut Model 6-41601; and Montgomery Ward and Co., which agreed to recall its Riverside Model 61-5662.

In two related investigations terminated by NHTSA, Mercedes-Benz and Saab-Scania agreed to recall a number of their auto models under investigation for fuel-injection failures and the possibility of resultant

engine fires. The Mercedes models in the recall were manufactured in 1970 through 1973 and include the following: the Mercedes 280SE and 300 SEL; the 350SL and SLC; and in the 450 series, the 450SL, SLC, SE and SEL. For the same fuel-injection problems, Saab-Scania has recalled its model 99E for the years 1970 through 1973, and models 99LE and EMS manufactured in 1973. Both manufacturers have notified owners that faulty fuel injection nozzles, and hoses if defective, will be replaced in the recall action.

The remaining investigations terminated by NHTSA during November and December included the B.F. Goodrich "Space Saver" tire, recalled by the manufacturer for inspection and replacement, as necessary; and the Norton-Villiers model 750 Commando motorcycle. The latter, under investigation for frame failures of the yoke, has been recalled by its manufacturer. All 750 Commando cycles with engine numbers 126125 through 128634 are included in the recall for frame replacement.

The final terminated case, termed a survey investigation by the NHTSA, had explored the performance capability of all motorcycle protective helmets. One manufacturer voluntarily agreed to replace an early production model when federal testing proved it gave an inadequate level of protection. The NHTSA has issued a helmet performance standard and terminated its survey, as a result.

The single case reported as suspended was an investigation of certain models of Honda motorcycles and allegations that gasoline fires may result from faulty performance of their fuel tank filler-caps. 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 later, unless new evidence is received which justifies continued investigation.

The NHTSA's Monthly Investigatory 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 safety agency's conclusions, NHTSA findings are brought to the attention of both motorists and manufacturers.

Interested persons, including those with information bearing on current investigations, are invited to write to: The Office of Consumer Services, U.S. Department of Transportation, National Highway Traffic Safety Administration, 400 7th St., SW, Washington, D.C. 20590. Please indicate in such reports the make, model, year, and serial number (VIN) of the vehicle and all pertinent facts relating to the failure.

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

PLEASE NOTE:

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

##########

SAFETY RELATED DEFECT INVESTIGATORY CASES

TERMINATED THIS REPORTING PERIOD

For the months of November - December 1974

Case Number:	C2-09
Manufacturer:	All
Make:	All
Model:	Motorcycle Helmets
Year(s):	All
Possible Problems:	Units providing inadequate protection.
Conclusions:	Survey has been concluded; Motorcycle Helmet Standard has been issued. One helmet that had performance which was consistently and considerably less when compared to other helmets has been recalled. Survey has been placed in Public File.
Case Number:	C2-54
Manufacturer:	Norton Villiers
Make:	Norton
Model:	Commando 750
Year(s):	Various
Possible Problems:	Cracking at yoke area.
Conclusions:	In view of the actions being taken by the manufacturer, investigation has been discontinued.
	Recall Campaign Number 74-0239 - All machines within the series of engine numbers 126125 to 128634, the frames will be replaced.
Case Number:	C3-09
Manufacturer:	B. F. Goodrich
Make:	Space Saver Spare
Model:	Tire
Year(s):	1967-1971
Possible Problems:	Possibility that improper inflation or installation may result in tire explosion causing injury.
Conclusions:	In view of the actions being taken by the manufacturer, investigation has been discontinued.
	Recall Campaign Number 74E-026 - Notification to all users, with inspection and replacement of components where necessary.

Case Number: C4-47
Manufacturer: Pathfinder Auto Lamp Company
Make: Auto Jack Stand
Model: 80510/7224
Year(s): Various

Possible Problems: Failure to meet load rating.

Conclusions: In view of the actions being taken by the manufacturer, investigation has been discontinued.

Recall Campaign Number 74E-034 - Jack stands are to be relabeled reflecting lower capacity load rating.

Case Number: C4-48
Manufacturer: S. S. Kresge
Make: Auto Jack Stand
Model: K-Mart
Year(s): Various

Possible Problems: Failure to meet load rating.

Conclusions: In view of the actions being taken by the manufacturer, investigation has been discontinued.

Recall Campaign Number 74E-034 - Jack stands are to be relabeled reflecting lower capacity load rating.

Case Number: C4-49
Manufacturer: Auto Specialties
Make: Auto Jack Stand
Model: Drednaut 6-41601
Year(s): Various

Possible Problems: Failure to meet load rating.

Conclusions: In view of the actions being taken by the manufacturer, investigation has been discontinued.

Recall Campaign Number 74E-034 - Jack stands are to be relabeled reflecting lower capacity load rating.

Case Number: C4-50
Manufacturer: Montgomery Ward
Make: Auto Jack Stand
Model: Riverside 61-5662
Year(s): Various

Possible Problems: Failure to meet load rating.

Conclusions: In view of the actions being taken by the manufacturer, investigation has been discontinued.

Recall Campaign Number 74E-034 - Jack stands are to be relabeled reflecting lower capacity load rating.

Case Number: C4-56
Manufacturer: Mercedes-Benz
Make: Mercedes
Models: 280SE, 300SEL, 350SL, SLC, 450SL, SLC, SE, and SEL
Year(s): 1970-1972

Possible Problems: Alleged fuel leakage from the pressurized injection system onto the engine exterior causing combustion of vapors on start up, resulting in fire damage in engine compartment.

Conclusions: In view of the actions being taken by the manufacturer, investigation has been discontinued.

Recall Campaign Number 74-0131 - Inspection and replacement of injection nozzles on vehicles produced prior to April 1972.

Case Number: C4-57
Manufacturer: Saab-Scania
Make: Saab
Model: 99E 99LE, EMS
Year(s): 1970-1973 1973

Possible Problems: Alleged fuel leakage from the pressurized injection system onto the engine exterior causing combustion of vapors on start up, resulting in fire damage in engine compartment.

Conclusions: In view of the actions being taken by the manufacturer, investigation has been discontinued.

Recall Campaign Number 74-0186 - All pressurized fuel injectors, connecting hoses and fuel supply hoses will be replaced with improved reinforced rubber hoses.

SPECIAL PUBLIC ATTENTION IS DIRECTED TO THE SUSPENDED INVESTIGATORY CASES LISTED BELOW, SO THAT PERSONS WITH EXPERIENCE OR INFORMATION THEY CONSIDER VITAL TO THESE INVESTIGATIONS MAY REPORT THE MATTER IN DETAIL TO THE NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Case Number: C3-02
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.

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

I. INVESTIGATIONS

DATE December 31, 1974

Those cases listed hereon are the subjects of current safety-related investigations being conducted in accordance with NHTSA responsibilities under provisions of the National Traffic and Motor Vehicle Safety Act of 1966. When an investigation is begun, it should not be assumed that a **defect exists;** only that a safety-related problem has been reported with sufficient indication of its existence to justify a formal investigation. The aim of the formal investigation is to establish whether a vehicle defect is causing the problem, and, if so, how it happens, and how it may be remedied. The NHTSA will make public its conclusions upon completion of each investigation. In line with the foregoing, the NHTSA solicits from the public pertinent information relating to the cases listed. By submitting such information, you make your contribution to highway safety.

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
098	Ford	Fairlane, Mustang	1966-1970	Drop-in Fuel Tank	Certain vents exposed to rupture by shifting luggage
128	Ford	F-250 Pickup	1968-1969	16 x 5.5 two piece wheel	Lock Ring Gutter Failure
140	Ford	Mustang, Cougar	1968-1969	Seat Back Pivot Arm	Inboard Pivot Failure
161	GM, Chrysler, AMC and Ford	ALL	1965-1971	Power Brake Vacuum Check Valve	No power assist with Failure
190	All Manufacturers	Travel Trailers	1965-1970	Axles, Wheels, and Tires	Overloading of Suspension

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS

DATE December 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
212	Ford	Ford Full-Size Lincoln, Mercury and Thunderbird	1965-1969	Front Lower Control Arm	Failure of Front Lower Control Arm at Ball Joint Area
248	International Harvester	1600, 1700S and 1800	1958-1970	Brake Shoe	Shoe Separation from Shoe Web May Cause Brake Failure
252	General Motors	Chevrolet ½-Ton Van and Passenger Cars	1969	Steering Tie Rod End	Suspected Fatigue Failure in Thread Section.
266	Ford	Full-Size	1969	Ignition Switch	Poor Connection Between Harness Plug and Switch
282	Ford	Ford, Mercury	1965-1971	15 x 5.5 Single Piece Wheel	Bead Seat Failure
287	Ford	Galaxie	1968-1970	Front Wheel Spindle	Fatigue Crack in Heel Area
C2-25	Ford, Chrysler, GM and International	School Bus	Pre-1966	Hydraulic Brake Line	Steel Hydraulic Brake Line Failure due to Corrosion
C2-32	General Motors	GMC and Chevrolet Pickup	Various	15" Single Piece Wheel	Bead Seat Failure
C2-53	Ford	ALL	1967-1971	Brake Master Cylinder	Failure of Cylinder Due to Corrosion
C2-60	Volkswagen	ALL	Pre-1963	Heater	Engine Fume Intrusion into Passenger Compartment

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE December 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C2-61	Ford	Ford, Mercury	1970	15 x 6.5 Single Piece Wheel	Disc Failure
C3-03	Chrysler	All "C" Body	1969-1972	Bulkhead Electrical Connector	Becomes Disconnected
C3-18	General Motors	Chevrolet Impala	1968-1970	Steering Wheel	Breakage at Hub
C3-27	General Motors	Chevrolet Vega	1971-1973	Steering Relay Rod	Lockup Due to Foreign Objects
C3-28	International Harvester	Scout 800A and 800B	1970-1973	Clutch Cable	Breakage Due to Bending Fatigue
C3-29	Ford	Mercury Capri	1971-1973	Windshield Wiper Arm Shaft and Motor	Arm Detaches from Drive Shaft Motor Fails due to Underpower
C3-33	Ford	Mercury Capri	1971-1973	Seat Latch and Seat Belt	Inboard Seat Belt Abrasion by Seat Latch
C3-34	General Motors	Chevrolet Trucks Series 10	1968-1971	Rear Axle Control Arm	Cracking and Splitting at Welds
C3-35	International Harvester	Travelall 1110 4x4	1971-1973	Steering Arm Ball	Movement During Braking May Cause Loss of Control
C3-38	Toyota	Corona	1973	Front Disc Brake Rotors	Corrosion and Glazing Encountered During Shipping
C3-39	Ford	Mercury Capri	1973	Fuel and Evaporative Line Connectors	Molded Tubing Connectors May Crack

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS

DATE December 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C3-40	Skyline Corporation	19½-Foot Nomad Travel Trailer	1971	Shackle Bolt	Inadequate Thread Engagement with Lock Nut
C3-41	Chrysler	All Six-Cylinder	1971-1972	Exhaust Manifold	Cracking
C3-42	Ford	B and F-500 thru 700	1967-1972	Throttle Linkage	Seizure of Bellcrank at Firewall Linkage
C3-43	General Motors	Cadillac Eldorado and Oldsmobile Toronado	1967-1970	Front Wheel Lugs	Incorrect Torque
C4-01	Ford	B-700 School Bus	1969-1970	Right Front Spring	Failure of Main and Second Leaf
C4-06	Mack Trucks	F-700 Series	1970-1972	Tilt Cab Pivot Lock Plate	Plate Breakage
C4-07	Ford	Full-Size	1970-1971	Hood Latch	Failure of Latch Mechanism
C4-08	International Harvester	1600, 1700S and 1800 Loadstar Chassis	Various	Rear Axle U-Bolt	Low Torque
C4-09	Chrysler	Plymouth Valiant and Dodge Dart ("A" Body)	1970-1972	Brake Proportioning Valve	Rear Wheel Lockup Under Normal Brake Operation

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE December 13, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-10	Winnebago	D24 Motor Home	1970-1971	Front Tires, Wheels, Springs, and Axles	Suspension Ratings are Possibly Exceeded by Unloaded Weights of Vehicle Front Ends with Standard or Optional Equipment, plus Normal Occupant and Luggage Loads.
C4-11	Action Industries	25-Foot Swinger Motor Home	1971	Front Tires, Wheels, Springs, and Axles	See C4-10
C4-12	Champion Home Builders	24-Foot Motor Home	1971	Front Tires, Wheels, Springs, and Axles	See C4-10
C4-13	Boise Cascade	Lifetime Premier 23 Foot Motor Home	1969-1971	Front Tires, Wheels, Springs, and Axles	See C4-10
C4-14	PRF Industries	Travco 220 Motor Home	1970	Front Tires, Wheels, Springs, and Axles	See C4-10
C4-15	General Motors	Cadillac	1969-1970	Air Conditioner Blower Relay	Failure may Cause Overheating of Electrical Harness
C4-17	General Motors	GMC and Chevrolet Pickup Truck	1971-1972	Steering Tie Rod End	Separation of Ball from Socket

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS

DATE December 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
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 Motorhome	1970	Front Tires, Wheels, Springs, and Axles	See C4-10
C4-20	Toyota	Corona and Corolla	1971	Hood Latch	Failure of Secondary Latch
C4-22	Ford	Pinto	1972-1973	Assembly Aid Tab on Rear Wheel Well	Tab may Contact and cut Tire
C4-23	General Motors	Buick Opel	1964-1971	Fuel Tank and System	Fuel System Integrity
C4-26	General Motors	All Passenger Cars	1967-1973	Power Steering Gear	Binding Spool Valve
C4-27	Champion Home Builders	Concord 28-Foot Motorhome	1973	Gas Tank	Location and Installation of Gas Tank may Cause Overloading
C4-28	Ford	Pinto	1971-1974	Rack and Pinion Steering	Bending of Steering Assembly on Wheel Impact Causes Binding
C4-29	Ford	All with 4-barrel Carburetors	1968-1974	Non-Metallic Fast Idle Cam	Breakage Causes Jamming of Throttle in Open Position

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS

DATE December 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-30	Ford	School Bus	1966-1974	Brake Drum	Breakage Causes Loss of Brakes
C4-34	Nissan	Datsun 510 and 1200	1969-1971	Plastic Connector and Filler Hose	Leakage Allows Fuel or Fumes to Enter Passenger Compartment
C4-35	Nissan	Datsun 510	1968-1971	Front Suspension Transverse Link	Breakage Due to Improper Shipping may Allow Loss of Control
C4-44	General Motors	All with Rochester Carburetors	1965-1972	Carburetor Float	Engine Flooding Caused by Loss of Float Buoyancy
C4-46	Western Auto	Wizard A-5030	Various	Auto Jack Stand	Failure to meet Load Rating
C4-51	Globe Fabricated	JS-100	Various	Auto Jack Stand	Failure to meet Load Rating
C4-52	International Harvester	Scout II, 1110-1300D, 1010-1310, 4x4	1970-1973	Brake Lining	Brake Pull and Fade Upon Application
C4-53	General Motors	Chevrolet Chevelle V8 Engine	1965-1969	Engine Mount	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
C4-59	Volkswagen	VW Type 3 prior to August 1971 Porsche 914 1.8, 1.7 and 2.0 Liter Engine VW Type 4 1.7 Liter Engine	1970-1972	Bosch Fuel Injectors	Fuel Leaks from Pressurized System Onto Engine Exterior

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS

DATE December 31, 1974

I. INVESTIGATIONS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
C4-60	Renault	Model 17 Sports Coupe	1971-1973	Bosch Fuel Injectors	Fuel Leaks from Pressurized System Onto Engine Exterior
C5-01	General Motors	Chevrolet Corvette	1963-1974	Rear Wheel Bearing	Failure due to Insufficient Lubrication
C5-02	Cabana	25-Foot Motorhome	1970	Front Tires, Wheels,	See C4-10
C5-03	International Harvester	Travelall	1974	Battery Cable	Rubbing or Chafing Causes Spark or Short
C5-04	Ceat S.p.A.	Mercurio 10.00x22 14-ply Truck Tire	Various	Tire	Failure in Bead Area
C5-07	General Motors	Pontiac, all V8 Equipped Engines	1966-1972	Timing Gear and Chain	Failure of Timing Gear and Chain
C5-08	Toyota Motor Sales	Corolla Equipped with the 1600cc Engine	1971-1973	Throttle	Alleged Throttle Sticking
C5-09	Kar-Rite	Jack Stand - Model 1052, Rated at 4,000 Pounds	ALL	Jack Stand	Alleged Unsatisfactory Performance
C5-10	Ford Motor Company	School Bus	1974	Air Brake Line Fitting Sleeve	Missing Air Brake Line Fitting Sleeve

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS

DATE December 31, 1974

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

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
051	General Motors (IN LITIGATION 7-12-72)	Chevrolet and GMC 3/4-Ton Pickup Truck	1960-1965	Kelsey-Hayes 15x5.5 Three-Piece Wheel	Breakage
132	General Motors (INITIAL DEFECT DETERMINATION MADE 5-20-74)	ALL	1965-1969	Quadrajet Carburetor	Fuel Leakage at Plug, Resulting in Fire Potential
258.5	General Motors (INITIAL DEFECT DETERMINATION MADE 5-15-74)	Cadillac, Pontiac, Oldsmobile and Buick	1965-1969	Engine Mounts	Secondary Effects from Shearing of Engine Mounts
291	Ford (INVESTIGATION SUSPENDED 6-30-74)	Mercury Capri	1971	Evaporative Emission System	Underhood Fires due to System Malfunction
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.

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS DATE December 31, 1974

III. SURVEYS AND AUDITS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
181.S	All Manufacturers	Various	Various	Parts Return Program	Review of Various Replaced Parts that may Contribute to a Safety Defect
S2-16	All Manufacturers	Recreational Vehicles	Various	Axles, Springs, Wheels, and Tires	Loading of Suspension May Exceed Component Ratings
S4-45	Various Manufacturers	Various Models	Various	Auto Jack Stand	Failure to Meet Load Rating
S4-54	All Manufacturers	School Bus	ALL	Total Vehicle	Review of Records to Determine Possiblity of Safety Defects
S4-55	All Manufacturers	Recreational Vehicles	Various	Axles, Springs Wheels and Tires	Loading of Suspensions may Exceed Component Ratings In Late Model Vehicles
249.A	General Motors	Chevrolet Corvair	1961-1969	Heater	Recall #71-0224
A2-58	General Motors	Chevrolet	1965-1972	Engine Mount	Recall #71-0235
A3-04	Toyota	1200 and 1600 cc	1970-1971	Fuel System	Recall #72-0014
A4-21	Ford	Torino and Ranchero Mercury Montego	1972	Rear Axle Assembly	Recall #72-0095
A4-31	General Motors	GMC and Chevrolet C and G Series Trucks with Dual Rear Wheels	1973	Wheel Clamp Rings	Recall #73-0212

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS DATE December 31, 1974

III. SURVEYS AND AUDITS

CASE	MAKE	MODEL	YEAR	COMPONENT	POSSIBLE PROBLEMS
A4-36	Mercedes-Benz	450SE and SEL	1973	Right Front Brake Line	Recall #73-0213
A4-38	FMC Corporation	2900 Motor Coach	1973-1974	Steering Pitman Arm	Recall #73-0249
A4-39	AMF/Harley Davidson	XL1000 and XLCH1000	1973	Frame	Recall #73-0215
A4-40	White Motors	600 Series Truck	1972-1973	Throttle Linkage	Recall #73-0230
A4-41	International Harvester	CO and COF-4070 Transtar	1974	Drag Link	Recall #73-0228
A4-42	Ford	Lincoln	1974	Starter Cable Assembly	Recall #73-0220
A4-43	General Motors	Chevrolet Full-Size Station Wagon	1974	Rear Brake Pipe	Recall #73-0244
A4-61	Ford	Mercury Capri	1974	Engine Compartment Wiring Harness	Recall #73-0246
A4-62	Ford	F-500-600, C-LN-600 B-500-600-700, M-450-500	1974	Carburetor Throttle Lever	Recall #74-0031
A4-63	General Motors	Chevrolet, Pontiac Buick and Oldsmobile	1974	Seat Belt Retractor	Recall #74-0016

CURRENT INVESTIGATIONS

OF ALLEGED SAFETY RELATED DEFECTS

DATE December 31, 1974

III. SURVEYS AND AUDITS

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

CURRENT INVESTIGATIONS
OF ALLEGED SAFETY RELATED DEFECTS

DATE December 31, 1974

III. SURVEYS AND AUDITS

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

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT 517

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
March 4, 1975

NHTSA -- 14-75 (PF)
Tel. 202-426-9550

The U.S. Department of Transportation today proposed new requirements for emergency doors in school buses. In a proposed amendment to Federal Motor Vehicle Safety Standard No. 217, "Bus Window Retention and Release," the department's National Highway Traffic Safety Administration (NHTSA) said that school buses should be equipped with either a single rear emergency door or two side emergency doors, one on each side of the rear half of the bus.

The doors would be required to open outward. Release mechanisms for the doors would have to be capable of being operated manually from either inside or outside the bus, by one person. If a release mechanism becomes unlatched, a continuous audible warning would be required to sound in the driver's compartment and near the door with the unlatched mechanism.

The proposed rule, which would be effective on April 1, 1976, was issued in response to the recently enacted Motor Vehicle and Schoolbus Safety Amendments to the Vehicle Safety Act.

Interested parties are invited to submit comments to the National Highway Traffic Safety Administration, 400 Seventh Street, SW, Washington, D.C. 20590. The comment period closes on April 29, 1975.

##########

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

U.S.MAIL

DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE FRIDAY
March 7, 1975

NHTSA--- 15-75 (PF)
Tel. 202-426-9550

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) said today it is denying petitions which asked for a significant delay in its hydraulic brake standard requirements as they apply to passenger cars.

The federal safety agency agreed, however, to industry requests for more time to meet the requirements and proposed a four-month extension of the effective date to Jan. 1, 1976. The NHTSA also proposed an indefinite delay of the standard's requirements as they apply to trucks, buses and other hydraulic-braked vehicles.

The safety administration said the proposal responds to petitions to postpone or revoke Federal Motor Vehicle Safety Standard No. 105-75, a regulation that deals with new hydraulic brake system requirements for passenger cars, multipurpose vehicles, trucks and buses. Most of the petitioners said the standard would have an adverse impact on the national economy.

-more-

The safety agency determined that the relatively low increase in cost for passenger car compliance would not warrant an indefinite delay in view of the safety improvements visualized and the well-recognized role of brakes in avoiding accidents or reducing their severity. However, the four-month extension is proposed to allow manufacturers to adjust to minor amendments to the standard.

Estimated costs to meet requirements of the standard for multipurpose vehicles, trucks and buses are substantially larger than for passenger cars and could warrant postponement of the standard for such vehicles pending further study.

The NHTSA announced it plans to propose interim brake requirements for vehicles other than passenger cars in the near future should Standard 105-75 be postponed indefinitely.

The agency also announced a public hearing on the proposal, to be held April 1, 1975, in conference room 2230, Nassif Building, 400 Seventh St., SW, Washington, D.C., starting at 9:00 a.m.

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

U.S.MAIL

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
March 7, 1975

NHTSA -- 20-75 (HP)
Tel. 202-426-9550

The U.S. Department of Transportation moved today to bolster President Ford's program to conserve energy. The department proposed regulations that would require the states to certify they are enforcing the 55 mile per hour national maximum speed limit on all public highways.

Acting Secretary of Transportation John W. Barnum, who signed the proposal, said the 55 m.p.h. speed limit produced two significant benefits in 1974. "It saved fuel and it saved lives," he said.

"The savings in fuel were expected," Barnum noted. "But the benefits in human life were beyond our expectations. By the end of 1974, slower speeds had contributed to a dramatic reduction of more than 9,000 fatalities from the 12-month traffic toll in 1973."

-more-

When President Ford signed into law the Federal-Aid Highway Amendments of 1974, the national speed limit was converted from a temporary measure into a permanent one.

The new Act provides also that the secretary of transportation withhold approval of federal-aid highway projects in any state which fails to certify by January 1 of each year that it is enforcing the speed limit requirements of the Act.

The proposed regulation would direct the states to furnish supporting data that they are enforcing the 55 m.p.h. speed limit and that they are monitoring the speeds at which motorists are driving.

A system of speed monitoring has been used by most states in recent years for purposes of highway planning. Data submitted to the Federal Highway Administration during 1974 indicate that under conditions of free-flow traffic, approximately 53 per cent of the motorists are traveling at 55 m.p.h. or less. This represents a significant decline over the speeds recorded a year earlier and supports earlier indications of public willingness to respond to this national need.

Barnum noted, however, that in order to further increase the level of compliance with the speed limit, a high level of enforcement will be needed.

Responsibility for carrying out the provisions of the regulations is being shared by the Federal Highway Administration and the National Highway Traffic Safety Administration.

Interested persons are invited to submit comments on the proposal by close of business April 21, 1975, to the National Highway Traffic Safety Administration, Docket Section, Room 5108, 400 Seventh St., SW, Washington, D.C. 20590. Copies of the proposal may be obtained by writing to the NHTSA Office of Public Affairs and Consumer Services at the above address.

###############

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR IMMEDIATE RELEASE
Friday, March 7, 1975

NHTSA -- 21-75 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation announced today it has decided to retain a requirement that all new passenger cars be equipped with front and rear bumpers capable of sustaining barrier crashes at 5 miles per hour.

In a notice to be published in the Federal Register, the department's National Highway Traffic Safety Administration (NHTSA) said it has concluded that the 5 m.p.h. protection level, and the 3 m.p.h. corner impact level associated with it, should not be reduced.

Last Jan. 2, the safety agency proposed an immediate reduction in requirements for both front and rear impacts to 2 1/2 m.p.h. The proposal was designed to encourage manufacturers to move toward lighter weight bumper systems in order to conserve energy and still provide a satisfactory level of protection against damage.

-more-

Because of the controversial nature of the proposal, the NHTSA conducted a two-day public hearing in February to air all views on the subject.

Dr. James B. Gregory, NHTSA Administrator, said the decision to retain the 5 m.p.h. requirement was reached after a careful examination of all the evidence presented at the hearings and submitted to the public docket during the comment period, and a review of previous bumper studies.

"We are convinced," Dr. Gregory said, "that with careful design and use of available materials, motor vehicle manufacturers can produce bumper systems that are not unduly heavy and at the same time produce significant net benefits for consumers."

At the same time, the NHTSA proposed an amendment to its bumper standard that would reduce the number of pendulum impact test requirements and temporarily suspend the effective date for the low-corner impact requirements. The pendulum test insures greater uniformity in bumper height to help eliminate serious mismatch problems.

The safety agency said it wants to amend Standard No. 215 by reducing the number of pendulum impacts from the current six to two, both front and rear.

-more-

The standard currently requires one corner impact, front and rear, at a height of 20 inches. The "low corner" (between 16 and 20 inches) impact requirements of the standard are scheduled to become effective for the 1976 model year passenger cars. Acting on a petition by Chrysler Corp. to delay the low corner impact requirements because of the company's serious financial difficulties, the NHTSA is proposing a 1-year delay of those requirements for vehicles with wheelbases exceeding 120 inches.

In its January notice, the NHTSA proposed implementation of damage criteria that would prohibit surface damage except where such damage occurred to a component of the bumper system. Title I of the Motor Vehicle Information and Cost Savings Act directs the NHTSA to promulgate a standard that will reduce consumer costs incurred when vehicles are involved in low-speed collisions. Since these criteria were only proposed with respect to the lower test speeds, and no time remains for design changes in the 1976 models, the NHTSA recognizes that further leadtime is called for. It therefore proposes that such criteria become effective Sept. 1, 1976, or as an alternative, Sept. 1, 1977 or 1978.

The NHTSA also proposes that starting with the 1980 model year, bumpers be capable of withstanding the 5 m.p.h. test speeds and the 3 m.p.h. corner test speeds without experiencing any surface damage except limited damage to the bumper face bar.

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE MONDAY
March 10, 1975

NHTSA -- 17-75 (BAB)
Tel. 202-426-9550

The U. S. Department of Transportation today announced the appointment of James C. Schultz as the new chief counsel for the National Highway Traffic Safety Administration.

Mr. Schultz joined the Department of Transportation as a trial attorney in August 1971, and has been the department's Assistant General Counsel for Litigation for the past two years.

A native of Nebraska, Mr. Schultz was graduated from the University of Nebraska in 1956, and received his J.D. degree from the George Washington University Law School in Washington, D.C., in 1961. He served as Associate Editor of the law review and earned the Order of the Coif.

After graduation, he became law clerk to the Chief Judge of the U.S. Court of Claims, and a year later became associated with the New York City law firm of Royall, Koegel and Rogers.

-more-

In 1965, he became minority counsel of the Subcommittee on Antitrust and Monopoly of the U.S. Senate Committee on the Judiciary. From there, he moved to the Antitrust Division of the Department of Justice as a trial attorney in 1969, and remained there until coming with the Department of Transportation.

Schultz is 40, a member of the Bar of the State of New York and of the District of Columbia.

His is married to the former Nancy Dixon. They have a son and daughter, James Vincent and Erica Ruth.

##################

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE TUESDAY
March 11, 1975

NHTSA- 19-75 (RC)
Tel. 202-426-9550

The U. S. Department of Transportation today proposed a new federal motor vehicle safety standard to provide adequate rollover protection for pupils riding in future school buses.

The proposed standard entitled "School Bus Rollover Protection" was prepared by the department's National Highway Traffic Safety Administration (NHTSA), and is designed to reduce the danger of roof collapse in a rollover accident. It is one of several new proposals advanced by NHTSA to further protect the lives of school children.

"School bus safety is of paramount interest to the National Highway Traffic Safety Administration," said Dr. James B. Gregory, head of the federal safety agency. "This proposal is but one of many that we intend to adopt, so that our American system of transporting school children will continue to be the safest in the world."

Technically, the rollover proposal calls for a test that will require the roofs of school buses to sustain weight stresses equal to one and a half times the weight of the unloaded vehicle, under conditions of a simulated rollover.

The proposed effective date is April 1, 1976, with a comment period closing on April 29, 1975. Parties interested in commenting should submit their views to the Docket Section, National Highway Traffic Safety Administration, Room 5108, 400 Seventh Street, SW, Washington, D.C. 20590.

##############################

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

DEPARTMENT OF TRANSPORTATION | NEWS

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

FOR RELEASE MONDAY 10:00 A.M.
March 17, 1975

NHTSA--25-75(GLW)
Tel. 202-426-0670

A new program to furnish American consumers more timely and accurate information on defect investigations and the recall of tires and motor vehicles was announced today, as the result of cooperative efforts between private industry and the federal government. The new program was jointly announced by Mrs. Virginia H. Knauer, Special Assistant to the President for Consumer Affairs, and Dr. James B. Gregory, Administrator of the National Highway Traffic Safety Administration (NHTSA).

Resulting from several months of cooperative effort by Mrs. Knauer, NHTSA, the Motor Vehicle Manufacturers Association, and the Tire Industry Safety Council, the new information system will work through state and local consumer offices, tied directly into federal and industry information sources, to bring recall and defect information to consumers as quickly as investigative results are available. Consumers who regularly apply to local service offices for help and guidance will find a completely new source of detailed hazard-warnings available to them.

In today's joint briefing both Mrs. Knauer and Dr. Gregory stressed the vital role of local consumer offices in safeguarding the public through timely and accurate safety information. "Through this new channel, direct to local agencies," Dr. Gregory pointed out, "we will be augmenting the national news coverage with full detail on recalls, investigations and safety hazards."

Mrs. Knauer, commenting on her continuing concern for consumers who fail to receive information in time to prevent heavy financial loss and injuries, stated that "no one has the complete answer to the problem of adequately informing the public. But this new program," she said, "is a vast improvement and will provide local information offices a new capability to serve the consumer."

At the briefing today, officials from the Motor Vehicle Manufacturer's Association and the Tire Industry Safety Council explained the cooperative agreements and procedures by which information from industry sources, as well as from government sources, will be distributed in the new program.

State and local consumer offices participating in the system will be regularly supplied with all tire recall notices, all motor vehicle and equipment Consumer Protective Bulletins, and a monthly listing of NHTSA's defect investigations newly opened, newly completed, and those still in progress. Local offices will be able to publicize this information as their resources permit, or will be in a position to provide detailed hazard-warnings to consumers who seek help.

###############

75823

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
March 17, 1975

NHTSA-26-75(GLW)
Tel. (202)426-0670

The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a public warning today against the hazard of dangerous tire failures at vehicle speeds in the range of 90 to 125 miles per hour.

The safety agency said it had noted a trend toward the purchase of high priced, top quality tires by a number of police jurisdictions, mistakenly believing that high price also means suitability for high speed use.

Citing a number of accidents and at least two recent fatalities from tire failures at excessively high speed, the federal advisory said that even though police departments have long understood the need for special tires, the development of radial tires -- which provide superior performance in many aspects of vehicle handling and tire durability -- appears to have led some tire dealers and buyers to assume such tires are safe for these high speed uses.

The NHTSA said that high price and top quality in a tire do not mean that it has also been specially designed and constructed to withstand the high speeds normally associated with police pursuit. The fatalities cited occurred when standard commercial grade steel-belted radial tires were placed in police car service at these speeds. The tires were neither designed nor recommended by their manufacturer for such use.

The government said that several tire manufacturers have publicly warned that emergency units having a need for these very high speeds should specify on all purchase orders that they want special tires which are manufacturer-certified for the speeds intended. Specially designed tires are required for such high speed use, regardless of whether the tire is bias ply, belted bias, or radial in its construction.

##################

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

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, March 19, 1975

NHTSA -- 24-75 (...)
Tel. 202-426-9550

The U. S. Department of Transportation has commended General Motors Corporation for its decision to lower the top speed displayed on speedometers of GM vehicles.

The department's National Highway Traffic Safety Administrator, Dr. James B. Gregory, had requested the manufacturers to voluntarily take the step of reducing the top speed reading on speedometers to something below 100 miles per hour.

Dr. Gregory made public an exchange of correspondence in which General Motors announced that it will voluntarily lower the top speedometer calibration to 85 mph on 1976 models of several of its smaller sized cars. The company said it will extend the action to other models in subsequent years as tooling changes permit.

In his response, Dr. Gregory said, "I can only applaud your voluntary action as being consistent with the national 55 mph speed limit and the need to conserve fuel. At the same time, although firm data are sparse, I believe that it is a decision in the interest of safety. I hope that all manufacturers will take note of General Motors' leadership in this matter and follow suit."

##########

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
Wednesday, March 19, 1975

NHTSA -- 27-75 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA), said today it will conduct a public hearing on Friday, April 4 to discuss its new bumper proposal.

Under Title I of the Motor Vehicle Information and Cost Savings Act, the safety agency has proposed damage criteria that would prohibit surface damage to passenger cars except where such damage occurs to a component of the bumper system.

The hearing will be held at 9:30 a.m. in Room 4234 of the Nassif Building, 400 Seventh St., SW, Washington, D. C.

Persons who wish to make a formal presentation should contact Guy Hunter, NHTSA, 400 Seventh St., SW, Washington, D. C. 20590 (telephone 202-426-2265) before March 28.

##########

75832

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE FRIDAY P.M.
March 21, 1975

NHTSA -- 23-75 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation today announced the award of more than $13 million in incentive grants to 23 states and the District of Columbia for achieving significant progress in reducing their highway fatality rates during calendar year 1973.

The incentive grants were authorized by Congress to encourage states to develop and implement effective measures for reducing their highway fatality rates (number of highway deaths per 100 million miles of vehicle travel). Amounts awarded to the qualifying states are equal to 25 per cent of the federal funds apportioned for Fiscal Year 1975 for the highway safety programs of those states.

The qualifying states (ranked in the order of their performance) and the amount of their awards are as follows:

1. New Hampshire $194,000
2. District of Columbia 194,000
3. West Virginia 325,000
4. Oregon 510,000
5. Oklahoma 623,000
6. South Carolina 505,000

- more -

7. Hawaii 194,000
8. Kansas 632,000
9. Montana 268,000
10. Tennessee 737,000
11. Washington 658,000
12. Virginia 789,000
13. Maine 194,000
14. Delaware 194,000
15. Nebraska 435,000
16. Ohio 1,727,000
17. Alaska 194,000
18. Colorado 489,000
19. Nevada 194,000
20. Missouri 930,000
21. Maryland 597,000
22. Indiana 931,000
23. Iowa 672,000
24. North Carolina 912,000

##########

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

U.S.MAIL

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
March 21, 1975

NHTSA -- 28-75 (HP)
Tel. 202-426-9550

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced today it will hold a public meeting May 19 to discuss future passive protection requirements under Federal Motor Vehicle Safety Standard No. 208.

In March 1974, the NHTSA proposed requirements calling for mandatory passive restraint systems in the front seats of all passenger cars starting with the 1977 model year. Passive systems require no action by vehicle occupants, such as fastening a seat belt.

Since the 1974 proposal, the safety agency has issued a detailed cost-benefit analysis of passive systems and has carefully reviewed data and arguments on the desirability of requiring mandatory passive restraints in passenger cars.

To collect and consolidate all information developed since the 1974 proposal, the NHTSA invites interested persons to the public meeting to discuss such issues as

- more -

benefits, costs, leadtime, and other factors associated with passive restraint systems.

The meeting will be held at the U. S. Department of Commerce Auditorium, 14th St., and Constitution Ave., NW, Washington, D. C. The meeting will be in session from 9:00 a.m. to 5 p.m. on May 19, and, depending on requests for time, during the same hours on May 20 and 21.

Some of the subjects expected to be discussed include the status of passive restraint technology, vehicle manufacturer experience with passive restraints in their vehicle models, and the expected environmental and economic impact of mandatory passive restraint requirements.

The NHTSA also is interested in insurance company estimates of possible premium reductions for vehicles equipped with passive restraints.

Persons wishing to make a formal presentation at the meeting should contact Mr. Robert Nelson, NHTSA, 400 Seventh St., SW, Washington, D. C. 20590 (telephone 202-426-2802) before April 30. A transcript of the meeting will be made, and will be available for examination in the NHTSA Docket Section, Room 5108, approximately five days after the meeting.

##################################

DEPARTMENT OF TRANSPORTATION

NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR RELEASE WEDNESDAY
March 26, 1975

NHTSA -- 29-75 (PF)
Tel. 202-426-9550

The U. S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) announced today it has made an initial determination that a safety defect exists in the seat back pivot pin brackets of both front seats on Ford 1968 and 1969 Mustang and Cougar automobiles.

The NHTSA said it based its findings on a defect investigation into reports of seat back pivot pin bracket failures which caused sudden partial collapse of the front seat backs, resulting in vehicle control loss and,in some cases,injuries. So far, 18 injuries have been reported.

Ford Motor Company has been notified of the preliminary determination and will be given an opportunity to comment on the alleged defect. A public meeting will be held for this purpose at 10 a.m. April 22, 1975, in room 6332, Department of Transportation Headquarters, 400 Seventh Street SW, Washington, D. C. All interested persons are invited to attend.

The NHTSA report indicates the cause of the pin bracket failure is repetitive occupant pressure against the seat back. There are approximately 600,000 Mustangs and Cougars of those model years in active use.

##########

75842

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

Official Business

PENALTY FOR PRIVATE USE, $300

POSTAGE AND FEES PAID
NATIONAL HIGHWAY TRAFFIC
SAFETY ADMINISTRATION
DOT 517

FIRST CLASS

U.S.MAIL

DEPARTMENT OF TRANSPORTATION | NEWS

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

WASHINGTON, D.C. 20590

FOR IMMEDIATE RELEASE
March 31, 1975

NHTSA -- 31-75 (BAB)
Tel. 202-426-9550

Traffic fatalities in February maintained a level of almost 19 per cent below the level of February 1973, according to preliminary figures provided to the U. S. Department of Transportation by the 50 states and the District of Columbia.

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

Estimates of traffic fatalities for February based on state reports totaled 2,865 compared to 3,524 for February 1973, a reduction of 18.7 per cent. The January to January figures had shown a 19.6 per cent reduction.

"These preliminary figures are both good news and bad news," said NHTSA Administrator Dr. James B. Gregory. "The good news is that the level of fatalities is remaining considerably lower than in 1973. The bad news is that the figures for February were nearly 9 per cent above the same month in 1974. Since the January figures were 5.5 per cent higher than last year, we now have seen two consecutive months in which the figures have been higher than the previous year, and they are rising.

- more -

"The figures for these first two months of this year should serve as a warning that we may be forgetting the message of last year's long lines at the gas pumps," Dr. Gregory said. "Today's higher prices for energy should serve as a constant reminder that this Nation can ill afford to return to our old motoring habits. The record of 1974 should give us confidence in the basic principle that when enough people make a significant change in their way of doing things, the impact of that change can be seen in the statistics -- in this case, lives saved as well as fuel conserved.

##################################

Traffic Fatality Estimates Based on Early Reports

February 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	Feb. 1975	Feb. 1974*	Feb. 1973**
Alabama	70	69	76**
Alaska	4	6	1
Arizona	48	45	63
Arkansas	51	26	39**
California	288	205	348
Colorado	41	34	38
Connecticut	28	21	32
Delaware	11	5	8
Florida	176	165	211**
Georgia	104	93	129**
Hawaii	11	11	10**
Idaho	12	19	25
Illinois	119	117	141
Indiana	73	82	107**
Iowa	28	47	48
Kansas	41	31	39
Kentucky	59	53	59**
Louisiana	65	44	66
Maine	11	13	8
Maryland	54	38	72
Massachusetts	66	55	59
Michigan	99	116	156
Minnesota	28	50	38
Mississippi	25	66	59
Missouri	47	22	80
Montana	14	17	18
Nebraska	15	17	18
Nevada	9	7	17**
New Hampshire	6	6	3
New Jersey	69	60	64
New Mexico	34	28	52
New York	172	118	219
North Carolina	95	87	117
North Dakota	8	6	10
Ohio	103	134	134
Oklahoma	41	46	43**
Oregon	23	39	33

STATE	Feb. 1975	Feb. 1974*	Feb. 1973**	% Change 1975-74	% Change 1975-73
Pennsylvania	113	158	157		
Rhode Island	11	3	8		
South Carolina	53	40	67**		
South Dakota	4	14	14		
Tennessee	70	74	92**		
Texas	243	166	278		
Utah	21	3	11		
Vermont	6	6	9		
Virginia	57	51	89		
Washington	44	41	43		
West Virginia	34	24	28		
Wisconsin	45	38	69		
Wyoming	10	9	9		
Dist. of Col.	6	5	10		
TOTAL	2,865	2,630	3,524	+8.9	-18.7

*All 1974 figures are estimates based on early reports.
**Figures are revised State figures unless starred; starred figures are NHTSA estimates.

75855